



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director

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Bicycle and Pedestrian Community Advisory Committee

Wednesday, December 14, 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

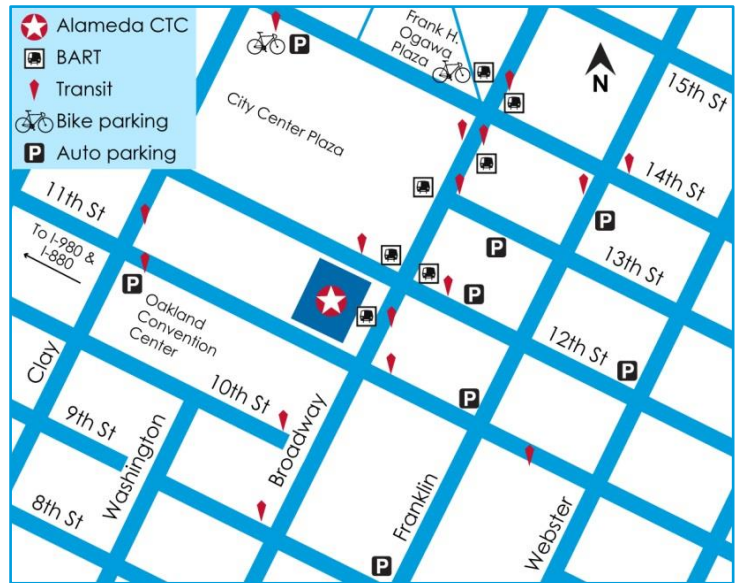
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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 Wednesday, December 14, 2016, 5:30 p.m.

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www.AlamedaCTC.org

Chair: Matt Turner

Vice Chair: Kristi Marleau

Bicycle and Pedestrian Coordinator:
Matt Bomberg

Staff Liaison: Carolyn Clevenger

Public Meeting Coordinator: Angie Ayers

5:30 – 5:35 p.m.
Matt Turner

1. Welcome and Introductions

5:35 – 5:40 p.m.
Public

2. Public Comment

5:40 – 5:45 p.m.
Matt Turner

3. BPAC Meeting Minutes

Page A/I

3.1. Approval of July 7, 2016 BPAC
Meeting Minutes

1 A

5:45 – 6:25 p.m.
Matt Bomberg

4. Status Report on East Bay Greenway: Lake Merritt BART to South Hayward BART Project

7 I

6:25 – 7:05 p.m.
Matt Bomberg

5. Report on Central County Complete Streets Implementation Project

17 I

7:05 – 7:20 p.m.
Staff

6. Staff Reports

6.1. 2018 Comprehensive Investment Plan Call for
Projects and Metropolitan Transportation
Commission Complete Streets Checklist
Review

19 I

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

29 I

6.3. Receive an update on Bicycle and
Pedestrian Count Program (Verbal)

I

6.4. Receive an update on Active Transportation
Program Cycle III (Verbal)

I

7:20 – 7:30 p.m.
BPAC Members

7. BPAC Member Reports (Verbal)

7.1. BPAC Calendar

45 I

7.2. BPAC Roster

47 I

7:30 p.m.

8. Adjournment

Matt Turner

Next meeting: February 9, 2017

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



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

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

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• 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 Lucy Gigli, Preston Jordan, Diane Shaw, and Sara Zimmerman.

2. Public Comment

Ken Bukowski said that he had a bicycle accident at San Pablo Avenue and 47th Street. The City of Emeryville installed new cement curb extensions in the middle of the parked car lane, and he didn't see them. The installation was part of the Safe Routes to Schools program, and the goal was to protect pedestrians. Ken said if a new installation is put in the middle of a lane, lights or signs should be put up to draw attention to the change.

Ben Schweng said he followed up on detectable warning surfaces. Since the last BPAC meeting, he's spoken to engineers and a traffic consultant. He learned that different design guides acknowledge that detectable warning surfaces are hazardous, and their use should be limited, because they are trip-and-fall hazards. Ben stated that the detectable warning surfaces in California are different than in other states.

3. Approval of April 7, 2016 Minutes

A request was made to change the header date from January 7, 2016 to April 7, 2016.

David Fishbaugh moved to approve the April 7, 2016 minutes with the above change. Kristi Marleau seconded the motion. The motion passed with the following votes:

Yes: *Fisbaugh, Johansen, Marleau, Murtha, Schweng, Tabata, Turner*

No: *None*

Abstain: *None*

Absent: *None*

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

Matt Bomberg informed the committee that the SR-84 Expressway Widening and SR84/I-680 Interchange Project is one of the major capital projects in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC is the project sponsor, and the project is in the preliminary engineering/environmental phase. Matt introduced Gary Sidhu the Alameda CTC project manager who presented the preliminary design to the committee.

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

5. Countywide Bicycle/Pedestrian Count Program Update

Matt Bomberg gave an update on the Countywide Bicycle/Pedestrian Count Program, including the count program goals, the use of manual versus automatic count data, outcomes of the current Alameda CTC Bicycle/Pedestrian Count Program, and the expansion of both the manual and automated counts. Matt noted that Alameda CTC will partner with cities on expanding automated counts.

Questions/feedback from the members:

- Was population the only factor that dictated the number of manual sites in each area or were other factors considered? Manual site selection was based on population only; however, locations were selected based on a number of indicators such as proximity to transit and activity centers.
- Since video cameras are installed, did Alameda CTC consider letting the cameras run for a longer period at certain locations and study trends over time? Matt said we're looking into that. He stated that cities have traffic signal equipment that uses video recognition to detect bicyclists and to change the signal. There is a potential to get count data based on that.
- Are the new count locations unidirectional or bidirectional? Manual count locations for bicycles are turning movement counts. For the pedestrian counts they are the number of intersection legs that a person crosses.
- How are the locations selected? The 63 existing locations are retained each year. To identify additional locations a mapping exercise took place to rank streets and score the sites based on if the locations were within a half mile of transit and/or within an eighth mile from activity centers, such as hospitals or educational centers; at injurious or fatal bicycle or pedestrian collision sites; or at Safe Routes to Schools sites. After the mapping was done, the consultant team reviewed the segments to see if there were gaps in coverage. One consideration is to understand data at a corridor level and to pick locations for screen lines to count the total flow from one area to another. It was noted that jurisdictions are reviewing the list of locations and will return comments to Matt Bomberg.
- On the mid-county portion of the map the East 14th corridor, between 150th Street and Highway 238, does not show a bicycle route. According to the Climate Action Plan this is supposed to be a major bicycle corridor. Matt Bomberg said that the bike network and trail network on the map are from 2012, and updates may have occurred since then.
- A suggestion was made to place counters in the City of Alameda near the Park Street Bridge so that access-point data could be captured for every bicycle coming on and off the bridge. Matt said that this is a great location for automated counters.
- Where are the existing automated counters? Midori and Matt said the counters are located at Alamo Canal, East Bay Greenway West Street Pathway in Berkeley, Emeryville Greenway, Telegraph, and in Amador Valley in Dublin, which has pavement loop detectors.
- A suggestion was made to correct the typos in item 8 (Castro Valley) and in item 43 (Dakota Road) of the Countywide Bicycle/Pedestrian Count Program report.

Public comment: Brian Giezer with Oakland Privacy Working Group inquired if the counters will be installed on existing or proposed bike lanes. He suggested that this a perfect employment opportunity for high-school and college students to take manual

counts. Brian is concerned about privacy in regard to facial-recognition software, if traffic cameras are used. He suggested we coordinate with other facilities with security cameras, such as the Alameda County Emergency Operations Center near Santa Rita jail. He also expressed concerns about radio frequency identification. Brian recommended staying with the manual count process.

6. Organizational Meeting

6.1. Election of Officers for FY2016-17

Midori Tabata moved to nominate Matt Turner for chair and Kristi Marleau for vice chair. Matt and Kristi accepted the nomination. David Fishbaugh seconded the nominations. The motion passed with the following votes.

Yes: *Fisbaugh, Johansen, Marleau, Murtha, Schweng, Tabata, Turner*

No: *None*

Abstain: *None*

Absent: *None*

The committee and staff thanked Midori for her many years of service and dedication to seeking change for many of the Alameda CTC processes of interest to the BPAC.

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

The committee requested that BPAC continue to look into detectable warning surfaces and place that topic on a future agenda and bring it to the Alameda County Technical Advisory Committee for discussion. Matt Bomberg said he would find out what the cities are doing. The committee noted that it would be great if BPAC could get a report from each city on what they are installing and why. In an earlier meeting a member noted that the current surface is good for people with vision impairments, and the committee requested to look into Americans with Disabilities Act solutions for the vision impaired and safe detectable warning surfaces.

A suggestion was made to add Bike Share to the calendar. Matt Turner said the County Climate Action Plan has a lot about bicycle infrastructure, and it's not being integrated in many of the cities' plans. He requested to add an item on the calendar for an update on this topic.

The committee requested to change the following BPAC meeting dates:

- October 6, 2016 to November 10, 2016
- January 5, 2017 to February 9, 2017
- April 6, 2017 to May 4, 2017

Committee members inquired if Alameda CTC staff can inform them about items going on at the agency such as the corridor studies. Staff suggested that committee members can find out what's going on at Alameda CTC from the quarterly e-newsletter and the monthly Executive Director's Report.

7. Staff Reports

Matt Bomberg gave an update on the I-80/Gilman Interchange project. He noted that the project team took into account some of the BPAC comments about the ability of bicyclists coming along Gilman Street heading toward the Bay Trail to get to the

proposed overcrossing without going through the roundabout. The team is looking at a design that will incorporate a two-way cycle track along the south side of Gilman Street. Matt noted that there's a funding shortfall on the project. Alameda CTC applied for an Active Transportation Grant that will include the design of the two-way cycle track along the south side of Gilman.

8. BPAC Member Reports

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 November 10, 2016 at the Alameda CTC offices.

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

Project Manager: Gary Sidhu (gsidhu@alamedactc.org)

Comment	Response
Will the HAWK signal where bike lanes cross the I-680 SB off-ramp to Paloma Way be push button activated? Will cars be forced to stop for the HAWK signal? Will bicyclists be forced to dismount to use the HAWK signal?	HAWK signal would be push button activated. HAWK signal (also called Pedestrian Hybrid Beacon) is a device used to warn and control traffic at an unsignalized location. According to the Manual on Uniform Traffic Control Devices, HAWK signals should only be installed at marked crosswalk locations, so bicyclists would be crossing as pedestrians.
Requiring bicyclists to dismount to use the HAWK signal is not ideal and may have a low compliance rate.	
Consider placing push buttons for HAWK beacon or any other warning sign at a level where cyclists can easily reach it. Consider placing button at an advanced location such that drivers are alerted earlier of the presence of bicyclists (e.g. Marin Headlands tunnel). Alternatively, consider passive detection such that bicyclists do not have to stop to push a button.	Project team will look into this. Due to right of way restrictions between off-ramp and I-680, it may be difficult to create a meaningful headway distance to place push buttons.
Cars might not be willing to stop for HAWK signal if they are decelerating from freeway speed. High speeds could lead to rear end collision risk for cars.	
Directing bicyclists to cross highway speed traffic without cars coming to a full stop is not advised. Location has potential for habituated behavior as bicyclists crossings may be infrequent.	
Consider potential for undercrossing where HAWK beacon is proposed. The project already proposes one undercrossing (the box culvert at I-680 NB on-ramp).	Engineering feasibility of an undercrossing would need to be investigated.
Consider potential to slow traffic on the I-680 SB off-ramp to Paloma Way, before the proposed HAWK signal. Consider use of flashing beacons and bumps.	Compatibility of bumps with highway speeds would need to be investigated. Project team is considering advanced warning signs where the off-ramp diverges from the freeway mainline, several hundred feet ahead of the proposed crossing.
Little Valley/GE Road Intersection – placing through bike lane between high speed right turn pocket and through lanes could be low comfort. Consider adding buffers, flex posts, or markings of intended merge zone. Consider potential for protected intersection design.	Project team will look into this, especially keeping the bikes on the outside of the travel lanes.

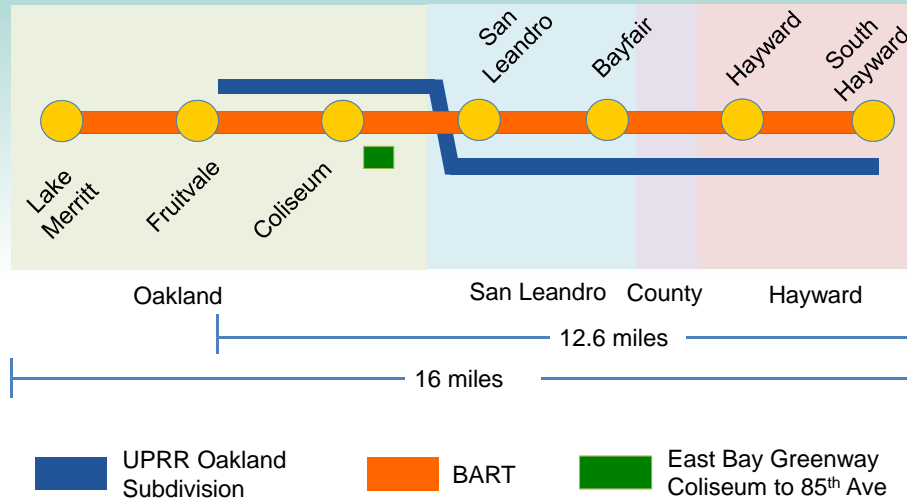
Comment	Response
Consider maintenance needs/potential for debris to collect in shoulder on high speed roadway.	Caltrans has responsibility for maintaining this facility.
Paloma Way EB to I-680 SB on-ramp intersection – bike refuge island. Are bicyclists supposed to dismount here? The refuge island may be a pedestrian treatment applied to bicyclists. Most recreational cyclists would prefer to take the lane here, rather than needing to dismount. The refuge island may not be large enough to fit a single bike, let alone groups of cyclists. The refuge island may actually reduce the width of the adjacent travel lane on Paloma Way, which would squeeze bicyclists who want to take the lane.	Project team will further look into this.
Consider squaring up the intersection of Paloma Way and I-680 on-ramp, to reduce speed that cars take this right turn.	

	<p>ALAMEDA COUNTY TRANSPORTATION COMMISSION</p> <h2>East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station</h2>
	
	<p>A presentation to the Countywide Bicycle Pedestrian Advisory Committee</p> <p>Matthew Bomberg, Associate Transportation Planner</p> <p>November 10, 2016</p>

What is the East Bay Greenway?

- Proposed regional trail facility following BART alignment
- Alameda CTC conducting environmental analysis for section from Lake Merritt BART to South Hayward BART
 - 16 miles
 - Links seven BART stations
 - Connects four jurisdictions
- Significant portion of project corridor shared by an active freight rail line

Project Corridor



East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



3

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Project Partners

- Alameda CTC (Project sponsor and CEQA lead)
- City of Oakland
- City of San Leandro
- City of Hayward
- Alameda County
- BART
- East Bay Regional Park District
- Caltrans (NEPA lead)

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



5

Project Purpose and Need

Purpose and Need

To provide for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on the trail corridor generally following BART and UPRR Oakland Subdivision corridor.

Project Objectives

- Improve bicycle and pedestrian **network connectivity** between Downtown Oakland and South Hayward in Alameda County
- **Improve access** to regional transit, schools, downtown areas, and other **major activity centers**
- Create a regional trail transportation facility that is **accessible and comfortable** to bicyclists and pedestrians of all ages and abilities
- **Improve safety** for bicyclists and pedestrians by providing a facility that is physically separated from high speed, high volume vehicular traffic and minimizes conflicts between trail users to the maximum extent feasible
- Support promotion of a **multimodal transportation system** and **reduction of greenhouse gas emissions**

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



6

Design Options Under Evaluation

On-street
bikeways

Multi-use
pathway
outside of UP
right-of-way

Multi-use
pathway using
partial UP ROW

Multi-use
pathway using
full UP ROW

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



7

On-Street Bikeways

Description

- “All ages and abilities” bikeways
 - Class IV protected bikeways
 - Class II bike lanes if low traffic volumes and speeds
 - Class III neighborhood greenways
- Improve sidewalks and crossings to meet ADA
- Streets immediately adjacent to BART/UP

Pros and Cons

- No UP right-of-way impacts
- Separation of bicyclists and pedestrians
- Greatest parking and traffic impacts

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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On-Street Bikeways



Brooklyn Waterfront Greenway



Indianapolis Cultural Trail



Seattle Neighborhood Greenway



Austin Neighborhood Greenway

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



9

Multi-use pathway outside UP R/W

Description

- Multi-use pathway on far side of BART columns from UP tracks
- Preserves active rail operations
- Possible for approximately 9 miles of corridor
- Existing segment – 75th Avenue to 85th Avenue

Pros and Cons

- No UP right-of-way impacts
- Greater visibility from street in many parts of corridor (compared to other multi-use pathway options)
- Crossings aligned with crosswalks
- Constrained width
- Often requires removing parking or travel lanes

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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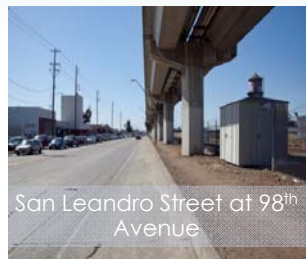
Multi-use pathway outside UP R/W



Segment 7A at 75th Avenue



BART R/W between 37th Ave and 47th Ave



San Leandro Street at 98th Avenue



Whitman St at Harder Road

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



11

Multi-use pathway using partial UP R/W

Description

- Multi-use pathway on UP side of BART columns
- Preserves active rail operations; various potential R/W mechanisms
- Maintain setbacks from tracks
- Fencing to keep trail users off of tracks
- Possible for 12.6 miles of corridor (full UP mileage)

Pros and Cons

- Requires UP to agree to project and to setbacks
- Engineering challenges – UP signal houses, drainage, embankments, etc.
- Requires new bridges
- Crossings require lateral shifts of trail
- Constrained width
- Few parking or travel lane impacts

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Multi-use pathway using partial UP R/W



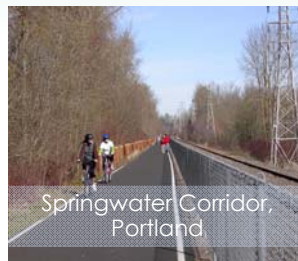
Elliott Bay Trail, Seattle



Santa Fe Rail Trail



Schuylkill River Trail, Philadelphia



Springwater Corridor, Portland

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



13

Multi-use pathway using full UP R/W

Description

- Multi-use pathway following existing rail alignment
- Rail line abandoned and acquired
- Utilize existing grade crossings
- Possible for 12.6 miles of corridor (full UP mileage)

Pros and Cons

- Requires UP to abandon R/W
- Unconstrained pathway width
- Eliminates barrier of active rail line
- Excess R/W can be used for other purposes
- BART station undercrossing improvements enabled

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Multi-use pathway using full UP R/W

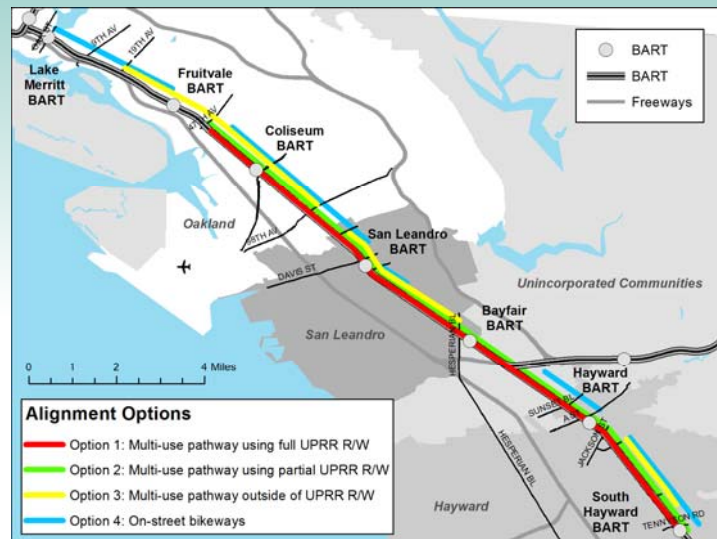


East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Availability of options

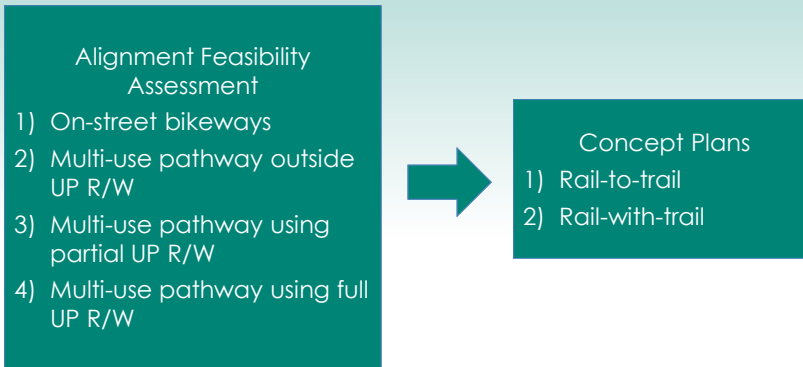


East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Project work flow



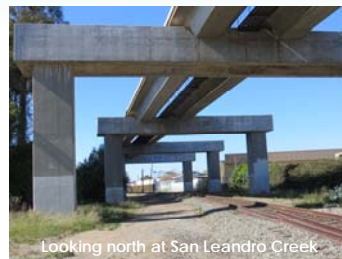
East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Project Challenges

- UPRR right-of-way availability
- Rail-with-trail design constraints
- Contaminated soil/materials
- Operations and maintenance consensus
- Cost/funding



East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Project Schedule

	2014	2017					2018		2018 and Beyond	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2			
Preliminary Engineering										
Environmental Studies										
Environmental Document										
Railroad Coordination										
Design and Construction										

First BPAC Briefing

Release Environmental Document

Final Environmental Document

East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station



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Thank you

For additional information, go to:

www.alamedactc.org/eastbaygreenway



Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: November 3, 2016

SUBJECT: Central County Complete Streets Implementation Project

RECOMMENDATION: Receive an update on the Central County Complete Streets Implementation project

Summary

The Central County Complete Streets Implementation project is a technical assistance project that seeks to position the three Central Alameda County jurisdictions to successfully implement their adopted Complete Street policies. The project includes the City of San Leandro, the City of Hayward, and Alameda County. These jurisdictions adopted their complete streets policies in 2013. Subsequently the jurisdictions requested consultant assistance to support them in implementing the policies through Alameda CTC's Sustainable Communities Technical Assistance Program. Alameda CTC grouped the separate technical assistance requests into a single project in order to promote cross-jurisdictional information sharing and to realize efficiencies in the development of tools.

The Central County Complete Streets Implementation project has two primary purposes. First, the project seeks to develop tools and processes to support the jurisdictions in implementing complete streets, including tools with countywide applicability. Second, the project seeks to build internal, external, and cross-jurisdictional stakeholder consensus on necessary implementation steps to implement complete streets.

Two of the complete streets implementation tools developed through the project have potential to be adapted and applied beyond Central County. These tools – Complete Streets Design Guidelines and Complete Streets Checklists – are posted to the web for the BPAC to review (Attachments A and B).

The consultant project manager will be present at the November BPAC meeting and will provide a presentation and answer questions regarding this project.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. [Central County Complete Streets Design Guidelines](#) *(hyperlinked to website)*
- B. Central County Complete Streets Checklists *(hyperlinked to website)*

Staff Contact

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: November 3, 2016

SUBJECT: 2018 Comprehensive Investment Program (2018 CIP): Countywide Bicycle and Pedestrian Advisory Committee (BPAC) Review of Metropolitan Transportation Commission (MTC) Complete Streets Checklists

RECOMMENDATION: Receive an update on 2018 CIP and BPAC role reviewing MTC Complete Streets Checklists. Provide input on MTC Complete Streets Checklists for One Bay Area Grant (OBAG) Local Streets and Roads projects by December 15, 2016.

Summary

Alameda CTC is currently programming federal One Bay Area Grant (OBAG) Cycle II funds as part of its 2018 Comprehensive Investment Program (CIP). MTC stipulates that all projects using federal funds must document how they consider and accommodate all users through a Complete Streets checklist and assigns Alameda CTC responsibility for coordinating review of these checklists by the Countywide BPAC. Checklists for local streets and roads OBAG Cycle II projects are now available for BPAC review.

BPAC members are requested to review these checklists and provide any comments to the project sponsor using the contact information on the checklist. Comments should be emailed to the project sponsor and Alameda CTC should be copied (mbomberg@alamedactc.org). Comments should be provided by December 15, 2016.

Background

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. This includes the programming of federal, state, regional and local transportation funding. The Comprehensive Investment Program (CIP) is Alameda CTC's near-term strategic planning and programming document through which fund sources administered by Alameda CTC are programmed through a consolidated process to maximize investments towards critical transportation infrastructure and program operations needs that are essential for developing and maintaining the county's transportation system.

Alameda CTC released a call for project nominations for the 2018 CIP on September 1, 2016 which closed on October 31, 2016. The 2018 CIP will program funding anticipated for FY2017-18 through FY2021-22.

As part of the CIP, Alameda CTC will program federal One Bay Area Grant (OBAG) Cycle II funds. These funds flow from through the Metropolitan Transportation Commission (MTC), the regional transportation planning and funding agency. MTC stipulates in Resolution 3765 (Attachment A) that all projects funded using federal funds must document how they have considered and accommodated all users through a Complete Streets Checklist. MTC further stipulates that Congestion Management Agencies (CMAs) such as Alameda CTC should coordinate review of these checklists by Countywide BPACs.

Alameda CTC has elected to divide the OBAG Cycle II funds within its purview into two categories in order to comply with an MTC requirement that 70 percent of these funds be programmed to projects within Priority Development Areas (PDAs). 30 percent of the OBAG II funds have been distributed to local jurisdictions for local streets and roads project by formula, based on each jurisdiction's share of the county population and roadway mileage. The remaining 70 percent will be competitively awarded to projects that are in PDAs, which are locally nominated areas with high frequency transit and potential to accommodate significant growth.

The Complete Streets checklists for each jurisdiction's local streets and roads OBAG II projects are completed and available for the BPAC to begin its review. The Complete Streets checklists for the OBAG II PDA projects will be shared with the BPAC in the spring 2017 timeframe.

BPAC members can access the MTC Complete Streets checklists at the following link:
<http://completestreets.mtc.ca.gov/>

Attachment B provides a listing of all of the checklists that local jurisdictions submitted as of the time of agenda packet mail-out. An updated list will be provided at the meeting.

BPAC members should provide comments to the project sponsor using the contact information on the checklist. Alameda CTC requests to be copied on any comments (mbomberg@alamedactc.org). Comments should be provided by December 15, 2016.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC Resolution 3765
- B. List of OBAG Cycle II Local Streets and Roads projects

Staff Contact

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner

APPENDIX A – 8

Regional Policies: Long-Range Planning / Plan Bay Area

**MTC's Regional Policy for Accommodation of Bicycle and
Pedestrian Facilities During Transportation Project Planning,
Design, Funding and Construction**

MTC Resolution No. 3765

Date: June 28, 2006
W.I.: 1125
Referred by: POC

ABSTRACT

Resolution No. 3765

This resolution sets forth MTC's regional policy for accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 9, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

RE: Regional Policies for Accommodation of Bicycle and Pedestrian Facilities In Transportation Project Planning, Design, Funding and Construction

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3765

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 3427 in 2001 which adopted the 2001 Regional Transportation Plan and the 2001 Regional Bicycle Plan for the region; and

WHEREAS, MTC adopted Resolution No. 3681 in 2005 which adopted the Transportation 2030 Plan including Calls to Action to address bicyclist and pedestrian transportation needs during project development; and

WHEREAS, MTC recognizes that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; now, therefore, be it

RESOLVED, that MTC adopts the Recommendations from the study *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area*, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 28, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Attachment A
Resolution No. 3765
Page 1 of 2

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. To promote local bicyclist and pedestrian involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where bicyclists and pedestrians are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. MTC's-fund programming policies shall ensure project sponsors consider the accommodation of bicyclists and pedestrians consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund bicycle and pedestrian facilities needed for new roadway or transit construction projects that remove or degrade bicycle and pedestrian access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

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Attachment B
2018 CIP Local Streets and Roads Project MTC Complete Streets Checklists

6.1B

Jurisdiction	Project	Project Number	Number of Checklists
Alameda County	Pavement Preservation – Various Roadways in Rural Uninc Alameda County	838	3
Alameda County	Pavement Preservation – Various Roadways in Central Uninc Alameda County	837	1
City of Alameda			
City of Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	852	1
City of Berkeley			
City of Dublin	City of Dublin Street Rehab	842	1
City of Emeryville			
City of Fremont	Fremont 2018 Pavement Rehabilitation Project	841	14
City of Hayward			
City of Livermore	Livermore Local Streets and Roads Project	836	2
City of Newark			
City of Oakland	Oakland OBAG 2 Various Street Resurfacing Project	840	8
City of Piedmont			
City of Pleasanton	Pavement Rehabilitation Hacienda Business Park	863	5
City of San Leandro	Washington Avenue Rehab	860	1
City of Union City			

Access checklists online by going to
completestreets.mtc.ca.gov/project/PROJECTNUMBER
 where **PROJECTNUMBER** is from above table.

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 3, 2016

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.

Attachment A provides a summary of progress implementing the actions from the Countywide Bicycle and Pedestrian Plans.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Status of Countywide Bicycle and Pedestrian Plan Implementation Actions

Staff Contacts

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Assistant Transportation Planner

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Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

6.2A

			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/ November
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 being programmed through biannual Comprehensive Investment Program.
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.

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			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 2015. Active Transportation Plan Cost-estimating tool developed in 2016 to ensure comparable costs in local plans.
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. Next update will be in May 2017.
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 equity analysis conducted as part of 2017 Countywide Transportation Plan.
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	

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			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 project type. Maintenance projects can compete alongside other projects through Comprehensive Investment Program. State of good repair and safety are part of evaluation process.
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 when program was created in 2013.
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.			■			Underway	Alameda CTC has designed a survey of local jurisdictions; to be distributed in November 2016.
4.2	P	Develop best practices and recommendations for funding the maintenance of sidewalks, including suggesting possible new funding sources.				■		No progress	
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.

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
5.2		Implement the recommended complete streets resources. [starting in 2012]	√	√	√	√	√	Ongoing	See 5.1.
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.	√	√	√	√	√	Dis-continued	
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 or 2016.
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	

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			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	

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			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.
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 a CEQA. 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 considering how best to support local jurisdictions in implementation.

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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
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.		■	√	√	√	No progress	
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.		■	√	√	√	No progress	

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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.				■	√	No progress	
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.	√	√				No progress	
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.	■					No progress	

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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	
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.

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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.
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									

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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
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 expanding program 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]									

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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 publicly 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.
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. [bike: 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	

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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 was 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.			■	■		No progress	
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	

Alameda Countywide Bicycle and Pedestrian Plans – 2016 Progress Report

Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
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	
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	
16.1	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	
16.1	B							Not yet initiated	
16.1	B	Re-paving needs: Refine the cost to improve and maintain pavement along all bikeways in the bicycle vision network.					■	Not yet initiated	

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

7.1

DRAFT Meeting Schedule for 2016-2017 Fiscal Year
Updated November 3, 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	November 10, 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• Annual Bike/Ped Plan Implementation Report• Report on 2018 Comprehensive Investment Program
3	February 9, 2017	<ul style="list-style-type: none">• Project review (TBD)• Report on local sidewalk maintenance policies/practices• Report on 2018 Comprehensive Investment Program• Project close-out presentations (if any)
4	May 4, 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

Other topics – to be scheduled:

- Driver-focused safety education
- Bay Area Bikeshare Expansion
- Detectable warning surfaces

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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	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	0
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-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-16	Oct-18	1
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-16	Oct-18	1
7	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
9	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18	1
10	Ms.	Tabata	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0
11		Vacancy			Alameda County Mayors' Conference, D-5				

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