



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director
Arthur L. Dao

Bicycle and Pedestrian Community Advisory Committee

Thursday, July 7, 2016, 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

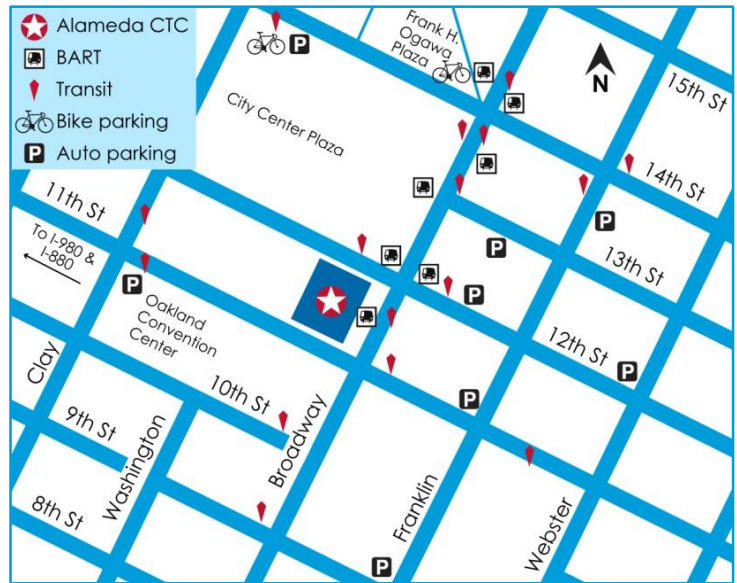
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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.

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Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, July 7, 2016, 5:30 p.m.

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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 April 7, 2016 BPAC
Meeting Minutes

1

A

5:45 – 6:30 p.m.
Gary Sidhu
Abhijeet Bhoi

4. Review of SR-84 Expressway Widening and SR84/I-680 Interchange Project

7

I

6:30 – 6:55 p.m.
Matt Bomberg

5. Countywide Bicycle/Pedestrian Count Program Update

37

I

6:55 – 7:20 p.m.
BPAC Members

6. Organizational Meeting

6.1. Election of Officers for FY2016-17

45

A

6.2. Review of FY2016-17 BPAC Meeting Calendar
and Project Review Look-ahead

47

I

7:20 – 7:25 p.m.
Staff

7. Staff Reports (Verbal)

I

7:25 – 7:30 p.m.
BPAC Members

8. BPAC Member Reports (Verbal)

8.1. BPAC Roster

55

I

7:30 p.m.
Midori Tabata

9. Adjournment

Next meeting: October 6, 2016

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

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, April 7, 2016, 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 Sara Zimmerman.

2. Public Comment

There were no public comments.

3. Approval of January 7, 2016 Minutes

Requests were made to make the following corrections to the January 7, 2016 minutes:

- Page 1 last sentence in first bullet modify to "Amber noted potential..."
- Page 4 the fourth bullet modify to "Hazardous, a slipping hazard due to low friction on..."

Preston Jordan moved to approve the January 7, 2016 minutes with the above changes. Matt Turner seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Gigli, Johansen, Jordan, Marleau, Murtha, Schweng, Shaw, Tabata, Turner

No: None

Abstain: None

Absent: Zimmerman

4. Review of I-80/Gilman Interchange Improvements Project

Matt Bomberg informed the committee that the I-80/Gilman Interchange Improvements is one of the signature projects in 2014 Measure BB Transportation Expenditure Plan. Alameda CTC is the project sponsor and the project is currently in the environmental phase. He noted that Alameda CTC is working closely with the City of Berkeley, East Bay Regional Parks, adjacent property owners and other interested parties.

The project team has two proposed designs to improve the intersection for both vehicle operations and bicycle and pedestrians access through the intersection and over the freeway. Matt introduced Rodney Pimentel of Parsons Brinckerhoff who presented the committee on overall project context and the proposed design alternatives.

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

5. Bicycle/Pedestrian Count Program Update

Matt Bomberg provided input on the future bicycle/pedestrian count program design. He reviewed the goals of the count program, manual versus automatic count data, current Alameda CTC count program, current program shortcomings and the current program

history. Matt discussed the overall design and sought input from the committee on the manual count program.

Questions/feedback from the committee:

- A member mentioned that ongoing operational costs will be difficult to maintain and it's a good idea for Alameda CTC to speak with the cities, Metropolitan Transportation Commission, and Alameda County to see what they are doing.
- A suggestion was made for Alameda CTC to discuss the count program with the City of Fremont, since they are currently focusing on bicycles and pedestrians as part of their Vision Zero Plan.
- A suggestion was made to consider performing intercept surveys instead of manual counts. It was noted that the City of Albany employed a Parking Consultant to perform a study and they did intercept surveys on the two main commercial streets to figure out how people got there and the results were that 45% of the people got there by walking, cycling, or transit.
- A suggestion was made to install videos to perform counts. Matt noted that Alameda CTC employed a consultant to produce counts for FY2016-2017. The consultant deployed a few videos around the county. Matt stated that the downside of video is it's difficult to determine the gender.
- A member prioritized the following goals for the count program:
 - Track trend
 - Safety analysis
 - Model validation
 - Ground truthing surveys
- Discussion took place on why counts are needed by gender and video analytics using retail videos. It was suggested that in order to determine gender consider performing manual counts a couple days during the process to extrapolate gender of the cyclists and pedestrians.
- A member stated that to the extent that manual counts are being employed it may be beneficial to not perform manual counts annually, but to expand site locations. It was suggested that if the data from bicycle loops can be accessed it will expand the number of locations for data collection.
- A member stated that the City of San Leandro is interested in data on helmet usage and targeted areas where a need is for safety and data on jay walking.
- A member suggested to look at what's already in place and consider using those sources

Matt stated that in July he will bring the BPAC a draft set of locations for review that will include the member's comments.

6. Transportation Development Act Article 3 Projects

Matt Bomberg informed the committee that BPAC is to review and provide input on Transportation Development Act (TDA) Article 3 projects in Alameda County, on request by local jurisdictions. Alameda CTC BPAC has been requested to review projects by two local jurisdictions, Alameda County Public Works Agency (ACPWA) and the City of Hayward. The ACPWA is proposing to spend its funds on bicycle and pedestrian improvements at various locations, pedestrian ramps at various locations and bicycle and pedestrian safety education program. The City of Hayward is proposing to spend its TDA

Article 3 allocation on Americans with Disabilities Act (ADA) compliant wheelchair accessible ramps in various locations citywide.

Questions/feedback from members:

- Suggestions regarding curb ramps:
 - Ramps must be outside the width of the sidewalk
 - Detectable warning surfaces that are commonly used is a slipping hazard and should be changed to composite concrete, which is better than hard plastic
 - Why are there two Alameda County projects with pedestrian ramps?
- A suggestion was made regarding Alameda County bicycle lanes to have standard details in order to not place a lane in a door zone.
- It was noted that the City of Fremont has expanded their bicycle lanes and an additional buffer bicycle lane to provide additional protection from traffic. This is the first city in Alameda County to provide a skinny traffic lane.
- A comment was made that it appears that the City of Hayward has ADA ramps already citywide.
- Discussion took place on the detectable warning surfaces being a slipping hazard. A member stated that the hard plastic is perfect for people with vision impairment. It was noted that the dome provides a resonance to help the vision impaired. Matt stated that he will email the Ped/Bike Working Group for input on this topic.

7. Staff Reports

7.1. BPAC Agenda Topic Suggestions

Matt Bomberg provided an update on BPAC agenda topic suggestions. He performed research and reviewed a list of resources that covered a number of topics discussed during the January 2016 meeting. Matt reviewed the list of agenda topic suggestions from BPAC and provided suggestions on how to address each topic.

7.2. Capital Project Delivery Plan Update

Matt Bomberg stated that in March 2016, the Commission adopted the Capital Project Delivery plan that is also known as the Community Development Investments Program (CDIP). The CDIP looks at the projects specifically named in the 2014 Transportation Expenditure Plan that Alameda CTC is responsible for sponsoring and implementing. The CDIP will support existing and new transportation infrastructure improvements. Matt stated that as the CDIP moves forward he will continue to bring updates to the BPAC.

7.3. Multimodal Plan Update

Matt Bomberg gave an update on the Multimodal Plans. He informed the committee that the Goods Movement Plan was adopted by the Commission in February 2016. He mentioned that Alameda CTC is moving forward into the implementation of the Goods Movement Plan includes grant writing for sizable federal grants. The Transit Plan will go to the committees in May, 2016. The Multimodal Arterial Plan proposed improvements are being reviewed by the cities and the goal is for it to go before the committees in June 2016. Tess Lengyel stated that Alameda CTC is going forward with the Countywide Transportation Plan (CTP) and the draft CTP will go before the committees in May 2016.

8. BPAC Member Reports

Matt Turner informed the committee that he met with Assemblymember Bill Quirk's office to discuss creating a Master Trails Plan for Alameda County. He stated that his office is looking at creating a plan that is as comprehensive as Contra Costa County Trails Plan.

Kristi Marleau informed the committee that the City of Livermore is working on its Active Transportation Plan. The city is hosting an active transportation open house on April 18, 2016. Kristi mentioned that the committee can visit www.WalkBikeLivermore.net for more information.

Diane Shaw stated that Fremont's Vision Zero Plan is very interesting and they are working with technology companies to implement technology around vehicle and bicycles avoidance. Fremont has finished their Bicycle Plan and they are working on their Pedestrian Plan.

Midori Tabata invited the committee to attend the May 18, 2016 meeting for the Fruitvale GAP Closure Streetscape project.

Midori Tabata informed the committee that the San Leandro Creek Trail held their first Community Advisory Committee meeting on April 6, 2016 and the committee was very excited about the East Bay Greenway improvements having a positive aspect for schools in the area, because absenteeism has gone down since the improvements.

8.1. BPAC Roster

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

9. Meeting Adjournment

The meeting adjourned at 8:00 p.m. The next meeting is scheduled for July 7, 2016 at the Alameda CTC offices.

Project: I-80/Gilman Interchange Improvements

Project Manager: Dave Caneer (dcaneer@alamedactc.org)

Comment	Response
How does project relate to Gilman Street railroad grade separation?	The grade separation is a separate project proceeding on a different timeline. The design has been coordinated with a potential future undercrossing of the railroad tracks to ensure that the two could conform to each other.
Why was the clearance under the freeway chosen?	The clearance is slightly more than required, to enable a cast-in-place structure, which is cheaper to construct.
Gilman Street is mismatched with an overcrossing structure. Gilman Street is a high traffic roadway whereas an overcrossing provides a trail-like experience. The northside of the interchange would be a better placement as users coming from Codornices Path could access overcrossing without using Gilman if this path is extended.	A northside placement of the overcrossing structure was explored during scoping phase but discarded due to lack of available right-of-way.
Will there be stairs connecting directly into sports field?	Yes, these are proposed as part of the project.
What is the difference in travel time between crossing at-grade and using an overcrossing?	Difference in travel time would depend on precise origin and destination, difficult to generalize.
Area is heavily parked, parking should be retained along Eastshore highway	
Could width of path be more generous at curves? This would enable cyclists to lean into curves when turning from ramps onto straightaway section of overcrossing and would also reduce conflicts from users as they round the corner.	This can be explored.
How will project slow drivers coming from freeway speed as they approach roundabout?	Splitter islands and reversing curves will be used. The roundabout has a design speed of 15 to 20 mph.
Could rough pavement be used to slow cars down?	A textured pavement will be used in the roundabout inner circles so that trucks can mount it. No textured pavements are contemplated to slow vehicle on ramps.
Explain how bicyclists or pedestrians on Gilman Street heading westbound access the overcrossing structure	Access would be by crossing at 2 nd street or by using a crosswalk just east of the roundabout. A short section of Class IV bikeway between 2 nd Street and Eastshore Highway is being studied. This would enable bicyclists to cross over to the south side of Gilman, where the overcrossing ramp is, in advance of the roundabout. There is also potential to move the crosswalk from the roundabout back to 2 nd Street.

Comment	Response
Will there be yield control?	Yes, all approaches to the roundabouts have yield control.
At-grade pedestrian access needs to be included as part of the project; the overcrossing is potentially a large deviation from shortest path for pedestrians	An at-grade multi-use pathway on the south side of Gilman is proposed as part of the project.
What is the width in the roundabout? Could a cyclist and a truck fit side-by-side?	The roundabout will be 17-18 feet wide
Cyclists are required to merge across NB freeway on-ramp to ride through the roundabout. This will be a difficult maneuver for many cyclists.	
Does the right-turn pocket for the northbound on-ramp need to be included?	Yes, this is a heavy traffic on-ramp. The right-turn pocket helps enable the roundabout to be designed as a single lane roundabout, rather than a two lane roundabout.
Consider raised cross-walks to calm vehicles entering the roundabout; Fremont has these in at least one location	
Consider advance yield markings	
Some cyclists heading southbound on Eastshore may continue to ride straight through the roundabout. Consider designing to accommodate this.	
Consider encampment and drainage issues associated with railroad undercrossing	



Memorandum

4.0

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• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Review of SR 84 Expressway Widening and SR 84/I-680 Interchange Project

RECOMMENDATION: Provide Input on SR 84 Expressway Widening and SR 84/I-680 Interchange Project

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 SR 84 Expressway Widening and SR 84/I-680 Interchange Project is one of the Named Capital Projects in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC is the project sponsor. The purpose of the project is to widen SR 84 so that it conforms to expressway standards, and to improve the SR 84/I-680 interchange to accommodate future traffic volumes and improve safety. The project is the last in a series of projects that will create a complete expressway facility with two lanes per direction along SR 84 from I-580 to I-680, with a goal of alleviating cut through traffic in Tri Valley communities. The project will create new dedicated bicycle access along SR 84 and across the I-680 interchange.

The project is currently in the Preliminary Engineering/Environmental phase, through which a preferred alternative will be selected. The Project Team is currently conducting traffic operational analysis, environmental technical studies, and preliminary engineering, through which the project design will be refined.

The Alameda CTC project manager will be in attendance at the July 7, 2016 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 Concept Drawings
- C. Project Fact Sheet
- D. Project Review Checklist and Input Form

Staff Contact

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

[Matthew Bomberg](#), Associate Transportation Planner



Bicycle Pedestrian Advisory Committee

Capital Project Information Sheet

Background Information

Project Name: SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

Project Location: SR 84 from Ruby Hill Drive to I-680 Interchange and SR 84/I-680 Interchange
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): \$220,000,000

Project Phase: Preliminary Engineering/Environmental
(Example: feasibility study, scoping, preliminary design, 30% design)

Project Description: widen and conform SR 84 to expressway standards. Improve SR 84/I-680 interchange ramps and extend existing southbound I-680 High Occupancy Vehicle/express lane northward by approximately two miles.

Project Context

Major Trip Generators: (please describe): N/A

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

Existing Facility Classifications

FHWA Functional class: I-680 – Interstate; SR 84 – major collector east of I-680; minor arterial west of I-680

Transit routes: None

Bicycle facilities: Shoulders (discontinuous through SR 84/I-680 interchange)

Pedestrian facilities: None

Truck route (yes/no): I-680 – yes; SR 84 - yes

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SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

Bicycle and Pedestrian Advisory Committee (BPAC) Presentation

July 2016



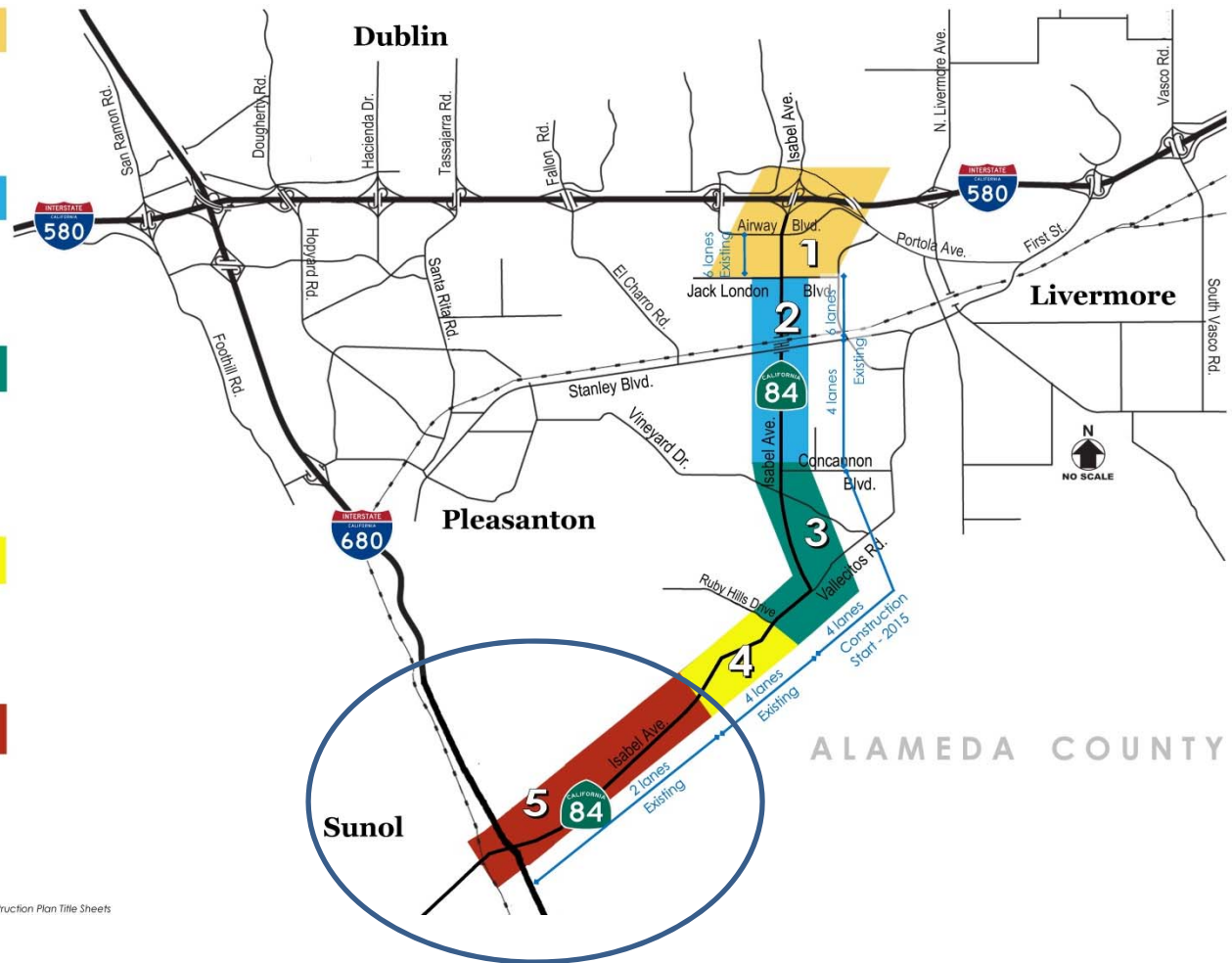


SR 84 Expressway Widening and SR 84/I-680 Interchange Improvement Project

PROJECT OVERVIEW

COMPLETE	Project 1 I-580 / Route 84 Isabel Interchange (0.9 miles)
	Status Construction complete; open to traffic March 2012
	Total Cost \$113.2M
COMPLETE	Project 2 Route 84 Expressway - North Segment (1.6 miles)
	Status Construction complete; open to traffic June 2014
	Total Cost \$36.6M
CONSTRUCTION	Project 3 Route 84 Expressway - South Segment (2.6 miles)
	Status Construction expected to complete Fall 2017
	Total Cost \$105.4M
COMPLETE	Project 4 Pigeon Pass Improvements (2.1 miles)
	Status Construction complete; open to traffic October 2008
	Total Cost \$32M
ENVIRONMENTAL	Project 5 SR 84 Expressway Widening and SR84/I-680 Interchange Improvements project (3.5 miles)
	Status Environmental Phase underway
	Total Cost \$220M

Note: Mileage per segment taken from the Caltrans Post Mile Log / Construction Plan Title Sheets





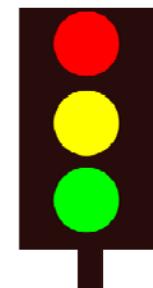
PROJECT BENEFITS

- **Alleviate existing and future traffic congestion** on SR 84
- **Improve traffic circulation between SR 84 and I-680** and around the SR 84/I-680 interchange
- **Improve safety** for motorists and cyclists
- **Conform** this segment of SR 84 to Caltrans expressway standards, consistent with other segments of SR 84

PROPOSED IMPROVEMENTS

SR 84

- 2 lanes in each direction
- New **signal intersection** at GE/Hitachi Road
- **Frontage roads** to connect driveways and local roads with the new signal intersection
- Concrete **safety barriers** and retaining walls
- **Wildlife movement** features
- Improvements on I-680 and at SR 84 and I-680 interchange



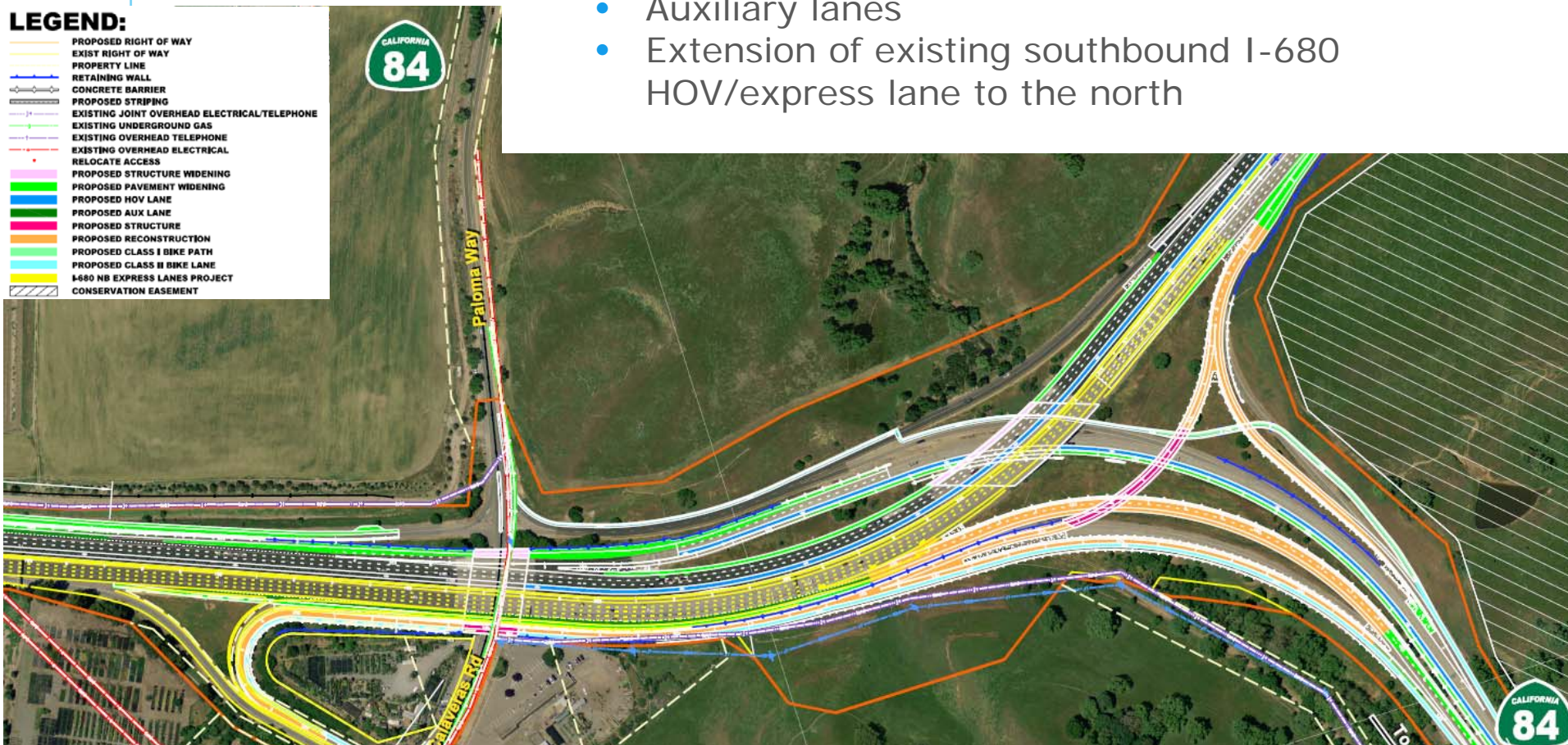
PROPOSED IMPROVEMENTS

I-680 and SR 84/I-680 Interchange

- Interchange ramp modifications
- Auxiliary lanes
- Extension of existing southbound I-680 HOV/express lane to the north

LEGEND:

	PROPOSED RIGHT OF WAY
	EXIST RIGHT OF WAY
	PROPERTY LINE
	RETAINING WALL
	CONCRETE BARRIER
	PROPOSED STRIPING
	EXISTING JOINT OVERHEAD ELECTRICAL/TELEPHONE
	EXISTING UNDERGROUND GAS
	EXISTING OVERHEAD TELEPHONE
	EXISTING OVERHEAD ELECTRICAL
	RELOCATE ACCESS
	PROPOSED STRUCTURE WIDENING
	PROPOSED PAVEMENT WIDENING
	PROPOSED HOV LANE
	PROPOSED AUX LANE
	PROPOSED STRUCTURE
	PROPOSED RECONSTRUCTION
	PROPOSED CLASS I BIKE PATH
	PROPOSED CLASS II BIKE LANE
	1-680 NB EXPRESS LANES PROJECT
	CONSERVATION EASEMENT





SR 84 – BICYCLE ROUTE

- **Existing:**
 - ✓ **Class III (bikeway)** in each direction
- **Proposed:**
 - ✓ **Class II (bikeway)** in each direction
 - ✓ **Crosswalks and curb ramps and Ped refuge islands**
@ Little Valley Road/GE Intersection



SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

SR 84: BIKE/PED FACILITIES:

Little Valley Road/GE Road Intersection

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

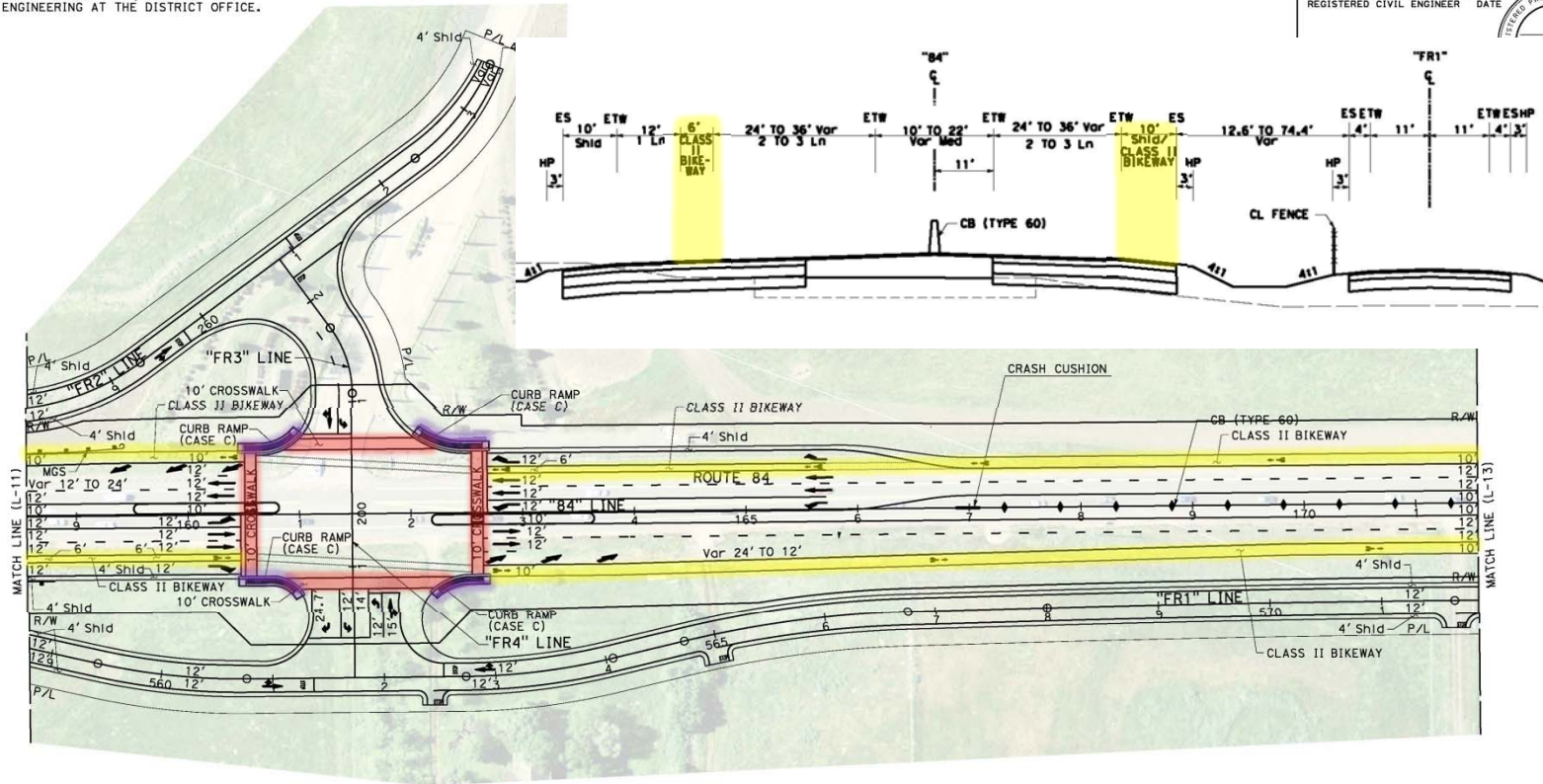
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
04	Alb	84,680	17.9/22.9 10.3/15.3	

REGISTERED CIVIL ENGINEER DATE



TRANSPORTATION

Site 800



PRELIMINARY PLANS
SUBJECT TO REVISION

LAYOUT
SCALE: 1" = 50'
L-12

Slide 7

BORDER LAST REVISED 7/27/2010

USERNAME => amber_myer
DGN FILE => L-012.dgn

RELATIVE BORDER SCALE
15 IN INCHES



UNIT XXXX

PROJECT NUMBER & PHASE

LAST REVISION DATE PLOTTED => 7/27/2016
03-28-16 TIME PLOTTED => 15:54



SR 84/I-680 IC – BICYCLE CONNECTION

- **Existing:**

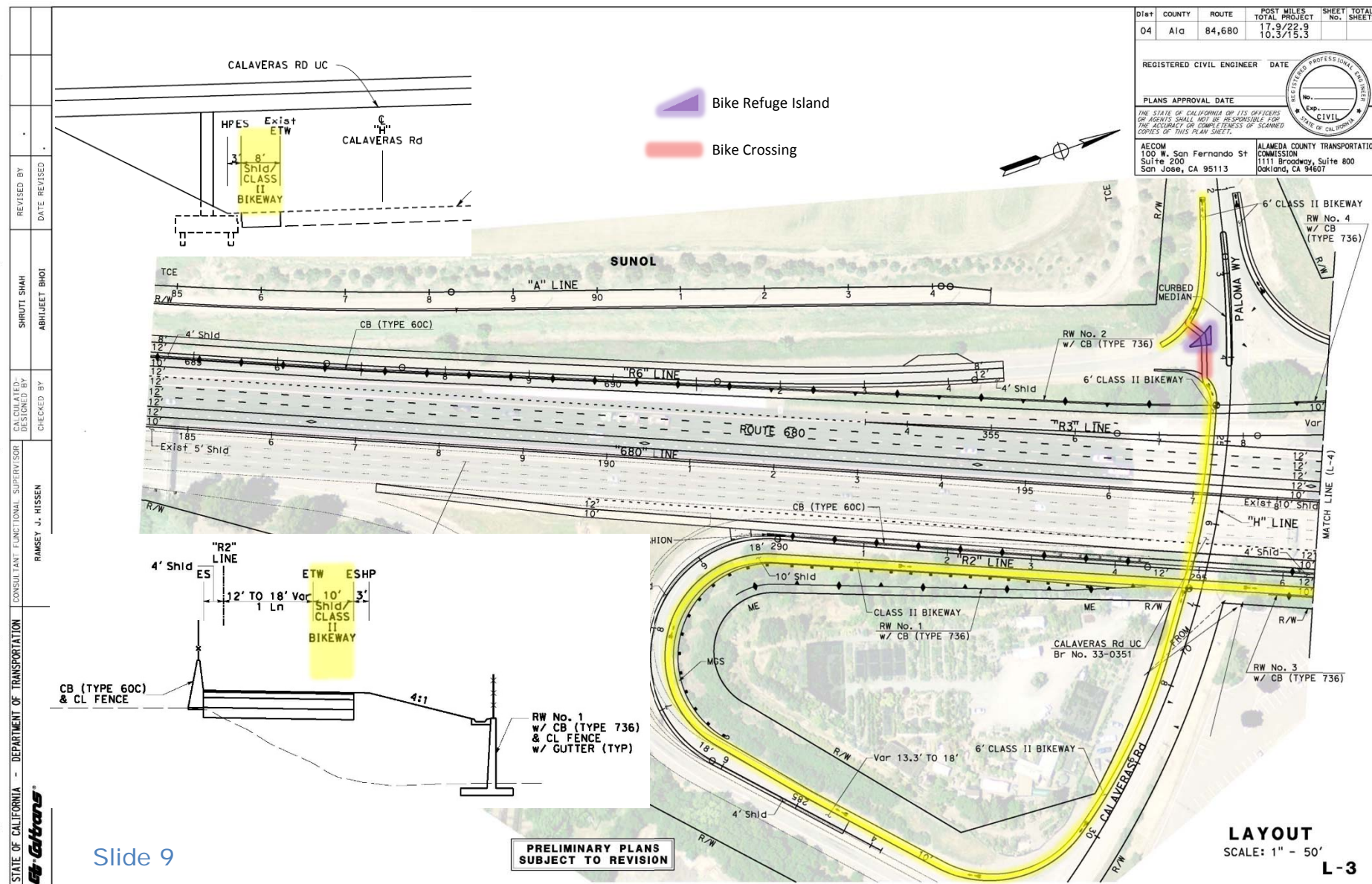
- ✓ **Class III (bikeway)** along Paloma Way and Calaveras Road
- ✓ No connection across I-680 on SR 84

- **Proposed:**

- ✓ **Class II (bikeway)** along Paloma Way, Calaveras Road, and connection from Calaveras Road through I-680/84 interchange to EB SR 84.
- ✓ **Class II (bikeway) and Class I (bikeway)** connection from WB SR 84 through I-680/84 interchange to Paloma Way and Calaveras Road

SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

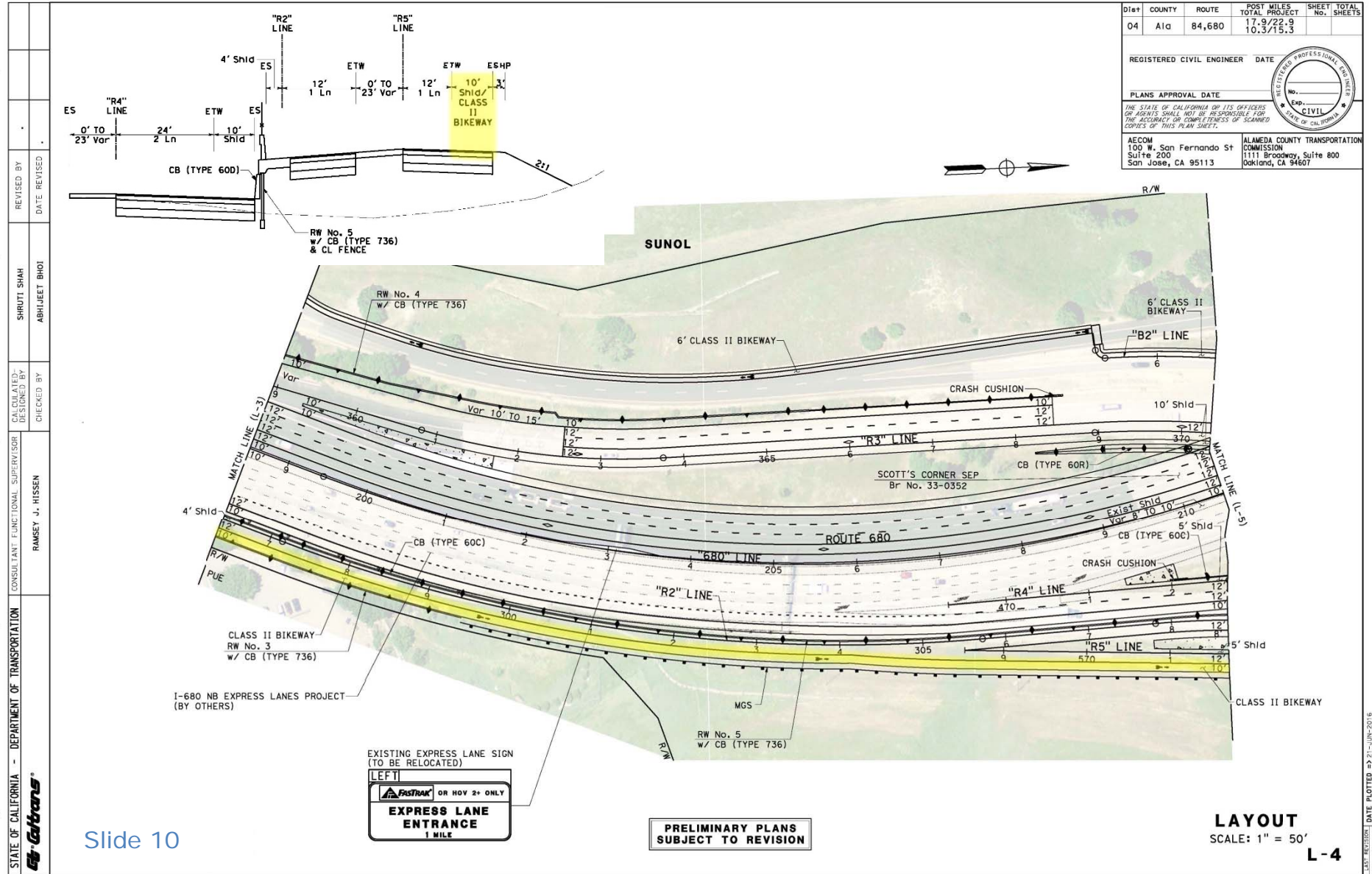
SR84/I-680 IC: EASTBOUND BIKE FACILITIES (1 of 3)





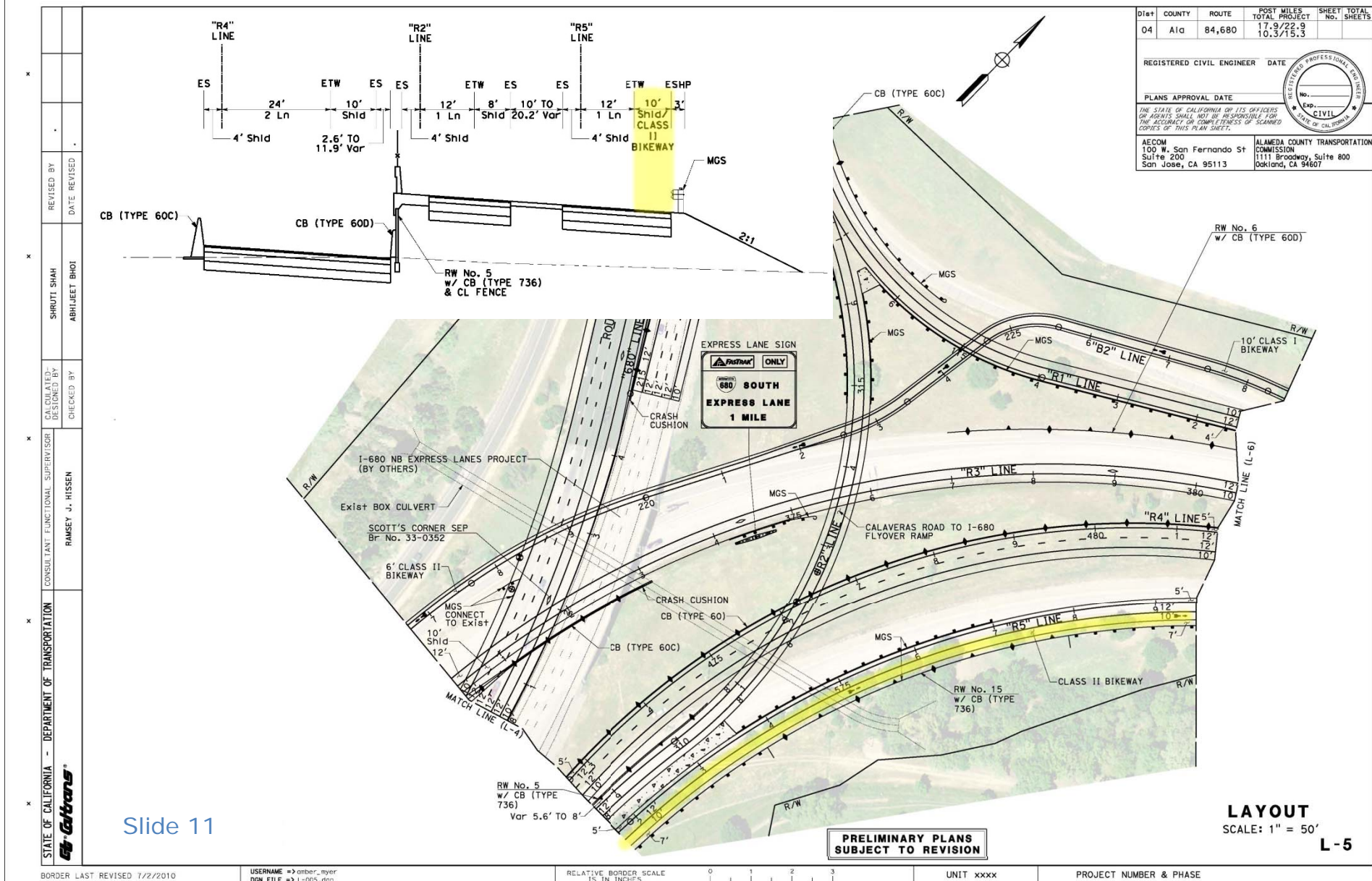
SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

SR84/I-680 IC: EASTBOUND BIKE FACILITIES (2 of 3)



SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

SR84/I-680 IC: EASTBOUND BIKE FACILITIES (3 of 3)




SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

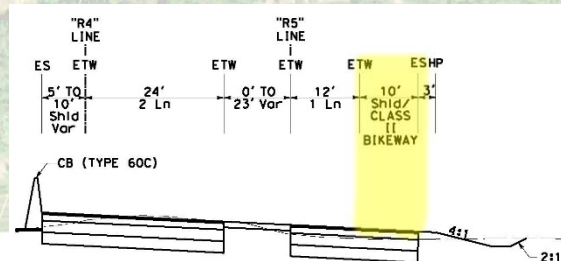
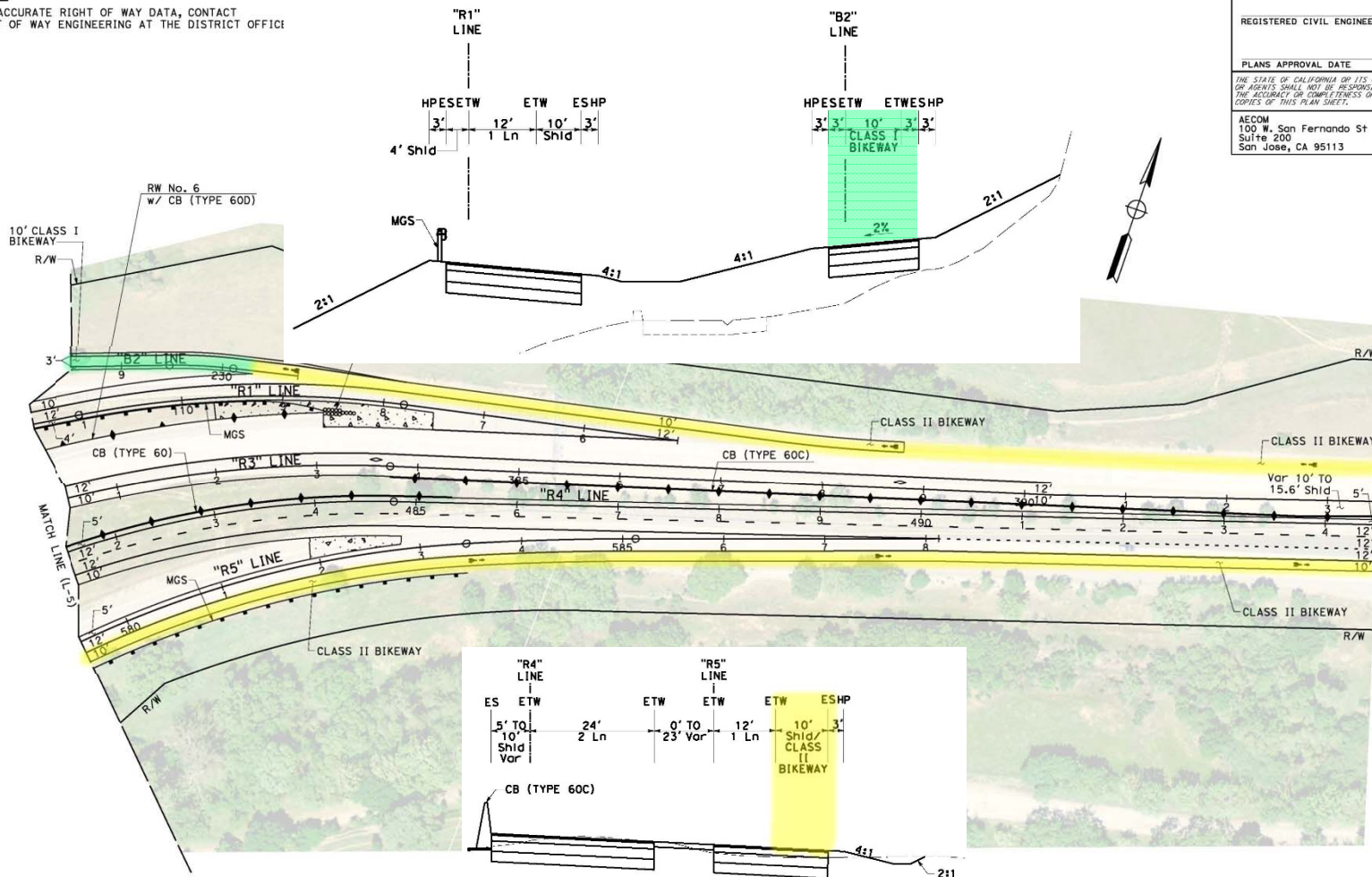
SR84/I-680 IC: WESTBOUND BIKE FACILITIES (1 of 4)



NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
04	Ala	84,680	17.9/22.9 10.3/15.3	
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE				
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				
AECOM 100 W. San Fernando St Suite 200 San Jose, CA 95113			ALAMEDA COUNTY TRANSPORTATION COMMISSION 1111 Broadway, Suite 800 Oakland, CA 94607	



Slide 12

PRELIMINARY PLANS
SUBJECT TO REVISION

LAYOUT
SCALE: 1" = 50'

L-6

BORDER LAST REVISED 7/27/2010

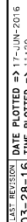
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UNIT XXXX

PROJECT NUMBER & PHASE





SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

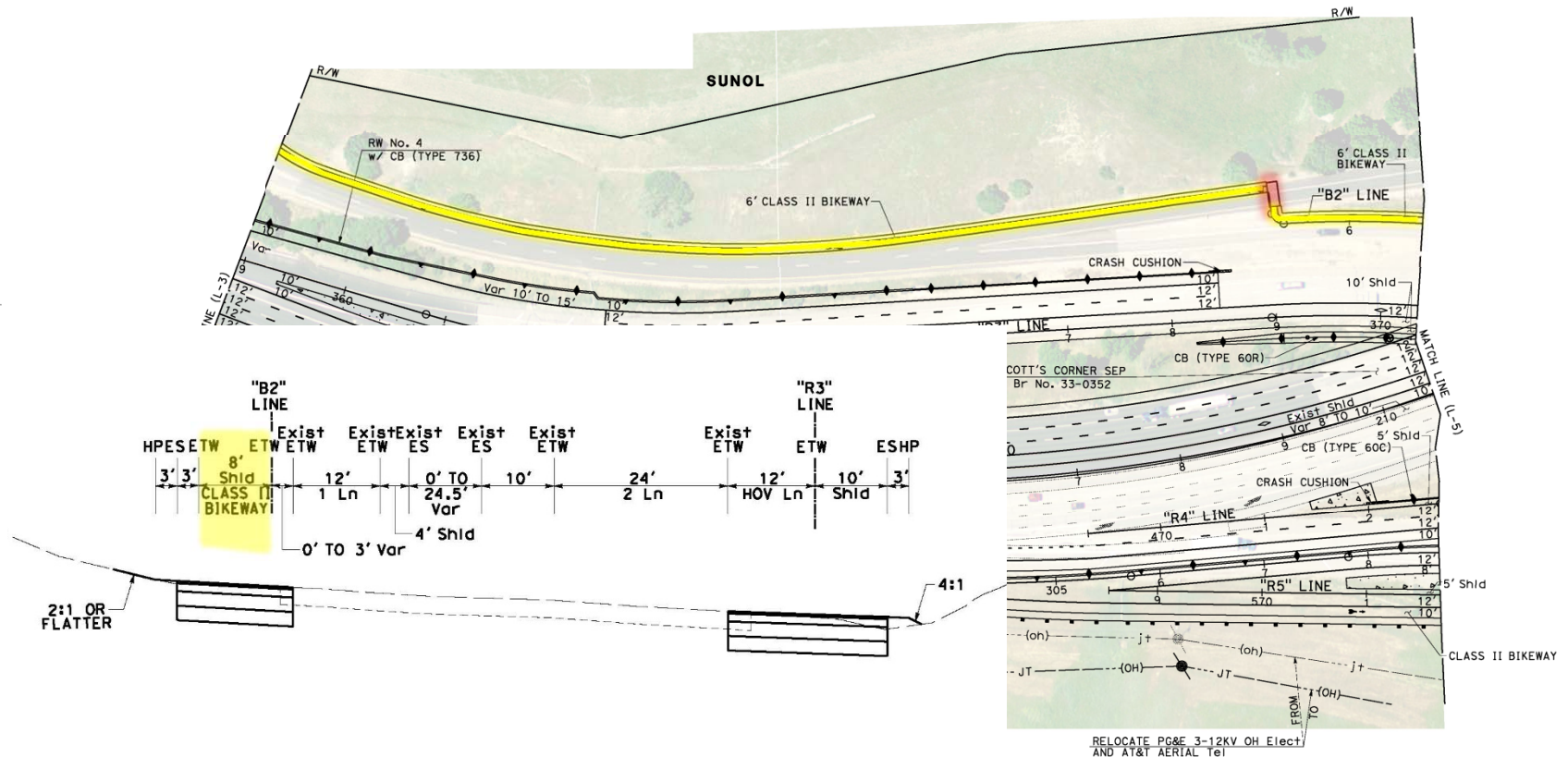
SR84/I-680 IC: WESTBOUND BIKE FACILITIES (3 of 4)

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Bicycle Hawk Beacon Crossing

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
04	Ala	84,680	17.9/22.9 10.3/15.3	
REGISTERED CIVIL ENGINEER		DATE	PLANS APPROVAL DATE	
No.		Exp.	THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	
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Slide 14

LAYOUT
SCALE: 1" = 50'
L-4

BORDER LAST REVISED 7/2/2010

USERNAME: 7/2/2010

RELATIVE BORDER SCALE

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UNIT xxxx

PROJECT NUMBER & PHASE

SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

SR84/I-680 IC: WESTBOUND BIKE FACILITIES (4 of 4)

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
04	Ala	84,680	17.9/22.9 10.3/15.3	

REGISTERED CIVIL ENGINEER DATE

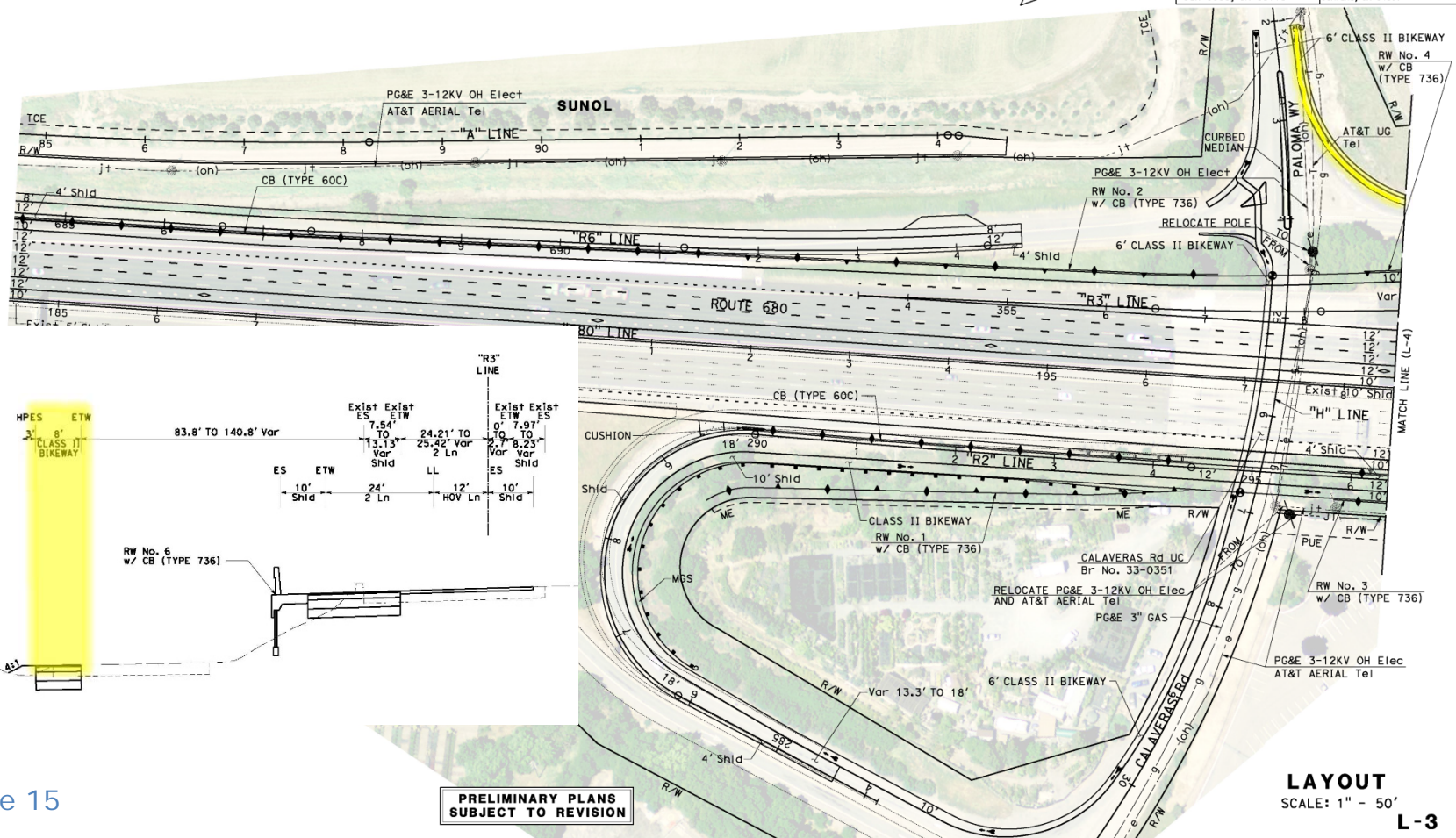
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
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Slide 15

PRELIMINARY PLANS
SUBJECT TO REVISION

LAYOUT
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L-3

BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE
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UNIT XXXX

PROJECT NUMBER & PHASE



SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

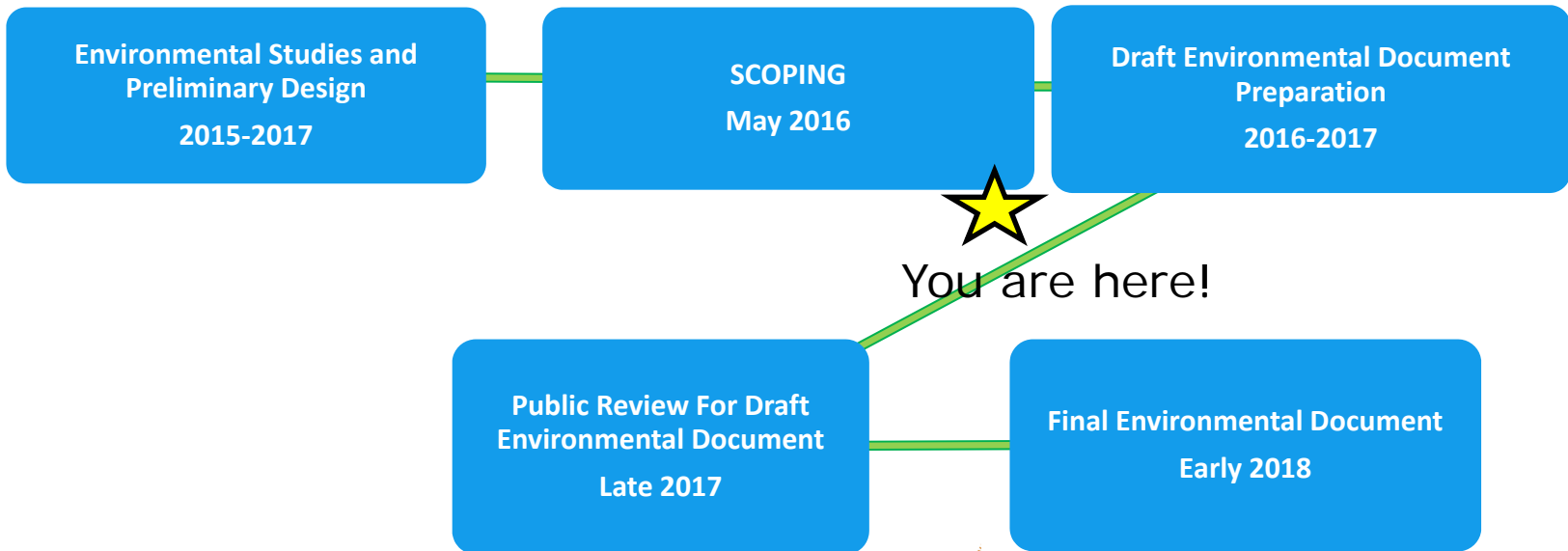
PROJECT SCHEDULE

Proposed Project Schedule



You are here!

Proposed Environmental Schedule



You are here!

Questions?

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4.0C



CAPITAL PROJECT FACT SHEET | PN 1386.000

SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements Project

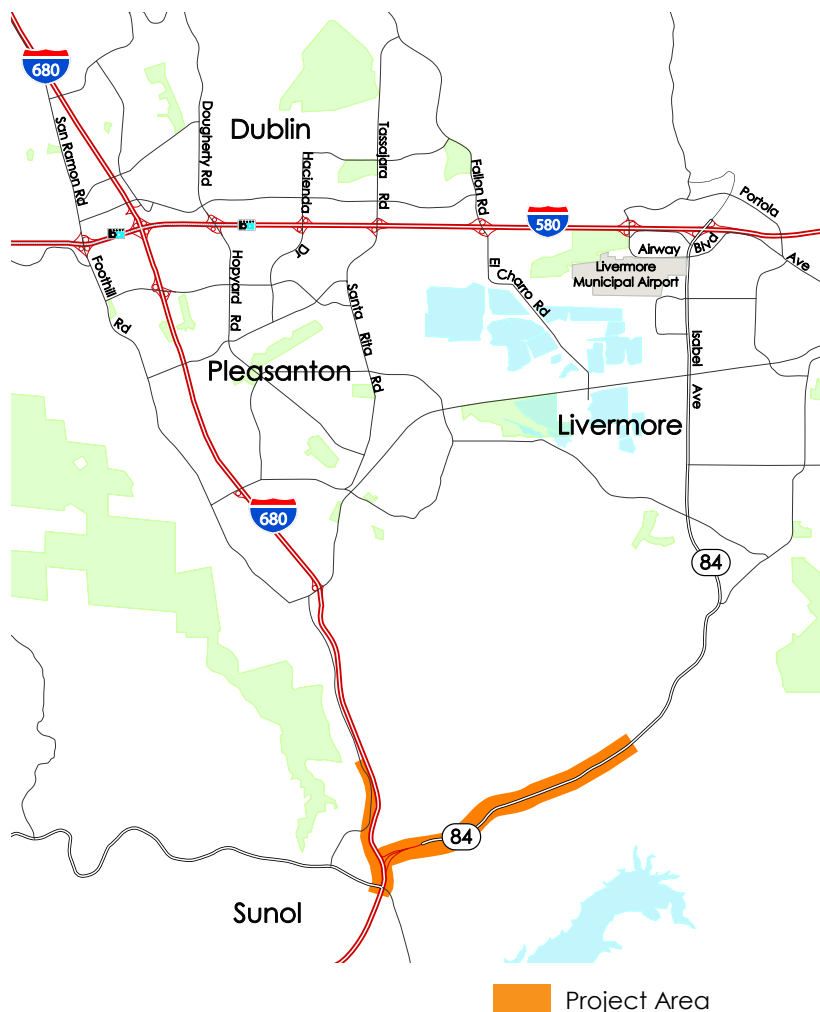
PROJECT DESCRIPTION | June 2016

The State Route (SR) 84 Expressway Widening and SR 84/Interstate 680 (I-680) Interchange Improvements Project proposes to widen and conform SR 84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County. The project would also improve SR 84/I-680 interchange ramps and extend the existing southbound I-680 High Occupancy Vehicle/express lane northward by approximately 2 miles.

PROJECT STATUS | The proposed project will complete the final segment in a series of improvements to widen SR 84 to expressway standards from I-680 in Sunol to I-580 in Livermore. Preliminary environmental and engineering studies were complete in fall 2003. Preliminary traffic and design studies that commenced in 2015 identified additional improvements on I-680 that could improve weaving/merging conflicts and minimize the effects of additional traffic demand between I-680 and SR 84.

The project is currently funded through the environmental phase, additional funding has been identified in the 2014 Transportation Expenditure Plan.

The Project Approval and Environmental Document Phase of the project began in mid 2015 and is expected to continue through early 2018.



Traffic operational analysis, preliminary engineering and environmental technical studies began in late 2015 and will continue through early 2018.

SR 84 Expressway Widening and SR 84/I-680 Interchange Improvements

The proposed project is the final in a series of projects on SR 84 to alleviate cut through traffic in downtown Livermore, reduce congestion on local arterials and improve and relieve congestion in the Tri-Valley. Alameda CTC aims to complete this gap closure project to advance regional and interregional connectivity between I-580 and I-680.

- ✓ Widen existing roadway to expressway standards
- ✓ Construct improvements at the SR 84/I-680 Interchange
- ✓ Improve regional and interregional connectivity
- ✓ Relieve congestion and improve safety

PROJECT COST ESTIMATE			PROJECT FUNDING		
Cost Estimate by Phase (\$ X 1,000)			Funding by Fund Source (\$ X 1,000)		
Scoping	\$	0	Measure BB	\$	122,000
PE/Environmental	\$	7,940	Measure B	\$	1,000
Final Design (PS&E)	\$	15,650	Federal	\$	0
Right-Of-Way/Utilities	\$	30,500	State	\$	0
Construction	\$	165,910	Regional	\$	0
			Local	\$	2,900
			TBD	\$	94,100
TOTAL Expenditures:	\$	220,000	TOTAL Revenues:	\$	220,000

PROJECT SCHEDULE								
Project Phase	Begin - End	2015	2016	2017	2018	2019	2020	2021
	MM/YY							
PE / Environmental	04/15 - 02/18							
Final Design (PS&E)	06/18 - 12/20							
Right of Way	08/18 - 12/20							
Construction	04/21 - 12/23							

Note: The information on this fact sheet is subject to periodic updates.



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

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Countywide Bicycle/Pedestrian Count Program

RECOMMENDATION: Receive an update on countywide bicycle/pedestrian count program. Provide input on proposed count locations.

Summary

Bicycle and pedestrian count data are important for a variety of planning and engineering purposes. Alameda CTC has collected bicycle and pedestrian count data in various forms dating back to 2002. The current program consists of annual in-person manual counts of bicyclists and pedestrians at 63 locations as well as a limited number of automated counters deployed around the county that are installed in the field and collect continuous data on biking and walking volumes. Manual counts are counts that rely on human processing while automated counts refer to use of a device that detects a bicyclist or pedestrian.

Alameda CTC seeks to expand its bicycle and pedestrian count program to provide more statistically robust data that supports a wider variety of planning applications. Alameda CTC plans to expand its manual count program to cover 150 locations, each counted biennially using video image processing. A draft set of locations will be distributed at the BPAC meeting, and Alameda CTC requests local feedback on these locations by July 29.

In addition, Alameda CTC seeks to partner with local agencies to expand the number of automated counters deployed around the county. Alameda CTC plans to purchase up to 20 automated counters, to be deployed in jurisdictions or on facilities where a local agency is willing to commit to maintaining the counter and paying for ongoing costs associated with data transmission and battery replacement for a period of time. Alameda CTC requests notification from jurisdictions interested in partnering in the installation of one or more automated counters by July 29.

Background

Program Goals

The Countywide Bicycle/Pedestrian Count Program is intended to achieve a range of goals and support a variety of planning applications. Notably, some goals require data at a large number of locations, whereas other goals require data over time. These goals include:

- **Baseline data and trends:** monitor if more people are biking and walking over time
- **Return on investment:** understand the usage of new facilities; understand how the buildout of a network increases bicycling and walking levels
- **Travel model enhancement:** enhancing the ability of the Alameda CTC travel model to represent bicycling and walking requires observed data to calibrate the model
- **Accurate safety analysis:** accurate safety analysis requires considering level of exposure (e.g. collisions per bicyclists/pedestrian) rather than simply number of collisions
- **Leverage funding:** provide required information for grant applications such as Active Transportation Program; assist local jurisdictions in providing such information
- **Communicate role of bicycle and pedestrian facilities in transportation system:** provide information that shows how bicycling and pedestrian facilities carry significant volumes of people and are used for transportation/commuting purposes
- **Provide data for interested researchers**

Existing Program

The current Alameda CTC count program has both manual and automated components. The manual count program consists of one-day counts conducted at 63 locations between September and October. Each location is counted for two 2-hour periods. All locations are counted during the PM peak period (4 pm – 6 pm). In addition, each location is counted during either a midday period (12 pm – 2 pm) or a school period (2 pm – 4 pm), as appropriate for that location. Counts are performed in the field by paid professionals. Information on gender and helmet usage is also collected.

The 63 locations were determined in 2010, and are distributed among Alameda County's four planning areas in approximately equal proportion as population. The 63 locations were determined using criteria including inclusion in the Countywide Bicycle and Pedestrian Plans, proximity to schools or trails, and availability of historic count data at that location.

The current automated count program consists of five automated bicycle/pedestrian counters installed around the county. The counters consist of a range technologies that were acquired and installed under a variety of circumstances. Three are installed in trail locations and count both bicyclists and pedestrians, and two are installed in bike lanes.

Proposed Manual Count Program

Manual counts are an important component of a bicycle/pedestrian count program. Manual counts are capable of achieving a high degree of spatial coverage, which is important for understanding relative differences in levels of biking and walking between different areas. In addition, manual counts are capable of collecting information on user attributes, counting both bicyclists and pedestrians, and can be used in on-street (i.e. non-trail) locations (which is not true of many automated count technologies).

Alameda CTC proposes to expand the number of count locations from 63 locations to 150 locations. In order to accommodate this increase in a budget neutral manner, locations are proposed to be counted only biennially, and some locations which are currently counted for

4-hours are proposed to be reduced to 2-hour counts. The proposed program will consist of two alternating years (Year A and Year B) as follows:

- Year A
 - 50 locations counted for 4 hours (two different 2 hour periods)
 - 25 locations counted for 2 hours
- Year B
 - 50 locations counted for 4 hours (two different 2 hour periods)
 - 25 locations counted for 2 hours

A draft set of 150 locations will be distributed at the July 7 meeting. The draft set of locations will retain all of the current 63 locations to take advantage of historic data. Additional locations will be allocated by population and sited based on proximity to transit, activity centers, schools, collision history, and overall spatial coverage (see Attachment A).

Comments on the draft set of locations are due by July 29 (via email to Matthew Bomberg, mbomberg@alamedactc.org).

In addition to expanding the number of locations, Alameda CTC proposes to switch from in-person observation to video image processing. Video image processing is the preferred method of data collection firms and provides the ability to verify count accuracy but does not enable collection of information on gender. In order to continue to track gender, a small set of locations will be sampled using in person counts.

Proposed Automated Count Program

Automated counts are emerging as a best practice method for collecting information on bicycle and pedestrian volumes. Compared to manual counts which are typically collected for short duration and are therefore subject to statistical variability, automated counts can provide more reliable information on trends in biking and walking over time. Automated counts also enable analysis of variation in levels of biking and walking by time of day, day of week, and season.

Alameda CTC's experience to date with automated counters has shown that the counters provide rich data and are an important component of a bicycle/pedestrian monitoring program. However, the installation and maintenance requirements have proved difficult for Alameda CTC, given the size of the county and the lack of dedicated maintenance staff.

Alameda CTC seeks to partner with local agencies to expand the deployment of automated count equipment in Alameda County. Alameda CTC proposes to fund the capital equipment purchase for up to 20 automated counters. Local agencies would be expected to commit to paying for ongoing costs and maintenance for the counters for a period of time. Priority will be given to locations on interjurisdictional trails and to achieving geographic coverage. Alameda CTC would enter into a Memorandum of Understanding to formalize agreement over responsibilities for the counter(s). Attachment B provides more details on two options available to local jurisdictions. **Alameda CTC requests notification from jurisdictions interested in partnering in the installation of one or more automated counters by July 29** (via email to Matthew Bomberg, mbomberg@alamedactc.org).

Attachments

- A. Manual Count Location Selection Approach
- B. Automated Counter Local Agency Options

Staff Contact

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

[Matthew Bomberg](#), Associate Transportation Planner

Attachment A: Manual Count Location Selection Approach

- Expand number of count locations to 150 sites
- Locations allocated according to population
- Locations sited based on a suitability score that takes into account:
 - Proximity to transit
 - Proximity to activity centers including downtowns, major commercial districts, regional parks, government buildings, venues, and colleges/universities
 - Proximity to school locations
 - History of injury or fatal bicycle or pedestrian collisions
- Locations selected to achieve overall coverage including ability to measure total bicycle/pedestrian volume at major “screenlines”
- Locations designated as either 2-hour or 4-hour count location
 - First priority for 4-hour counts given to school locations
 - Second priority for 4-hour counts given to downtown areas

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Attachment B: Automated Counter Local Agency OptionsOption A: Portable Trail Counter

- Capital purchase:
 - Alameda CTC purchases trail counter
- Installation:
 - Local agency agrees to install trail counter according to vendor instructions
 - Local agency agrees to conduct manual counts at time of installation to ensure proper installation
 - Optional - local agency may rotate to multiple locations
- Maintenance:
 - Local agency agrees to replace batteries as needed
 - Local agency agrees to troubleshoot with vendor as needed
- Data transmission:
 - Local agency agrees to download data from counter via in-person field visit OR
 - Local agency agrees to pay for ongoing data transmission cost
- Period of time: agreement to last at least 5 years

Option B: Permanently Installed Trail Counter

- Capital purchase:
 - Alameda CTC purchases trail counter
- Installation:
 - Local agency agrees to install trail counter according to vendor instructions
 - Local agency agrees to conduct manual counts at time of installation to ensure proper installation
- Maintenance:
 - Local agency agrees to replace batteries as needed
 - Local agency agrees to troubleshoot with vendor as needed
- Data transmission:
 - Local agency agrees to pay for ongoing data transmission cost
- Period of time: agreement to last at least 10 years

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Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 1, 2016

SUBJECT: Election of BPAC Officers

RECOMMENDATION: Elect a chair and vice chair for the 2016-2017 fiscal year.

Summary

Per the current BPAC bylaws, BPAC members must elect a chair and vice chair once per year. Elections are usually held at the last meeting before the beginning of the new fiscal year. This memo summarizes the roles and responsibilities of the chair and vice chair positions, should a member wish to run for one of these two positions. Currently, Midori Tabata is the Chair and Matt Turner is the Vice Chair.

The applicable sections from the current BPAC bylaws are included below.

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

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

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

As noted above, the chair (or vice chair) is expected to attend the Alameda CTC Commission meetings to report on any BPAC meetings or activities that have occurred since the last report to the Commission. If there have been no recent BPAC meetings the chair does not need to attend the Commission meeting. Currently the Commission meetings take place at 2:00 p.m. on the fourth Thursday of each month.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Matthew Bomberg](#), Associate Transportation Planner

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

6.2

DRAFT Meeting Schedule for 2016-2017 Fiscal Year
Updated June 28, 2016

	Meeting Date	Meeting Purpose
1	July 7, 2016	<ul style="list-style-type: none">• SR 84/I-680 Interchange Project Review• Countywide Bike/Ped Count Program• Organizational meeting• Project review look-ahead including Measure BB projects
2	October 6, 2016	<ul style="list-style-type: none">• East Bay Greenway: Lake Merritt to South Hayward Project Review• Complete Streets Implementation Update/Central County Complete Streets project• Report on Multimodal Arterial Plan• Annual Bike/Ped Plan Implementation Report
3	January 5, 2017	<ul style="list-style-type: none">• Project review (TBD)• Report on local sidewalk maintenance policies/practices• Update on Alameda CTC Programming• Project close-out presentations (if any)
4	April 6, 2017	<ul style="list-style-type: none">• Project review (TBD)• Review TDA Article 3 Projects (Info)• Report on Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign

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Alameda CTC Bicycle Pedestrian Advisory Committee Project Review Look-Ahead
Last Updated 6/27/2016
Staff contact: Matt Bomberg (mbomberg@alamedactc.org)

ID	Alameda CTC Programming	Project Name	Project Description	Sponsor	Project Phase	Bike/Ped Nexus	Local BPAC?	Regional Significance		BPAC Review
1	2013 Coordinated Call	Fruitvale Alive Gap Closure Streetscape Project (Study Only)	Complete the design and develop construction documents for essential pedestrian and bicycle improvements, thus closing the existing gap along Fruitvale Avenue between E. 12th Street and the Estuary.	City of Oakland	Scoping	Is bike/ped project	Yes	Yes - connects to PDA and Bay Trail, on Alameda border		July 2015
2	SC-TAP	Iron Horse Connectivity to BART Feasibility Study	The study will examine the feasibility of crossing and trail improvements on the Iron Horse Trail (IHT) from Dougherty Road to the Dublin/Pleasanton BART Station.	City of Dublin	Scoping	Is bike/ped project	No	Yes - section of Iron Horse Trail, connects to PDA and BART		October 2015
3	2016 CIP	I-80/Gilman Street Interchange Improvements	This project, located in northwest Berkeley near the Albany city boundary, reconfigures the I-80/Gilman Street interchange, including the addition of roundabouts and a pedestrian/bicycle underpass. The limits of work on I-80 run from east of Buchanan Street to west of University Avenue.	Alameda CTC	Environmental	Connects to Major Trail (Bay Trail).	N/A	Yes - access to Bay Trail		April 2016
4	2016 CIP	SR-84/I-680 Interchange and SR-84 Widening	This project includes improvements to the SR 84/I-680 interchange and widens SR 84 from two to four lanes from I-680 east to Pigeon Pass. The project adds southbound auxiliary lanes between SR 84 and Alameda Creek and extends the southbound HOV/express lane to Koopman Road, north of the I-680/SR 84 interchange.	Alameda CTC	Environmental	SR 84 designated as class III bikeway in Countywide Bike Plan	No	Yes - interjurisdictional route		July 2016
5	2016 CIP	East Bay Greenway: Lake Merritt to South Hayward	The project would install a primarily Class I facility that generally follows the BART alignment, improving interjurisdictional biking and walking connectivity as well as providing access to regional transit and other destinations. This section of the East Bay Greenway would traverse East Oakland, San Leandro, Ashland/Cherryland, and Hayward.	Alameda CTC	Environmental	Is bike/ped project	N/A	Yes - major trail project		Yes (Tentatively October 2016)
6	2016 CIP Update	I-80 Ashby Interchange Improvements	This project reconstructs the Ashby Avenue interchange, including replacing existing bridges with a new bridge, adding a roundabout interchange, and creating bicycle/pedestrian access over the I-80 freeway.	Alameda CTC	Environmental	Ashby Ave overcrossing identified as major non-bikeway capital project in countywide bike plan	TBD	Yes - access to Bay Trail		Yes
7	2016 CIP Update	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	This project at the I-880/Whipple Road interchange includes improving the northbound off-ramp, as well as improving and realigning surface streets.	Alameda CTC	Scoping	New Class I access under I-880 adjacent to interchange proposed as part of countywide bike plan	No	Yes - access to Union Landing Transit Center		Yes
8	2016 CIP Update	I-880/Industrial Parkway West Improvements	This project reconstructs the I-880/Industrial Parkway West interchange to provide a northbound off-ramp and a southbound HOV bypass lane on the southbound loop off-ramp. It also replaces the Industrial Parkway West bridge over I-880	Alameda CTC	Scoping	Industrial Parkway is designated as bike route in countywide bike plan	No	Yes - access to Hayward Community of Concern		Yes
9	2016 CIP Update	I-880/Winton Avenue Interchange	This project reconfigures the I-880 interchange at Winton Avenue by turning the existing cloverleaf into a partial cloverleaf.	Alameda CTC	Scoping	Winton Ave interchange improvements identified as major non-bikeway capital project in countywide bike plan	No	Yes - access to Chabot College and Hayward Amtrak		Yes

Alameda CTC Bicycle Pedestrian Advisory Committee Project Review Look-Ahead
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ID	Alameda CTC Programming	Project Name	Project Description	Sponsor	Project Phase	Bike/Ped Nexus	Local BPAC?	Regional Significance		BPAC Review
10	2016 CIP Update	I-580 Freeway Corridor Management System (FCMS)	This project will address congestion and improve throughput for the corridor without the need for lane widening, instead providing real-time travel information; maintaining levels of service in the freeway network by metering the ramps without impeding local circulation; integrating freeway and arterial networks to address incident management and provide HOV/transit/emergency vehicle priority and arterial Transit Signal Priority. This project focuses on Dublin Boulevard and its easterly extension to the Airway Boulevard interchange and N. Canyons Parkway, thus providing a continuous alternate route to the mainline for incident management and congestion relief. Consideration will be given to potential interchange improvements at Hacienda, Fallon, Greenville, Vasco, Isabel, and elsewhere along the corridor.	Alameda CTC	Scoping	Dublin Blvd is Countywide Bike Route	No	Yes - interjurisdictional route		Yes
11	2016 CIP Update	San Pablo Avenue (SR-123) Multi-Modal Corridor Project	Corridor study for San Pablo Avenue corridor through the cities of Albany, Berkeley, Emeryville, and Oakland. Improvements considered may include capital projects, such as bus bulbs, high-visibility crosswalks, adequate pedestrian illumination and other sidewalk treatments, queue jump lanes, bus stop facilities, median refuges, signal upgrades (including preemption), pedestrian facilities and enhancements, bikeway crossings, bikeway and parallel bicycle facility upgrades, and parking and delivery locations. Improvements may also include non-capital improvements, such as signal interconnect, traffic and transit management plans, system interoperability within the regional ITS network, and parking management.	Alameda CTC	Scoping	San Pablo Ave/9th Street/Adams St are countywide bike routes; transit access	Yes	Yes - interjurisdictional route		Yes
12	2016 CIP Update	Telegraph Avenue Multi-Modal Corridor Project	Corridor study for Telegraph Avenue corridor through the cities of Berkeley and Oakland. Improvements considered may include capital projects, such as bus bulbs, high-visibility crosswalks, adequate pedestrian illumination and other sidewalk treatments, queue jump lanes, bus stop facilities, median refuges, signal upgrades (including preemption), pedestrian facilities and enhancements, bikeway crossings, bikeway and parallel bicycle facility upgrades, and parking and delivery locations. Improvements may also include non-capital improvements, such as signal interconnect, traffic and transit management plans, system interoperability within the regional ITS network, and parking management.	Alameda CTC	Scoping	Telegraph Ave is countywide bike route; transit access; UC Berkeley and Downtown Access	Yes	Yes - interjurisdictional route		Yes
13	2016 CIP Update	University Avenue Multi-Modal Corridor Project	Corridor study for University Ave in City of Berkeley. Improvements considered may include enhancing pedestrian crossings; adding and improving parallel bike lanes; providing transit lanes for peak-hour travel; improving signal interconnect, turn lanes, and vehicular and goods movement.	Alameda CTC	Scoping	Transit access; UC Berkeley access	Yes	Yes - access to Downtown Berkeley, BART		Yes
14	2016 CIP Update	Ashby (SR-13) Avenue Multi-Modal Corridor Project	This project improves bicycle and pedestrian crossings along Ashby Avenue, as well as parallel streets, such as Russell. Currently, Russell provides a traffic calmed bicycle boulevard; however, it has frequent stops and lacks traffic controls, with difficult crossings at major intersections. The project also addresses signal coordination for the three-mile corridor, from 6th to Domingo Streets.	Alameda CTC	Scoping	Russell St is countywide bike route; transit access	Yes	Yes - access to BART (Ashby)		Yes

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15	2016 CIP Update	South County Access (SR-262/Mission Blvd Cross Connector)	This project constructs a cross connector between I-680 and I-880 by widening Mission Boulevard (SR 262) to three lanes in both directions, rebuilding the north- and southbound I-680 on and off ramps, and possibly grade-separating Mission Boulevard from Mohave Drive and Warm Springs Boulevard.	Alameda CTC	Scoping	Warm Springs BART Station Area	Yes	Yes - access to BART (Warm Springs)		Yes
16	2000 TEP	I-880 Freeway Access Project (formerly I-880/Broadway-Jackson Interchange Project)	The project, enhances or replaces the existing Broadway and Jackson Street interchanges, by reconfiguring and demolishing existing ramps and constructing new ones, as well as improving access to and from the Posey and Webster Tubes, which connect Oakland and the City of Alameda.	Alameda CTC	Environmental	Broadway is Bike Route; Access to CBD	Yes	Yes - in Downtown Oakland, near Alameda border		Yes
17	2016 CIP Update	Middle Harbor Road Improvements	This project identifies and implements solutions to Middle Harbor Road truck congestion issues including potentially dedicated queue or turn lanes, improved signalization, relocating or reconfiguring terminal gates, and the rollout of Intelligent Transportation Systems. Project will also implement a section of the San Francisco Bay Trail.	Alameda CTC	Environmental	Middle Harbor Road is segment of Bay Trail	No	Yes - major trail project		Yes
18	2016 CIP Update	7th Street Grade Separation, West and East	The Port of Oakland has three gateways, of which 7th Street offers the most direct access to the highway system through its I-880 interchange. This project reconstructs an existing railroad underpass west of the I-880 interchange (East Segment) and replaces the three-legged junction of 7th St, Maritime St, and Navy Road (the Triangle area) with an elevated, signalized T intersection further to the west (West Segment) to provide a grade separation for a realigned railroad spur. Current scope for roadways throughout the corridor provides for four 12'-wide lanes, 8'-wide shoulders, plus a median and a Class 1 pedestrian/bicycle path (which is part of the San Francisco Bay Trail).	Alameda CTC	Environmental	7th Street is part of Bay Trail	No	Yes - major trail project		Yes
19	2016 CIP	I-680 HOT/HOV Lane from SR-237 to Alcosta Blvd	The project would widen approximately 15 miles of the freeway to accommodate the HOV/Express Lane together with several auxiliary lanes connecting on-ramps and off-ramps.	Alameda CTC	Design	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
20	2016 CIP	SR-84 Expressway Widening (Pigeon Pass to Jack London)	The Route 84 Expressway - South Segment Project involves widening a 2.4 mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes.	Alameda CTC	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
21	2016 CIP Update	San Leandro Streets Rehabilitation	Local street and road resurfacing and rehabilitation.	San Leandro	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
22	2016 CIP Update	Oakland Army Base Infrastructure Improvements	Roadway reconstruction, utility upgrades, and truck parking to support redevelopment of Oakland Army Base as a trade and logistics center.	Oakland	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
23	2016 CIP Update	Dougherty Road Widening (from 4 to 6 lanes) (Dublin - CCC line)	This project will complete the widening of Dougherty Road from 4 lanes to 6 lanes from Dublin Blvd. to the Alameda/Contra Costa county line. Some of the improvements include: class II bike lanes; two added travel lanes; raised landscape median islands; bio swales; street lighting; traffic signal modifications, signal interconnect and traffic signal timing adjustments; installation of ADA compliant curb ramps and sidewalk; and 1.4 miles of Bike/Pedestrian pathway.	Dublin	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages

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24	2016 CIP Update	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct - Dougherty Rd)	This project will expand Dublin Boulevard between Dougherty Road and Sierra Court in the westbound direction from two to three lanes. The project will also upgrade all signals in this segment including enhanced detection for bicyclists in left turn lanes. The project will provide new landscaping and improved driveways design for better ADA access. The addition of this third lane will make this segment uniform with the rest of Dublin Boulevard, which has at least three lanes everywhere else.	Dublin	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
25	2016 CIP Update	Mission Blvd. Phases 2 & 3 (Complete Streets)	Streetscape improvements including the construction of new bike and pedestrian facilities, traffic signal system upgrade including Adaptive Traffic Management System curb, gutter, sidewalk, median islands, bulb-outs, LED streetlights, fiber optic cable, landscaping, irrigation, sanitary sewers, water, and storm drain improvements.	Hayward	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
26	2016 CIP Update	Hesperian Blvd Corridor Improvement (A St - I-880)	Streetscape improvements including pavement rehabilitation, wider sidewalks, high visibility crosswalks, landscaping, lighting, class II bicycle lanes, and transit facilities.	Alameda County	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
27	2016 CIP Update	I-880/23rd-29th Operations Improvements	Provide improvements to NB I-880 at 23rd and 29th Avenue interchange by improving the freeway on- and off-ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a soundwall.	Alameda CTC	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
28	2016 CIP Update	I-880/42nd-High St Access Improvements	This project will construct roadway improvements to widen and realign local streets, connector roads, and ramps adjacent to the I-880-High Street interchange. The project includes two new short roadways. The first new road will extend 42nd Ave from the off-ramp to Alameda Ave, and the second new road will extend from Jensen St and connect 42nd Ave, High Street, and Alameda Avenue on the west side of I-880. In addition, the project includes one new traffic signals, modification of four existing signals, roadway widening for additional traffic lanes, bike routes, and ADA compliant pedestrian facilities.	Oakland	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
29	2016 CIP Update	Warm Springs BART Station - West Side Access	The project consists of construction of a pedestrian/bicycle bridge that will connect the west side of the new Warm Springs/South Fremont BART station to a ground level entry plaza. The bridge will consist of two connected spans, one 135-feet long truss span connected to the station concourse level over the existing UPRR mainline tracks, and one 112-feet long cable-stay span connecting from the truss span to the entry plaza. The plaza will provide a landing area for the bridge's staircase, escalators, and elevator, and will be a public space that, in addition will provide a setting for community gatherings and outdoor activities.	Fremont	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
30	2016 CIP Update	South Bayfront Bridge	Construction of a steel tied-arch pedestrian/bicycle bridge over the UPRR tracks with concrete approach ramps along the east and west sides and a pod of 20 racks and 10 bike share bicycles on each side of the tracks. The bridge landing on the west side of the UPRR is located at the east end of Ohlone Way with a pedestrian connection to the parking structure at the Bay Street development. The landing on the west side of the UPRR is located at Horton Landing Park behind the Novartis Campus, connecting to the Emeryville Greenway.	Emeryville	Construction	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages

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31	1986 TEP	I-880 to Mission Blvd East-West Connector	This project, near the Union City-Fremont boundary, combines new roadways, improvements to existing roadways, and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and SR 238 (Mission Boulevard). Additional features include a grade separated roadway under the BART and two UPRR tracks, a new Class I multi-use path, and Class II bike lanes.	Alameda CTC	Design	N/A - beyond project review window	N/A	N/A		No; project development in advanced stages
32	2016 CIP Update	I-580/I-680 Interchange Improvements (Study Only)	Further scoping studies to identify short- and long-term improvements. Study will build on a A Project Study Report – Project Development Support (PSR-PDS) completed in 2009 for this project in the Tri-Valley area, studying potential improvements, including a westbound I-580 to southbound I-680 HOV lane and mixed flow direct connector and a northbound I-680 to eastbound I-580 HOV direct connector.	Alameda CTC	Scoping	Low - no bicycle/pedestrian access	N/A	N/A		No; low bike/ped nexus
33	2016 CIP Update	Port Intelligent Transportation System (ITS) and Technology Plan	This project evaluates the feasibility of applying ITS, Freight Advanced Traveler Information System (FRATIS), and other available technologies in a port environment to create a safer, stronger, and more efficient system for moving people and goods in, out, and around the Port.	Alameda CTC	Environmental	Low - no bicycle/pedestrian access	N/A	N/A		No; low bike/ped nexus
34	2016 CIP Update	Oakland Broadway Corridor Transit	Scoping of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders.	Oakland	Scoping	Low - no bicycle/pedestrian access	N/A	N/A		No; low bike/ped nexus
35	SC-TAP	Kains St and Adams St Bicycle Facility Study	Evaluate the type of bicycle facilities, including contra-flow bicycle lanes, suitable for implementation along Kains and Adams streets in Albany. These streets serve as parallel facilities to San Pablo Ave.	City of Albany	Scoping	Is bike/ped project	No (Transportation Commission)	Yes - connects to PDA		No; local review planned
36	SC-TAP	Horton St Bicycle and Complete Street Design Project	Design of temporary traffic calming devices on Horton Street bicycle boulevard in City of Emeryville	City of Emeryville	Scoping	Is bike/ped project	Yes	Yes - connects to PDA and Amtrak		No; local review planned
37	SC-TAP	Feasibility study for pedestrian and bicycle bridges	Feasibility study for a pedestrian briage over the Arroyo MochoCanal between Santa Rita Road and Stoneridge Drive.	City of Pleasanton	Scoping	Is bike/ped project	No	No - not in PDA or near major transit		No; low regional significance
38	2016 CIP Update	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	Streetscape improvements including new or rehabilitated sidewalks, curb cuts, curb ramps, and bulb outs; street trees, pedestrian lighting, new curb, gutter, and medians where necessary; there are traffic signals, traffic control and bike signs as well as wayfinding signs along the street.	Oakland	Design	Yes - project proposes bicycle and pedestrian accomodations	Yes	No - not interjurisdictional, not a Countywide Bike Route		No; local BPAC review
39	2016 CIP Update	Irvington BART Station	Study to identify cost, scope, and schedule for infill BART station between Fremont and Warm Spring Stations.	BART	Scoping	Yes - station area access issues	Yes	Yes - new major transit hub		TBD
40	2016 CIP	Affordable Student Transit Pass Programs	Development of a pilot program in all Alameda CTC planning areas with the following goals: Reduce financial burden on student and families, Improve student attendance, Improve academic performance, Improve participation in extracurricular activities, Improve social equity, Educate students about climate change, Reduce emissions and traffic congestion, Coordinate parent work and school travel schedules	Alameda CTC	Program Operations	N/A	No; program development involves TAC and Youth Task Force	Yes - countywide program		No; extensive local and community input

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2016-2017**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '16
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	0
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	0
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	0
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0

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