



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Bicycle and Pedestrian Community Advisory Committee

Thursday, May 4, 2017, 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.

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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

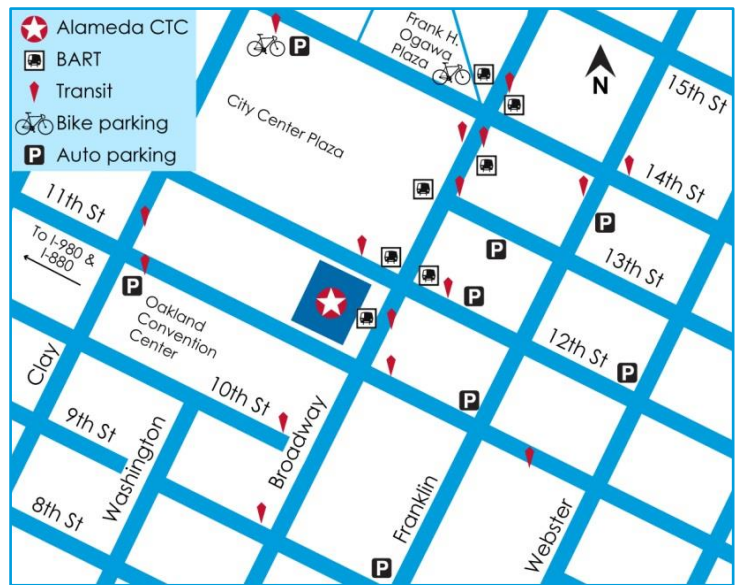
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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.

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Meeting Schedule

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

Paperless Policy

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

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Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, May 4, 2017, 5:30 p.m.

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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. Call to Order and Roll Call

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 February 9, 2017 BPAC
Meeting Minutes

1 A

5:45 – 5:55 p.m.
Paul Keener

4. Transportation Development Act Article 3 Project Nominations

9 I

5:55 – 6:45 p.m.
Matt Bomberg
Chwen
Siripocanont

5. East Bay Greenway: Lake Merritt BART to South Hayward BART Concept Plan Review

13 I

6:45 – 7:05 p.m.
Sean Co

6. AC Transit Multimodal Corridor Guidelines

17 I

7:05 – 7:15 p.m.
Subcommittee
Members

7. Repaving Subcommittee Report-out

I

7:15 – 7:25 p.m.
Staff

8. Staff Reports

8.1. Caltrans District 4 Bicycle Plan

19 I

8.2. 2018 Comprehensive Investment Plan (CIP)

8.3. Countywide Bicycle and Pedestrian
Plans Update

I

8.4. Senate Bill 1

I

8.5. 2016 Performance Report/Bicycle and
Pedestrian Count Program

7:25 – 7:30 p.m.
BPAC Members

9. BPAC Member Reports (Verbal)

9.1. BPAC Calendar

21 I

9.2. BPAC Roster

23 I

7:30 p.m.

10. Adjournment

Matt Turner

Next meeting: July 5, 2017

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



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, February 9, 2017, 5:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

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1. Welcome and Introductions

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner 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 with the exception of Liz Brisson, Preston Jordan, Ben Schweng and Midori Tabata.

Subsequent to the roll call:

Midori Tabata arrived during agenda item 2. Preston Jordan and Liz Brisson arrived during agenda item 4.1.

2. Public Comment

A public comment was heard from Bruce Dughi with Bike Walk Castro Valley. He stated that he wants to see the walk audit document that Alta Planning gave to the schools as part of the Safe Routes to Schools (SR2S) Program.

3. Approval of December 14, 2016 Minutes

Midori Tabata moved to approve this item. Dave Murtha seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Johansen, Marleau, Murtha, Shaw, Tabata, Turner

No: None

Abstain: None

Absent: Brisson, Jordan, Schweng

4. Bicycle and Pedestrian Countywide Discretionary Fund

4.1. City of Newark Bicycle and Pedestrian Master Plan Project Close-out Presentation

Matt Bomberg stated that this item is a close-out report from the City of Newark. He informed the committee that active reports as well as other closeout reports are in the packet under agenda item 4.2. Soren Fajeau with the City of Newark and Carrie Modi with Fehr & Peers reported that this is the final reporting period for the City of Newark Bicycle and Pedestrian Master Plan Project. Carrie stated that this is the first citywide master plan for the City of Newark. She reviewed the work to date, public outreach, recommended projects and the next steps. Carrie stated that Newark's BPAC gave unanimous support of Newark's Bicycle and Pedestrian Master Plan.

Diane Shaw asked if the project team worked with Fremont on their Bicycle and Pedestrian Master Plan and if they coordinated with Newark and Fremont to do joint projects on the Mowry Avenue overpass. Carrie responded yes and there's a lot of continuity between Newark and Fremont and the networks were developed at the same time. Soren said that there are five or six major arterial street connections in Fremont and Newark evaluated in their Bicycle and Pedestrian Plans.

Diane Shaw asked about Newark Blvd from SR 84 to Jarvis Avenue Project. She suggested to extend this project to Cedar. Soren responded that he will look to see why there is a gap.

Midori Tabata asked if there was coordination between Newark and the surrounding cities. Soren said that Newark is completely surrounded by Fremont and Newark reviewed the plans from the surrounding cities, which included the City of Union City and the City of Fremont.

Midori Tabata asked did Newark create a BPAC and is it permanent. Soren said that Newark formed a BPAC for the plan and is now evaluating if it will be permanent.

Diane Shaw suggested Newark, Fremont and Union City get together to discuss bicycle and pedestrian needs in the Tri-City. Soren responded that Newark can participate in such coordination but noted there are staffing differences between the cities.

Dave Murtha asked if the Newark schools in the SR2S program are public schools and if private schools were considered. Soren responded that all the schools listed are public.

Matt Turner asked if there were lessons learned on the project delays that would benefit others. Soren responded that the lessons learned were unique to Newark and related to staffing issues.

Diane Shaw asked if Newark looked at Marshlands Road. Soren said that this road is within the City of Fremont jurisdiction. He noted that Don Edwards Refuge that is along Marshland Road has a project that will happen this year.

A public comment was heard from Bruce Dughi with Bike Walk Castro Valley. He asked what can be done about the overpasses. Carrie and Soren responded that most of the overpasses are in the jurisdiction of the City of Fremont.

4.2. Countywide Discretionary Fund Grant Progress Reports

Matt Bomberg stated that the progress reports of the remaining active grants are in the packet for informational purposes. He noted that the progress report does not provide the original purpose of the grant and Matt told the committee that he will provide a link to the fact sheets related to the progress reports, which will provide additional information.

Preston Jordan commented on the East Bay Regional Park District Bay Trail from Gilman to Buchanan project. He noted a public meeting was held on December 2, 2016 but that it's difficult to find information on the meeting and it was not well publicized. Preston also noted that the project website information is not up-to-date and suggested that Alameda CTC staff work with grantees to confirm their progress reports requirements.

Midori Tabata commented on the Cycles of Change grant. Midori asked if the program original goals were met and did the tax payers receive what was promised by the grantee. Matt Bomberg stated that Alameda CTC could bring in Cycles of Change for a project close-out presentation at some point in the future. Midori noted that programs are more nebulous and need oversight similar to Capital Projects. Preston referred the

committee to the report on page 37 of the packet, which showed that Cycles of Change met their performance target for the grant.

Diane Shaw commented on the City of Albany Buchanan/Marin Bikeway project. She commented on the language used by the grantee under the "General" selection is contradictory. Matt Bomberg responded that he will take all comments back to the grantees.

5. Update on Regional Bike Share Activities

Matt Bomberg stated that most of the activity on Bike Share is at a regional and local level. He noted that staff from Metropolitan Transportation Commission (MTC) and the cities were not able to make it today and he is presenting this item. Matt covered the Bay Area Bike Share expansion that is managed by MTC and the local jurisdictions, and a Bike Share Capital Program that is aimed at helping to foster Bike Share in cities not in the regional program expansion. He also discussed the agreement between MTC and Motivate International, Inc. (Motivate) to deliver, install, and operate a 7,000-bicycle bike share system in the Bay Area. Matt stated that Motivate and MTC announced in September 2016 that Ford Motor Company has reached an agreement with Motivate to be the title sponsor for seven years and the system will be rebranded as Ford GoBike.

Dave Murtha asked if Ford's GoBike is the same as the electric bike that is being developed by Ford. Matt said they are not the same.

Matt Turner asked if Motivate is working on lobbying to expand the bike share or in other bicycle related activities in the Bay Area. Carolyn responded that Motivate is working on implementing the current program and is not actively engaged in additional local planning at this time.

David Fishbaugh asked if Motivate has metrics that will determine ridership on routes between various stations and route choices, and to what extent will Alameda CTC correlate the data to bicycle counts and traffic maintenance. Matt Bomberg responded that Motivate has some metrics benchmarking against other bike share systems and occasionally moving stations around based on high/low ridership. Alameda CTC does not have plans on getting count data from Motivate at this time though.

Dave Murtha asked if Motivate have tracking devices on the bicycles. Matt Bomberg said that the San Francisco bicycles have GPS trackers.

Jeremy Johansen said a study was done by his employer OSIssoft, LLC that used bike share data to produce a report on usage. He let the committee know that he will share the report if anyone is interested.

Diane Shaw asked about the usage in Peninsula cities for first/last mile in particular there isn't any place to put the bicycles once the user gets home.

Liz Brisson asked about BlueGoGo. Matt noted that MTC has concerns that BlueGoGo may be violating exclusivity clauses in the MTC/Motivate contract. Liz suggested that BlueGoGo has a different motive than Motivate, with Motivate seeking to provide a service more akin to a public transportation system. She also expressed her concerns

around deployment of Bikeshare stations in communities of concern. Liz suggested Alameda CTC invite Motivate to BPAC to answer questions at some point in the future.

David Fishbaugh asked how station balancing actually works. Carolyn said they have a bicycle van.

Midori Tabata asked if anyone has information on the program implemented in Hacienda Park. Matt said Hacienda Park is more similar to BlueGoGo bike share because both programs do not have docking stations.

Preston Jordan asked where Phases 4 and 5 of the Bay Area Bikeshare expansion will take place. Matt said in San Francisco.

A public comment was heard from Bruce Dughi with Bike Walk Castro Valley. Bruce asked if Palo Alto is part of the MTC/Motivate program. Carolyn Clevenger responded that Palo Alto participated in the initial pilot program with MTC and the Air District.

6. Establish an Ad-Hoc Subcommittee to discuss consideration of complete streets in repaving prioritization

Matt Bomberg stated that BPAC requested to form a subcommittee to investigate consideration of complete streets in repaving prioritization. The following committee members volunteered to serve on the BPAC Ad Hoc Subcommittee:

- Matt Turner
- Liz Brisson
- Preston Jordan
- Midori Tabata

David Fishbaugh asked are there funding consequences from the BPAC recommendation. Carolyn Clevenger responded that BPAC should be cautious and realistic with proposing changes to MTC's StreetSaver software. Liz noted that there may be actions or findings from the subcommittee that BPAC members can take back to their local communities.

Preston Jordan requested staff to consider another subcommittee at a later date to discuss MTC repavement program for cities and MTC's technical assistance grants.

7. Staff Reports

7.1. Caltrans District 4 Bicycle Plan

Matt Bomberg informed the committee that Caltrans District 4 is developing their first Bicycle Plan that will address improvements on the State Highway System. Matt noted that the improvements will take place on and across freeway routes and conventional highways. He stated that a project fact sheet and a timeline for the plan are in the packet. Matt said that Caltrans have a project website and is building a Bike Map website that will allow visitors to comment on specific routes. Round 1 workshops will be held in San Francisco County, Solano County, and Santa Clara County. Matt stated that will request the project coordinator at Caltrans District 4 to visit BPAC once they've completed existing conditions analysis.

David Fishbaugh asked if all State Highways in District 4 nine counties will be included. Matt said yes and that District 4 counties are the same as the MTC Region.

Diane Shaw said there is a State 84 in Fremont and Fremont Bicycle and Pedestrian Plan is ignoring it because it's part of the State. Diane asked how this related to Caltrans relinquishment program.

Matt Turner stated Alameda County is moving ahead with the relinquishment because it's been difficult to get Caltrans to maintain East 14th/Mission Blvd.

Dave Murtha noted that Caltrans as an organization has a lot of bicycle riders based on the results of the Team Bike Challenge in Alameda County.

A public comment was heard from Bruce Dughi and he asked if Caltrans is developing design standards for other roads. Matt Bomberg noted that the Caltrans Highway Design Manual is regularly updated but that the Caltrans District 4 Bicycle Plan will not deal with this issue directly.

7.2. Regional Active Transportation Program Cycle III Funding Awards

Matt Bomberg stated that at the last meeting he shared the results of State Active Transportation Plan (ATP), which funded a couple of projects within Alameda County. The Regional ATP funding recommendation were released by MTC in January 2017 and a number of projects were funded within Alameda County. He directed the committee to page 92 in the packet for a list of projects funded in Alameda County.

Matt Turner expressed his appreciation of Castro Valley BPAC for writing grants to receive Regional ATP funds.

7.3. Comprehensive Investment Program/MTC Complete Streets Checklist Review

Matt Bomberg stated that for any federally funded project the project sponsor is required to complete an MTC Complete Streets Checklist that is placed in an online database where it is available for public review. As part of the Alameda CTC 2018 Comprehensive Investment Plan there are funds for Local Streets and Roads preservation, which are federal funds and not competitively rewarded. Each county receives a share of the money based on a formula that includes population and lane miles. For those projects the cities completed the complete streets checklist and as a Congestion Management Agency, Alameda CTC is charged to make the checklists available to BPAC. Matt demonstrated to the committee how to access the MTC database and walked through a checklist.

7.4. Bicycle and Pedestrian Count Program

Matt Bomberg stated that Alameda CTC conducted manual bicycle and pedestrian counts during September/October 2016 at 75 locations in Alameda County and he has the data. Matt reminded the committee that the Bicycle/Pedestrian Count Program expanded to a total of 150. He noted that 75 locations were counted in 2016 and 75 locations will be counted during September/October 2017. Matt reviewed the manual program data analysis with BPAC and informed the committee that this is the first time that the count program was done by video.

Preston Jordan stated that he noticed that the pedestrian counts are astronomically higher (425) and the bicycle counts are lower (290) in many cases. He noted that 50% of the locations shows this pattern, which is very unusual.

Dave Murtha stated that the intersection Foothill Blvd and D Street in Hayward is not a bicycle friendly location. Dave suggested an alternate location should be used.

Preston Jordan stated that the Masonic Avenue and Solano Avenue in Albany shows a large number of people going the "wrong way" and he believes the data is incorrect. Preston wondered if the counting includes the Ohlone path. Matt said he will have the consultant verify the "wrong way" counts.

7. BPAC Member Reports

7.1. BPAC Calendar

The committee calendar of meetings and activities is provided in the agenda packet for review purposes.

Jeremy Johansen stated that the San Leandro BPAC is doing an update on their Bicycle/Pedestrian Master Plan and are also reviewing the Creek Trail Plans. Jeremy noted that the newly opened and expanding San Leandro Tech Campus doesn't have a pathway from the campus to the San Leandro BART Station because Union Pacific will not allow a new at-grade crossing and that the City is now considering an overpass.

Matt Turner stated that San Leandro has "Lit San Leandro" that is offering state-of-the-art fiber optic Internet connections to businesses. San Leandro also has a solar program called "zip power" that will power much of the East Bay in the future. Matt stated that having good connectivity to the BART station will become critical in the next decade.

Preston Jordan said that Albany will have a Pedestrian Hybrid Beacon (HAWK Signal) installed at San Pablo Avenue. He noted that the HAWK signal is for pedestrian crossing only and not for cyclists. Preston said that Caltrans will have the signal installed as is and it is configured with a bicycle signal face. Preston stated that he rode his bike through the Gilman and Eastshore Highway intersection and wondered if the roundabout engineer has taken newly activated metering lights into account.

Midori Tabata said that the Telegraph Avenue protected bike lane is now being cited as best practices nationwide and it will be placed on the Oakland BPAC agenda in February. Liz Brisson noted that the evaluation report is out for review and collisions are down.

Preston Jordan said that Berkeley's protected intersection is confusing for motorists.

Kristi Marleau stated that the BART Board discussed an additional parking garage at the Dublin Station and Bike East Bay submitted a letter stating that if the garage is built to include the Iron Horse Trail, Kristi said that BART voted to perform a further study.

Matt Turner stated the Creek and Trail Plan group is meeting on February 10th. He stated that the Plan will start with Central County. Assemblymember Bill Quirk's office is leading this effort.

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 7:40 p.m. The next meeting is scheduled for May 4, 2017 at the Alameda CTC offices.

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Memorandum

4.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 27, 2017

SUBJECT: TDA Article 3 Project Nominations

RECOMMENDATION: Provide input on TDA Article 3 Project Nominations

Summary

The Countywide BPAC is responsible for reviewing and providing input on TDA Article 3 projects in Alameda County. As in the past, the BPAC is being requested to review several projects being submitted by local jurisdictions for funding in Fiscal Year (FY) 2017/2018. The 6 projects are described below.

Background

TDA Article 3 is a funding source administered by the Metropolitan Transportation Commission (MTC) that is available annually local agencies to use for bicycle and pedestrian projects. Local balances are determined based on population by formula, and jurisdictions may spend funds or roll them over to a future year. MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee (BAC) and several jurisdictions in Alameda County use the Alameda CTC BPAC for this purpose.

This year 4 jurisdictions are requesting review of their projects by the Countywide BPAC: Alameda County, City of Hayward, City of Newark, and City of Piedmont. The projects are summarized below. All other jurisdictions have elected to roll-over TDA Article 3 funds for future years or will use a local BAC for review of their project nominations.

Alameda County

1. *Alameda County Bicycle and Pedestrian Plan for Unincorporated Areas*

The Alameda County Bicycle and Pedestrian Master Plan Update for Alameda County Unincorporated Areas will provide the framework for a safe and accessible bicycle and pedestrian network. The Bicycle and Pedestrian Master Plan is guided by the County's vision for safe, attractive, and convenient opportunities for bicycling and walking in the unincorporated areas. The planning document will include: Introduction to Biking and Walking, Goals and Policies, Bicycle Network, Pedestrian

Network, Safety and Education Programs, ADA Transition Plan for Public Right-of-Way, and Bicycle and Pedestrian Design Guidelines.

There will be an extensive community outreach effort throughout the planning process. The Bicycle and Pedestrian Master Plan is scheduled to be completed on June 30, 2018. The TDA funding request is \$200,000.

2. *Unincorporated Areas Pedestrian Ramps*

This project will construct pedestrian ramps and modify existing ramps at various locations in unincorporated Alameda County that meet American with Disabilities Act standards. This project will provide access to pedestrian activity centers by removing barriers that limit pedestrian travel. The TDA funding request is \$100,000.

3. *Bicycle/Pedestrian Safety Education Program*

The Bicycle/Pedestrian Safety Education Program will provide traffic safety materials, such as brochures, activity books, flashing reflectors, reflector bands, bike tire repair kits, bicycle lamps, helmets, bicycles, and other items to promote pedestrian and bicycle safety. The program would also support bicycle and pedestrian community activities that promote biking and walking, such as "Safe Routes to School Program," "Don't Rush Safety," "Walk to School Week," and "Bike to Work Day." The aim of the program is to educate and prevent injuries while promoting the benefits of physical activity. The Public Works Agency will continue to partner with the Alameda County Department of Public Health, Sheriff's Department, California Highway Patrol, Alameda County Safe Routes to School Program, Alameda County Transportation Commission, elected officials, local leaders, the Bay Area Air Quality Management District, and other agencies to identify and address needs within the community, as well as sponsor bicycle and walk events. The TDA funding request is \$45,960.

City of Hayward

1. Citywide ADA Compliant Wheelchair Accessible Ramps

Installation of wheelchair ramps at various locations citywide. The TDA funding request is \$149,200.

City of Newark

1. 2018 Citywide Accessible Pedestrian Ramps

Reconstruction and installation of accessible pedestrian ramps at various intersections located throughout the City of Newark. The TDA funding request is \$157,624.

City of Piedmont

1. Pedestrian Safety Project on Oakland Avenue

In accordance with the City of Piedmont Pedestrian and Bicycle Master Plan approved in November 2014, one of the high priority projects identified in the plan is the installation of railings on the Oakland Avenue Bridge (between Howard Avenue and Sunnyside Avenue.) The bridge current has 11-foot travel lanes and pedestrians are only separated from traffic by an 8-inch high curb. The project involves installation of approximately 360 feet of railings on each side of the roadway (totaling approximately 720 feet of railing for the overall project) for the length of the bridge to act as a safety barrier between pedestrians and traffic. In addition, additional lights will be installed along the bridge for pedestrian safety. The estimated overall project cost is \$150,000, and the TDA funding request is \$71,275.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner

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Memorandum

5.0

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DATE: April 27, 2017

SUBJECT: East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station Concept Plan Review

RECOMMENDATION: Provide Input on East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station Concept Plans

Summary

One of the roles of the Countywide BPAC is to provide input to sponsors of capital projects and programs during early development phases. The East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station project is an Alameda CTC sponsored project that is currently in the preliminary engineering and environmental analysis phase. The project proposes to construct a regional trail facility extending approximately 16-miles along the BART corridor, linking four jurisdictions (Oakland, San Leandro, Alameda County, and Hayward) and seven BART stations. The project would build off of the initial East Bay Greenway segment from Coliseum BART to 85th Avenue that opened to the public in 2015.

As part of the preliminary engineering/environmental analysis phase of the project, the project team has developed concept plans for two design options. A significant portion (approximately 12.5 miles of the project length) of the project corridor is shared by an active rail line, and the design options represent different assumptions regarding the amount of rail right-of-way that could be available for the East Bay Greenway project. The design options include a Rail-to-Trail option and a Rail-with-Trail option. The project design options are intended to provide "bookends" of the potential environmental impacts from the project and are preliminary and subject to change.

The concept plans are available at a hyperlink as Attachment B. Due to the length of the project corridor, BPAC members are strongly encouraged to review the concept plans and develop questions and comments in advance of the meeting.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Project Fact Sheet
- B. [Project Concept Plans](#) (hyperlinked to web)
 - 1. Rail-to-Trail Option
 - 2. Rail-with-Trail Option

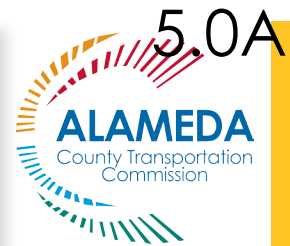
Staff Contact

[Chwen Siripocanont](#), Project Manager

[Matthew Bomberg](#), Associate Transportation Planner

East Bay Greenway:

Lake Merritt BART to South Hayward BART



The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway: Lake Merritt BART Station to South Hayward BART Station Project. The project proposes to construct a 16-mile regional trail facility along the BART alignment from Oakland to Hayward (see Figure 1).

Much of the project corridor contains an active Union Pacific Railroad line and availability of UPRR right-of-way will determine the ultimate project design. Two design options are under consideration to provide "bookends" for environmental analysis purposes. A Rail-with-Trail option would construct a trail adjacent to the rail line while preserving rail operations. A Rail-to-Trail option would involve abandonment of the rail line and conversion to a trail facility. Both options require some usage of UPRR right-of-way.

Project Benefits

The East Bay Greenway seeks to increase pedestrian and bicycle transportation options and improve public safety. Specific benefits of the project include:

- ✓ Improve bicycle and pedestrian network connectivity in communities along the BART line
- ✓ Improve access to regional transit, schools, downtown areas and other destinations
- ✓ Create a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- ✓ Improve safety for bicyclists and pedestrians
- ✓ Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions

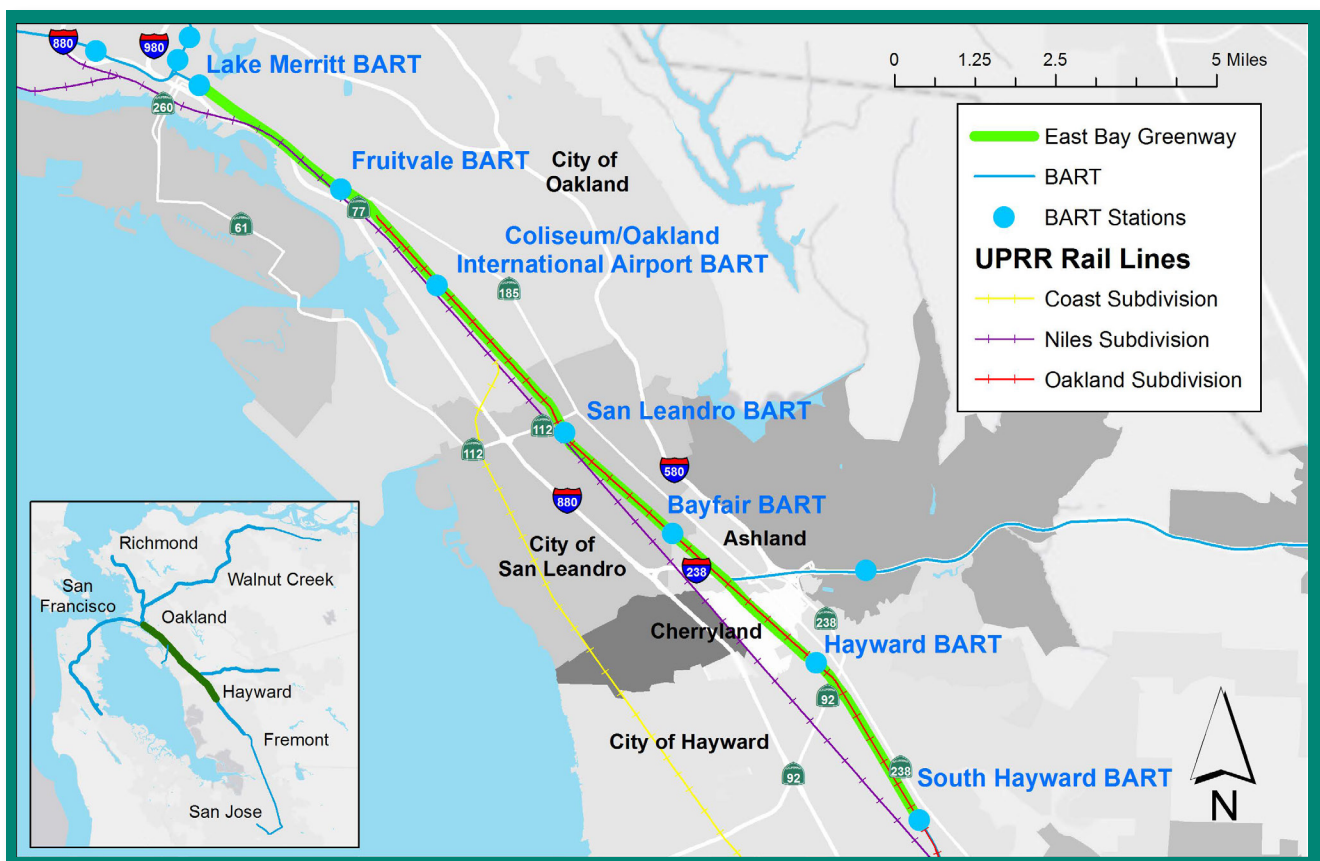


Figure 1: East Bay Greenway Project Map

East Bay Greenway: Lake Merritt BART to South Hayward BART

Cost and Funding

The project construction cost (including design and contingencies) could range from \$30 million to \$110 million. The cost for right-of-way (ROW) could be an additional \$100 million to \$300 million. The wide range of potential construction and ROW costs is due to uncertainty regarding the ability to use the UPRR ROW.

The environmental phase is fully funded by a \$2.6 million state Active Transportation Program grant supplemented by local Measure B and Measure BB funds. Upon completion of the environmental phase, Alameda CTC will seek to leverage Measure BB Three Major Trails funding to secure additional grants for subsequent project phases of design, ROW and construction.

Stakeholders

The cities of Oakland, San Leandro and Hayward, Alameda County, BART and the East Bay Regional Park District are participating in the development of the project.



Figure 2: Project Corridor (San Leandro)

Public Input

The project team has made presentations to Bicycle and Pedestrian Advisory Committees. Project materials including past presentations can be found online at www.alamedactc.org/eastbaygreenway.

Feedback can be provided through the project website and formal comments can be provided on the Draft Environmental Document when it is released in winter 2017.

Schedule

The project is currently in the environmental phase. During the environmental phase the project team will develop conceptual engineering for feasible design options and assess and disclose potential environmental impacts and mitigations. The project team will also reach out to UPRR regarding ROW availability.

	2016	2017				2018		2018 and Beyond	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
Preliminary Engineering									
Environmental Studies									
Environmental Document									
Railroad Coordination									
Design and Construction									

Release Environmental Document

Final Environmental Document



Memorandum

6.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 27, 2017

SUBJECT: AC Transit Multimodal Corridor Guidelines

RECOMMENDATION: Receive an update on AC Transit's Multimodal Corridor Guidelines

Summary

AC Transit is in the process of developing a guide that will support the planning and design of bicycle facilities in corridors that also feature bus service and will accommodate AC Transit's plans to enhance bus service. The design guidelines are intended for use by both AC Transit and local jurisdiction staff. AC Transit has contracted with Stantec and Toole Design Group to support the development of the guidelines. The project team will provide an overview of examples of design guides and bus/bicycle treatments from other areas as well as draft typologies that characterize different situations of bus/bicycle shared corridors.

Staff Contacts

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner

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We want to hear from you!

Join us for a community workshop to share your ideas on how to improve bicycle safety and mobility in the Bay Area. Your input will help shape future Caltrans improvements for bicycling in your community!

Round 1 Workshops

SAN FRANCISCO COUNTY

Tuesday, May 9, 2017

6PM–8PM

Metropolitan Transportation
Commission
375 Beale Street, San Francisco

SOLANO COUNTY

Wednesday, May 17, 2017

6PM–8PM

John F. Kennedy Library
505 Santa Clara Street, Vallejo

SANTA CLARA COUNTY

Tuesday, May 30, 2017

6PM–8PM

Berryessa Community Center
3050 Berryessa Road, San Jose

About the Caltrans District 4 (Bay Area) Bicycle Plan

Caltrans is preparing the District 4 Bicycle Plan to improve bicycling on and across the State-owned transportation network of freeways, expressways, and other State routes that serve the region. This Plan will help **create a more connected, comfortable, and safer bicycle network** for the Bay Area. **Share your ideas!**

To learn more about the Plan and other input opportunities, please visit our webpage at www.dot.ca.gov/d4/bikeplan

**Can't make
it to the
workshop?**

**TAKE OUR ONLINE
SURVEY BY VISITING:**

bit.ly/d4bikeplan

PHOTO COURTESY OF BIKE EAST BAY

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

9.1

DRAFT Meeting Schedule for 2016-2017 Fiscal Year

Updated February 27, 2017

	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	December 14, 2016	<ul style="list-style-type: none"> • East Bay Greenway: Lake Merritt to South Hayward Project Status Report • Report on Central County Complete Streets project • Annual Bike/Ped Plan Implementation Report • Report on 2018 Comprehensive Investment Program/MTC Complete Streets Checklists
3	February 9, 2017	<ul style="list-style-type: none"> • City of Newark Bicycle/Pedestrian Master Plan Close-out Presentation • Update on Regional Bikeshare Activities • Repaving Prioritization Subcommittee Formation
4	May 4, 2017	<ul style="list-style-type: none"> • Review TDA Article 3 Projects (Info) • East Bay Greenway: Lake Merritt to South Hayward Project Review • AC Transit Multimodal Corridors Design Guidelines presentation • Repaving Prioritization Subcommittee Report-out • Performance Report
5	July 2017	<ul style="list-style-type: none"> • Organizational meeting • Overview of Countywide Bicycle/Pedestrian Plans Update Scope and Schedule • Project close-out presentation TBD

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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
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18
11	Ms.	Tabata	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17

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