



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

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Welcome and Introductions

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30 p.m. A roll call was conducted and all members were present with the exception of Liz Brisson, Preston Jordan and Diane Shaw.

### Subsequent to the roll call:

Liz Brisson arrived during agenda item 5.

## 2. Public Comment

There were no public comments.

## 3. Approval of February 9, 2017 Minutes

*A correction was requested to change "sebsequent" to "subsequent" and to change the last sentence on page 1 from "...connections in Fremont and Newark..." to "...connections between Fremont and Newark that were..."*

*Kristi Marleau moved to approve this item with the. Jeremy Johansen seconded the motion. The motion passed with the following votes:*

Yes: Fishbaugh, Hill, Johansen, Marleau, Murtha, Schweng, Tabata, Turner

No: None

Abstain: None

Absent: Brisson, Jordan, Shaw

## 4. Transportation Development Act Article 3 Project Nominations

Chair Turner moved this item after agenda item 5. Matt Bomberg said that Countywide BPAC is responsible for reviewing and providing input on Transportation Development Act (TDA) Article 3 projects in Alameda County. As in the past, the BPAC is being requested to review six projects being submitted by local jurisdictions that have elected to use the Alameda CTC BPAC as a review body for funding in fiscal year 2017-2018. Matt introduced Paul Keener with the Alameda County Public Works Agency (ACPWA) that is responsible for administering the TDA Article 3 funding.

Paul presented the TDA Article 3 projects for the ACPWA, the City of Hayward, the City of Newark and the City of Piedmont.

Feliz Hill asked how many pedestrian ramps will be installed in Hayward and Newark. Paul said that normally at an intersection four to eight ramps are installed and the cost is approximately \$2,500 per ramp.

Ben Schweng stated that the City of Hayward regularly spends its TDA Article 3 funds on curb ramps but from his perspective it appears that ADA ramps already exists citywide.

Feliz Hill asked what community outreach is conducted for the projects. Paul responded that community outreach may involve running newspaper ads, websites and participating in community meetings.

Ben Schweng asked if the detectable warning surfaces will be changed. Paul responded that the technology is evolving for the detectable warning surfaces. As better technology comes along the cities/county will look into using it in projects.

Feliz Hill asked what efforts are in place to partner with organizations such as Bike East Bay as part of the ACPWA bicycle safety education program. Paul said there are a variety of programs within the community. Alameda County and Alameda CTC's focus has been with the schools whereas Bike East Bay education programs focus mainly on adults. He said that "swag bags" are passed out during bike to school week that feature interactive educational items as well as items such as tire repair kits that are useful for safety.

Feliz Hill asked if any surveys have been conducted to find out what students need to increase walking and biking. Paul responded that as part of the Safe Routes to Schools Program (SR2S) student tallies and parent surveys are conducted that include these types of questions.

Dave Murtha asked if the SR2S surveys asks how many kids ride home. Paul responded that the survey looks at to/from school trips.

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

Matt Bomberg stated that in December 2016 the committee received a high level overview of the East Bay Greenway: Lake Merritt BART to South Hayward project. Since that time, Matt noted that the project team has developed concept plans for two design options. He introduced Chwen Siripocanont the project manager of this project and she reviewed the project development process and discussed with the committee the rail-to-trail and rail-with-trail options.

Midori Tabata asked if the project implementation is dependent on Union Pacific (UP). Chwen responded yes for a trail-like facility.

Feliz Hill asked what is involved to get UP Right-of-Way (R/W). Chwen responded that per UP's policy, there should not be a trail in their R/W.

Liz Brisson asked if the environmental documents are single or combined. Chwen said the documents are separate and that the California Environmental Quality Act (CEQA) lead agency is Alameda CTC while the National Environmental Policy Act (NEPA) is Caltrans.

Jeremy Johansen asked if the environmental document will cover both options in one document. Chwen said yes; however, she reminded the committee that the document will describe bookend options, not two distinct alternatives.

Liz Brisson asked if elected officials are involved. Carolyn Clevenger stated that Alameda CTC is working with partner agencies to determine the best level to engage UP.

Matt Turner stated that Assemblymember Bill Quirk is not a fan of rail-to-trail conversions.

David Fishbaugh asked if BART's R/W ownership will cause future issues with trails. Chwen said that in some portions of the R/W BART has a joint use easement with UP. BART has interest in the UP R/W near the Bayfair station. Carolyn noted that BART is a member of the Project Development Team that consists of all relevant agency stakeholders.

Liz Brisson asked if the cities are supportive of taking on operations and maintenance. Chwen responded that Alameda CTC is beginning to introduce the concept of a Memorandum of Understanding at a staff level on this topic.

Midori Tabata asked who has the ownership of the Bay Trail and Ohlone Greenway. Matt Bomberg said that the cities generally own the right-of-way that these facilities are built on.

Jeremy Johansen asked for additional information on trail interactions with BART stations for both design options. Matt Bomberg said it differs from station-to-station and noted that rail-with-trail station area circulation is generally more complicated.

David Fishbaugh asked if there are any portions of the 16 miles that are less complicated and could proceed in the short term. Chwen said that for the rail-with-trail, 6 of 12 miles where UP is present in the corridor will still require UP R/W and the goal is to implement the segments that do not need UP R/W.

David Fishbaugh asked if implementation is done incrementally, will there be ways for cyclists and pedestrians who get to the end of a segment to take another path to the next segment. Chwen responded that the project will use the local street network to make interim connections.

Midori Tabata asked for clarification on the northern portion of the rail-with-trail and rail-to-trail options. Matt Bomberg said that for the northern 3.5 miles, (Lake Merritt to 47th Avenue), the design is the same for the rail-to-trail and rail-with-trail.

Midori Tabata requested clarification on the rail-to-trail and rail-with-trail segment configurations. She asked if the sections are multipurpose for bicycles and pedestrians. Matt Bomberg said the rail-with-trail option is a shared use path throughout. In some sections, the rail-to-trail option provides separate bicycle and pedestrian facilities.

Dave Murtha requested clarification regarding how the trail interacts with local networks and what types of users are expected to use the trail. He suggested that showing the existing bicycle routes on the plan that intersect would be helpful. Chwen said that the routes are not shown on the plan presented; however, during the development of the plans, adjacent land use and local networks were taken into consideration. Matt Bomberg responded that he would expect use for transportation purposes (in addition to recreational use) given the number of BART stations, downtown areas with job centers and schools along the corridor.

Ben Schweng asked if this concept will alleviate congestion on BART and I-880. He stated that it would be better if the Oakland segment alignment was near Bancroft Street. Ben expressed that the rail divides the community for the southern Hayward section and a connection is needed to get across the tracks.

Dave Murtha asked for clarification on trail routes already approved before UP took over. Chwen responded that many trails in UP R/W may have been approved by predecessor companies that merged to form or were acquired by UP.

Midori Tabata asked how the project team will get around Fruitvale BART. Matt Bomberg noted that in the Fruitvale area, the concept plans propose to route through cyclists via East 12<sup>th</sup> Street and cyclists and pedestrians destined for the BART station via the existing plaza.

Midori Tabata asked how the project team will deal with the 105th Avenue undercrossing. Matt Bomberg said that north of 98th Avenue in the rail-with-trail there is space to build trail on the far side of the BART column from the UP tracks. At 98th Avenue there is an undercrossing the trail must cross to the other side of the BART column to get around the undercrossing; at this point the trail is in UP R/W.

Midori Tabata asked about the San Leandro Tech Campus trail. Matt Bomberg said developer of the San Leandro Tech Campus agreed to construct a trail from Davis Street to Thornton as a condition of approval, and that the rail-with-trail option would utilize this trail. The city and the developer are working on getting at-grade crossing at the station concourse.

## **6. AC Transit Multimodal Design Guidelines**

Matt Bomberg introduced Sean Co with Toole Design Group that is contracted to develop multimodal design guidelines on behalf of AC Transit. Sean presented the design guidelines, which are intended to 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. He provided 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.

The committee discussed the various typologies and illustrations with Sean. The committee noted that the illustrated designs are vastly superior to the current situation of buses blocking bicycle lanes and any design that improves upon that would be great. The committee also pointed out the need to consider sight lines and user security in any designs involving bus shelters.

## **7. Repaving Subcommittee Report-out**

Matt Bomberg stated that the Street Repaving subcommittee met on Monday, April 17, 2017. Liz Brisson reported to the full BPAC on the meeting outcomes. She stated that the subcommittee reviewed Metropolitan Transportation Commission's role, Alameda CTC's role and the local perspectives to pavement management. Ultimately, the subcommittee concluded that Alameda CTC and the BPAC are not the right entity to address the issue; the issue is best addressed directly with MTC since they are responsible for the pavement management program requirements. Liz also noted that Alameda CTC's role is to provide Direct Local Distribution funds to local jurisdictions for use at their local discretion.

## **8. Staff Reports**

### **8.1. Caltrans District 4 Bicycle Plan**

Matt Bomberg stated that Caltrans District 4 Bicycle Plan is moving forward. He noted that the first round of workshops/open houses are scheduled in May in San Francisco County, Solano County and Santa Clara County. Matt stated that the project coordinator at Caltrans District 4 will visit BPAC during the fall. He stated that open houses are scheduled in Alameda County in the second round of workshops. Matt said that Caltrans has an online survey webpage with interactive mapping function where you can provide input.

### **8.2. 2018 Comprehensive Investment Plan (CIP)**

Matt Bomberg informed the committee that the Commission approved the 2018 Comprehensive Investment Plan (CIP), which is a document that Alameda CTC consolidates the programming and allocation for fund sources that are under Alameda CTC's purview. Matt noted that a number of bicycle and pedestrian as well as local streets and roads projects with bicycle and pedestrian components were recommended in the 2018 CIP. He said that he will email the committee the staff report that went to the Commission in April.

### **8.3. Countywide Bicycle and Pedestrian Plans Update**

Matt Bomberg stated that it's time to update the Countywide Bicycle and Pedestrian Plans. Currently, the agency is securing procurement and the goal is to have a contract to begin the updates in the June/July timeframe.

### **8.4. Senate Bill 1**

Matt Bomberg informed the committee that SB 1 was approved on April 6, 2017 and he said that this is the first time in 25 years that California raised the gas tax. Matt stated that SB 1 will increase the Active Transportation Program by approximately \$100 million a year.

#### **8.5. 2016 Performance Report/Bicycle and Pedestrian Count Program**

Matt Bomberg said that the 2016 Performance Report will be ready soon and he will send the link to the committee when it's done.

### **9. BPAC Member Reports**

#### **9.1. BPAC Calendar**

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

The committee said that Bike to Work Day is Thursday, May 11, 2017.

Dave Fishbaugh said that due to the wet winter there are many road closures. He said that it is impacting recreational cycling events.

#### **9.2. BPAC Roster**

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

### **10. Meeting Adjournment**

The meeting adjourned at 7:55 p.m. The next meeting is scheduled for May 26, 2017 at the Alameda CTC offices.



# Memorandum

4.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 19, 2017

**SUBJECT:** Review of Oakland/Alameda Freeway Access Project

**RECOMMENDATION:** Provide Input on Oakland/Alameda Freeway Access Project

## Summary

One of the main roles of the Countywide BPAC is to provide input to sponsors of capital projects and programs during early development phase. The Oakland/Alameda Freeway Access Project (formerly known as the I-880 Broadway/Jackson project) is one of the Named Capital Projects in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC is the project sponsor. The project purpose and benefits include:

- Improve mobility and reduce traffic congestion for travelers between I-880 and I-980, the City of Alameda and downtown Oakland neighborhoods
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods
- Improve connectivity and safety for bicyclists and pedestrians within the project area
- Reduce conflicts between commute, neighborhood, and truck traffic
- Reduce barrier effect of I-880

The project is currently in the Preliminary Engineering/Environmental phase, through which environmental impacts of the proposed Project will be assessed and appropriate mitigations and design refinements developed. Representatives of the Project Team will be in attendance at the July 26, 2017 meeting to answer questions and respond to comments on the project's preliminary design concepts. BPAC members are encouraged to review the project materials and formulate questions and comments in advance of the meeting, using the worksheet in Attachment C.

**Fiscal Impact:** There is no fiscal impact.

## Attachments

- A. Project Concept Drawings
- B. Project Fact Sheet
- C. Project Review Checklist and Input Form

## Staff Contact

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner



## Freeway Access Project

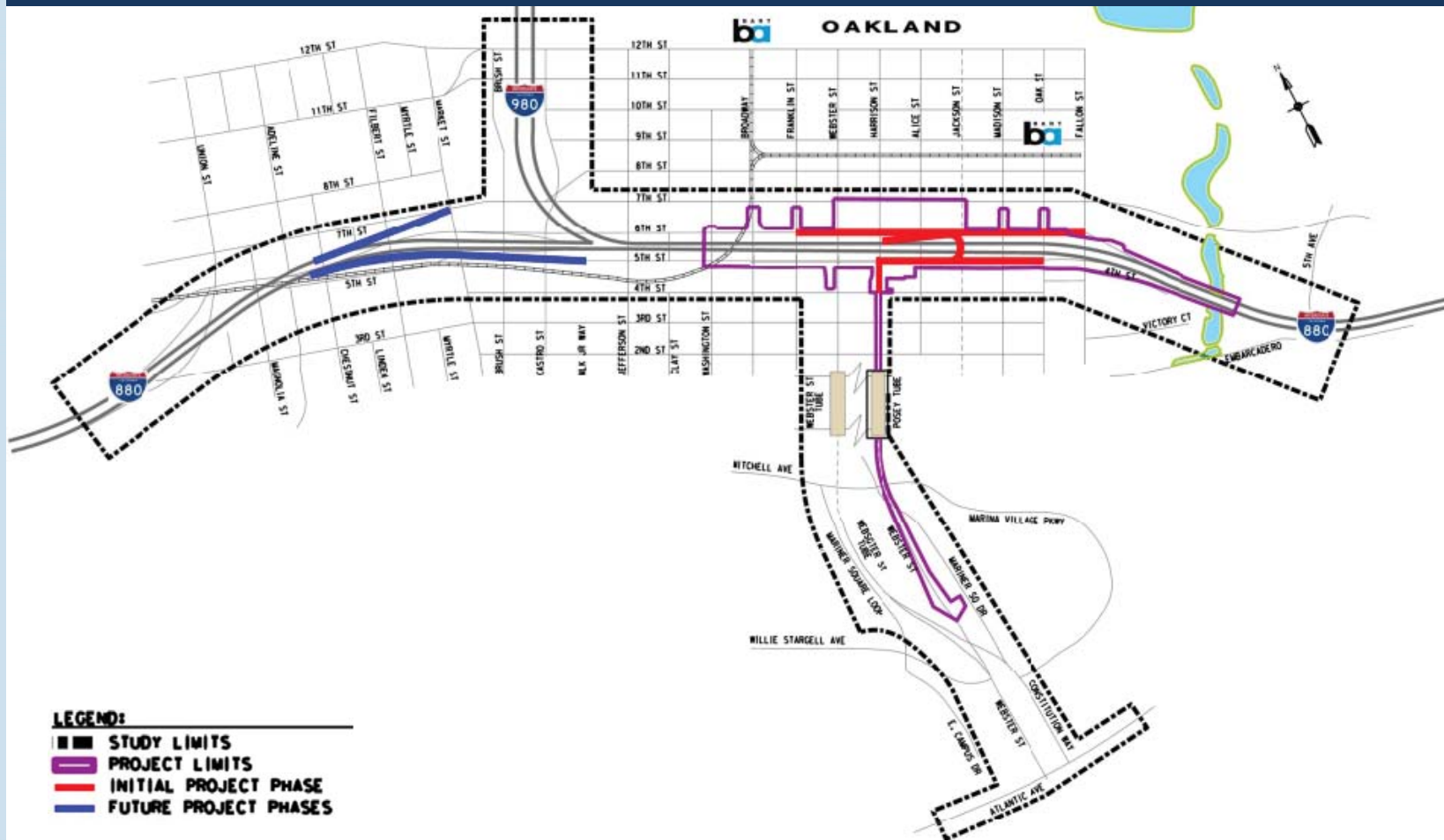
(formerly known as Broadway-Jackson Interchange Project)

Bicycle and Pedestrian Advisory Committee (BPAC) Presentation  
July 26, 2017

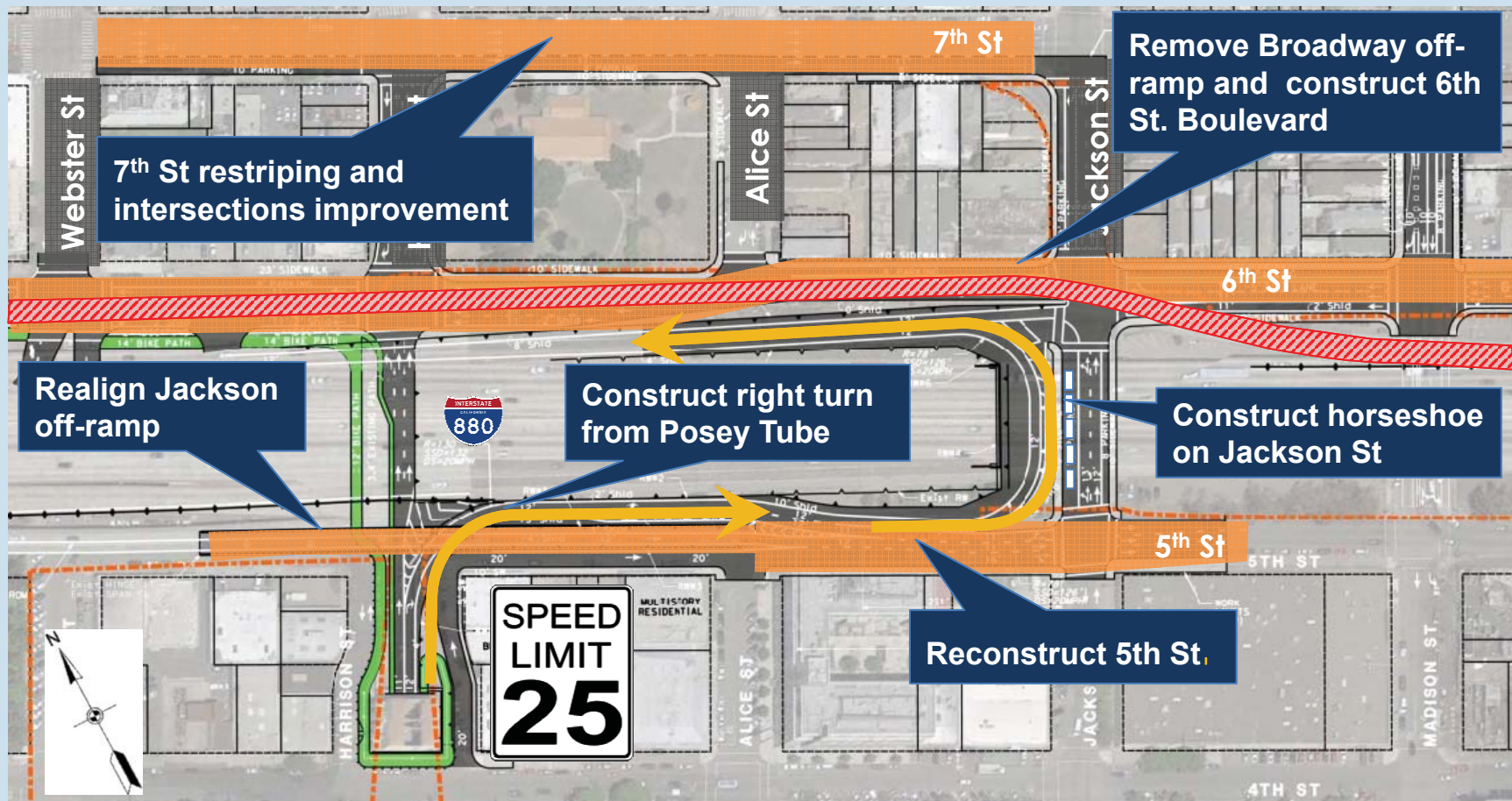
DRAFT – Subject to Change



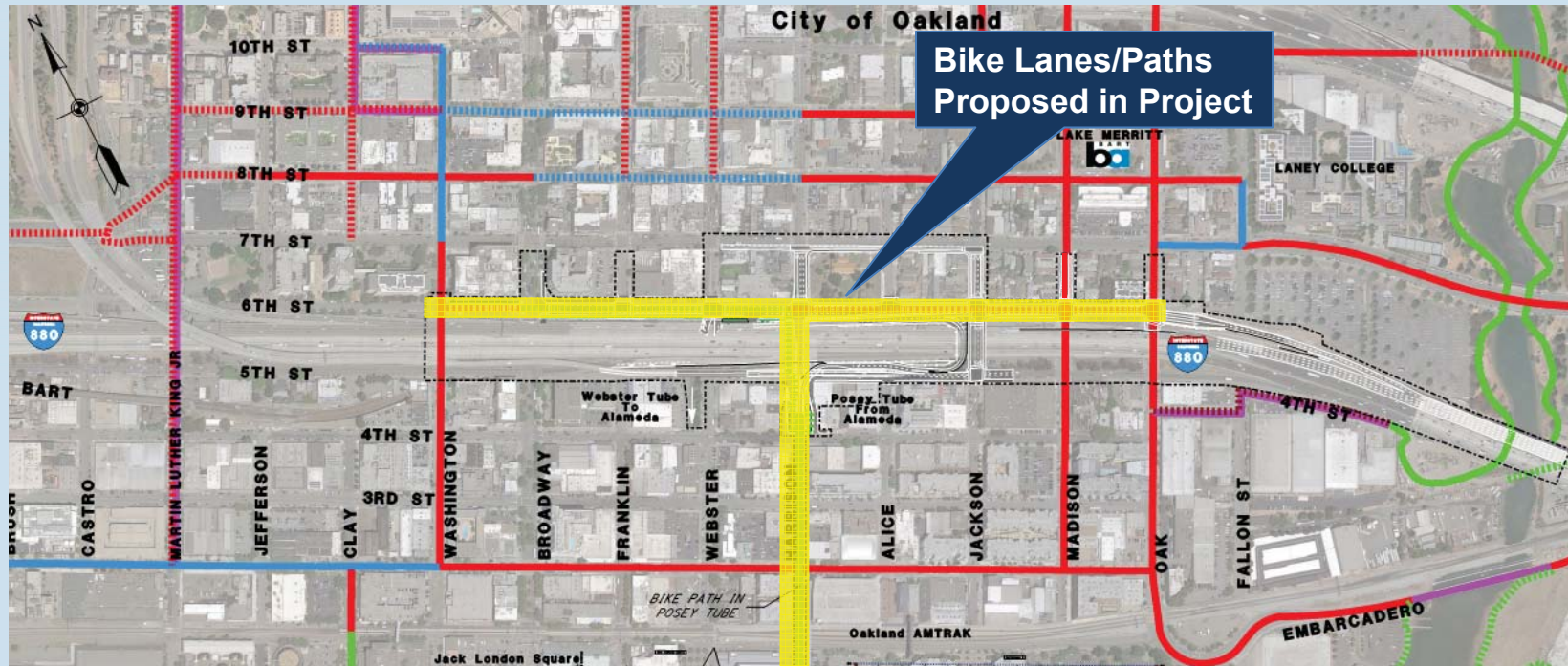
# Project Overview



# Jackson Horseshoe



# Bike Network with Proposed Improvements



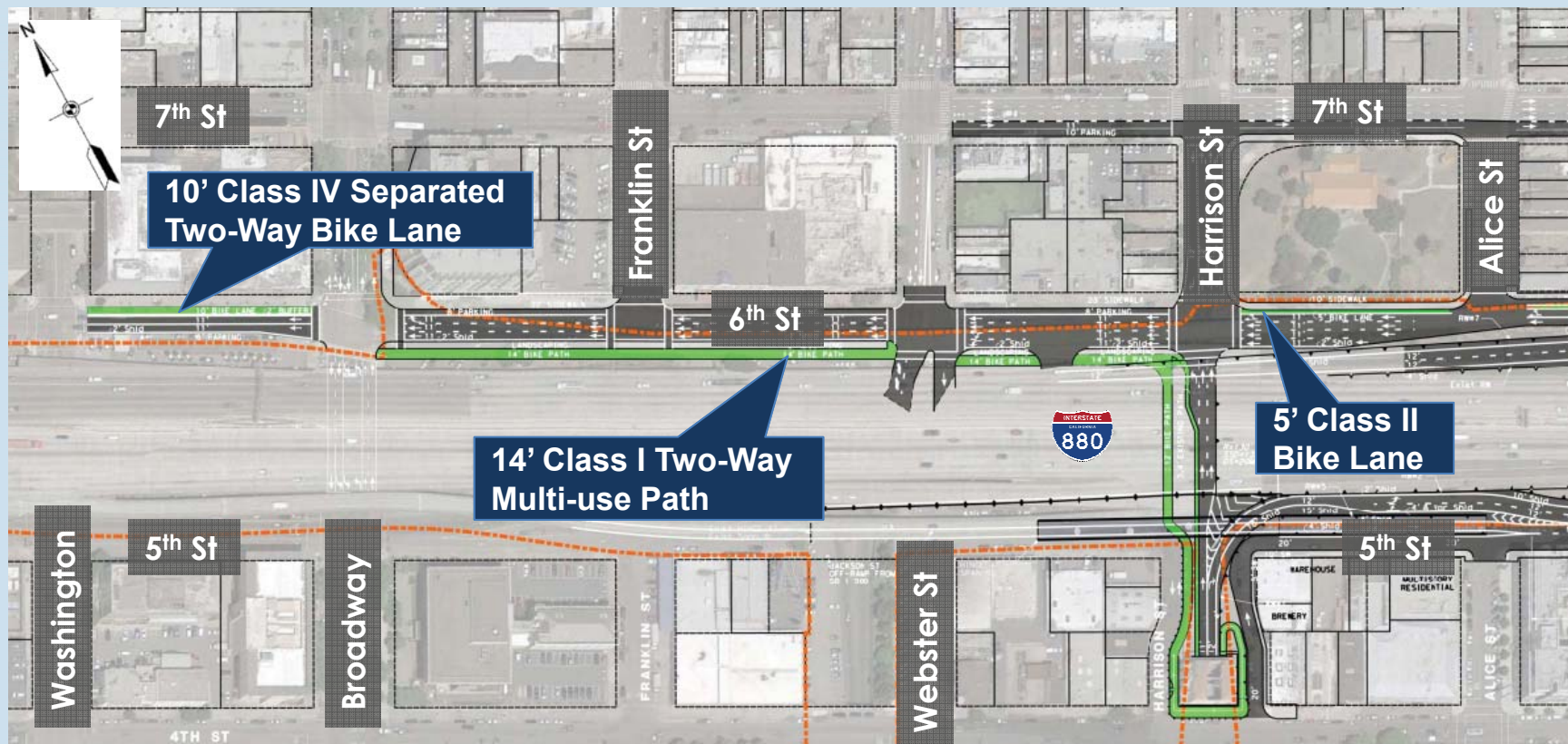
## LEGEND-PROPOSED BIKEWAY NETWORK

EXISTING	PROPOSED	
		CLASS I BIKE PATH
		CLASS II BIKE LANE
		CLASS III BIKE ROUTE
		CLASS IIIA ARTERIAL BIKE ROUTES
		CLASS IIIB BIKE BOULEVARD
		PROJECT STUDY LIMITS

EA#04-0G360

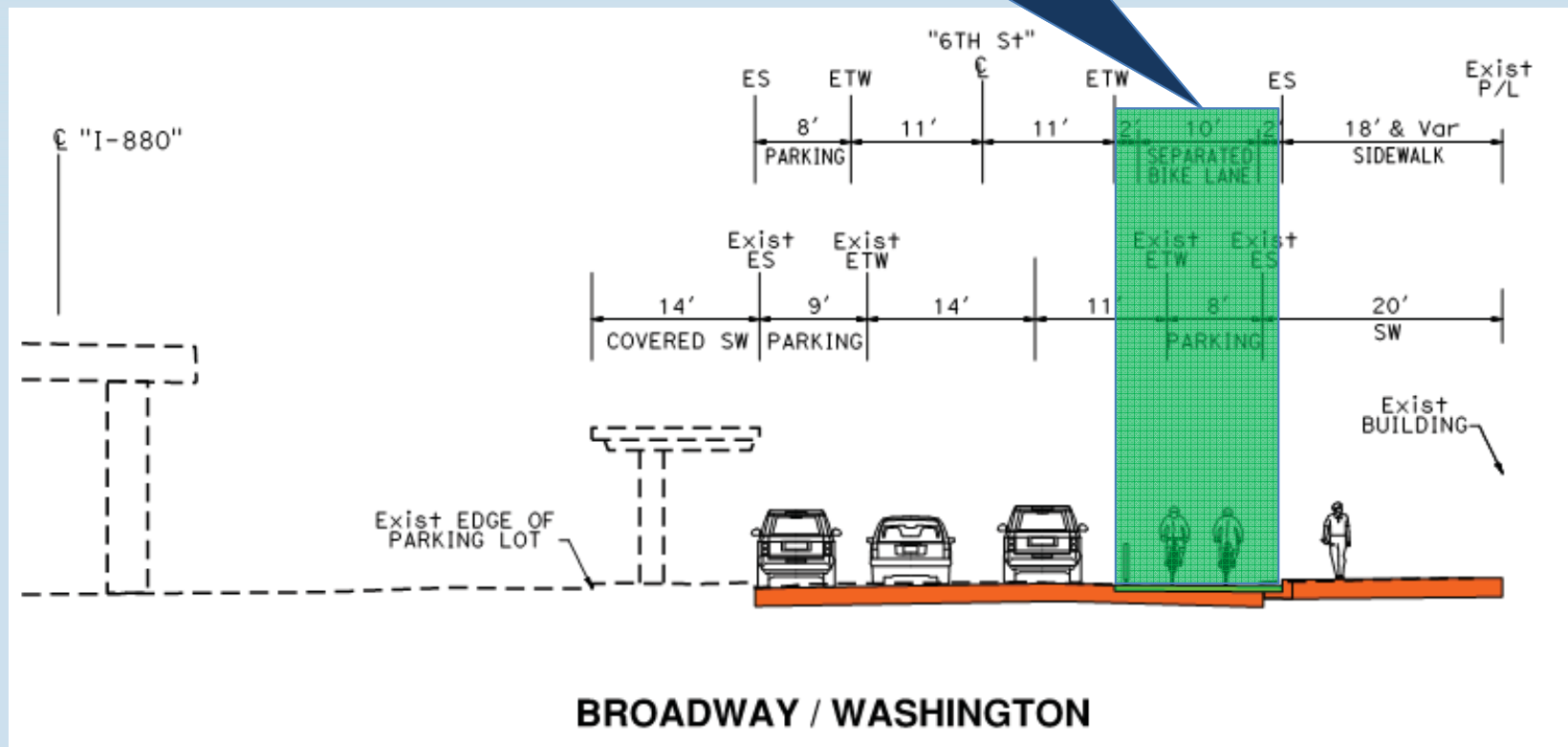
**PRELIMINARY**  
FOR DISCUSSION ONLY  
JULY, 2017

# 6<sup>th</sup> Street Multi-Use Path



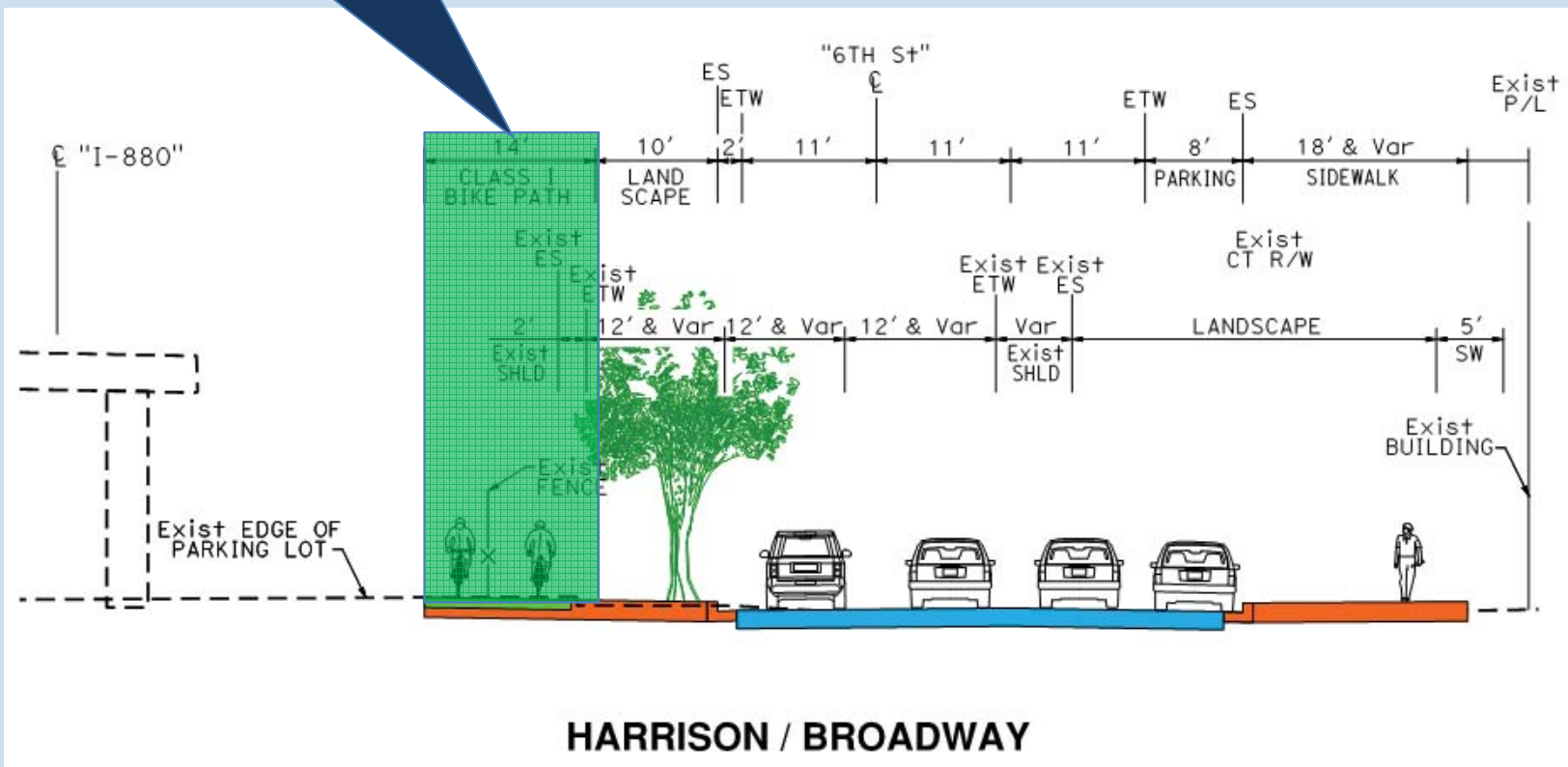
# 6th St Blvd

Class IV Bike Lane from  
Broadway to Washington



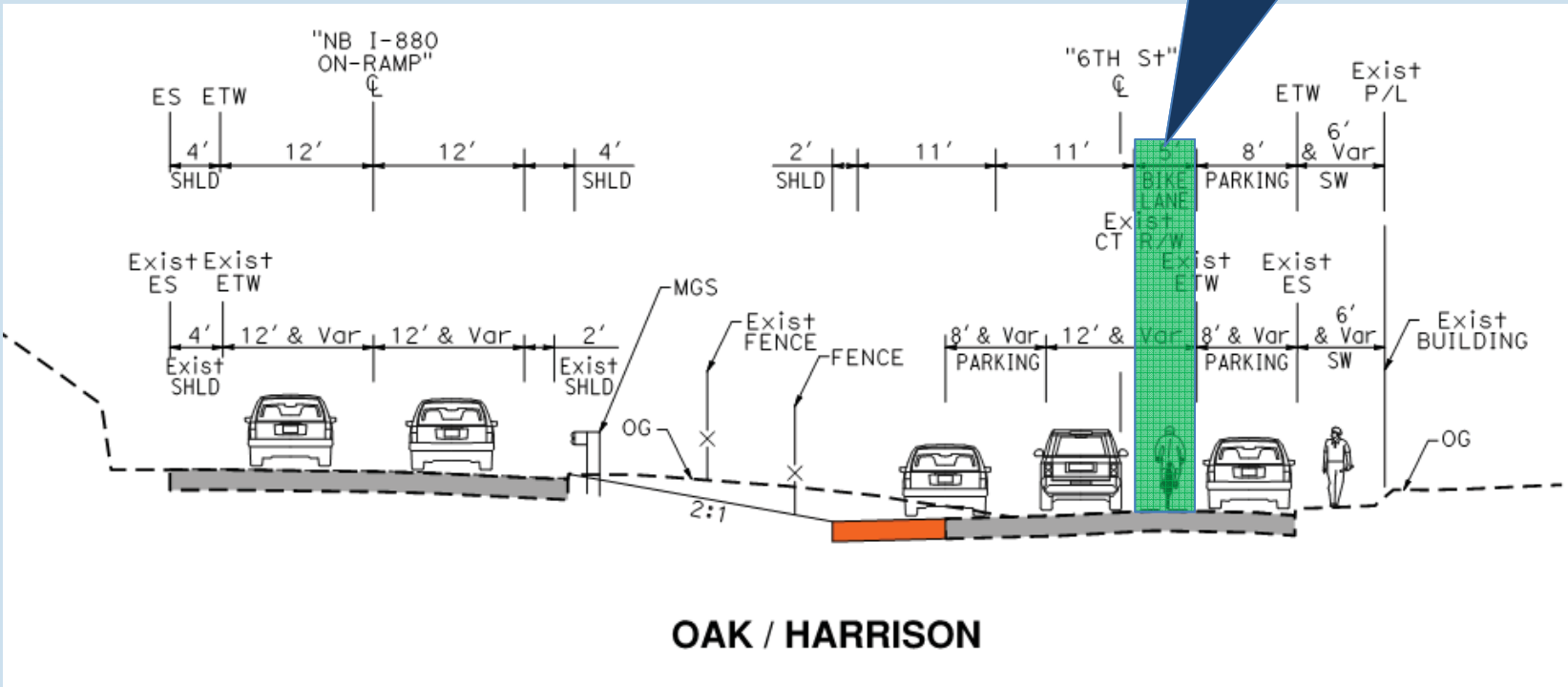
# 6th St Blvd

Class I Bike Path from  
Harrison to Broadway



6th St Blvd

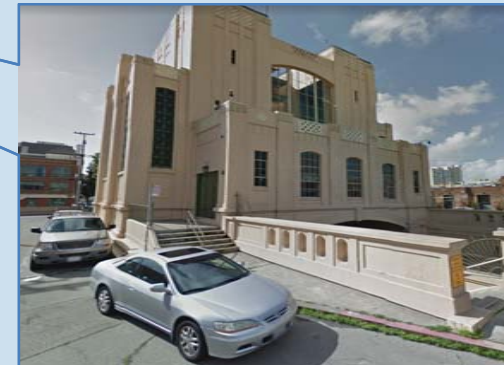
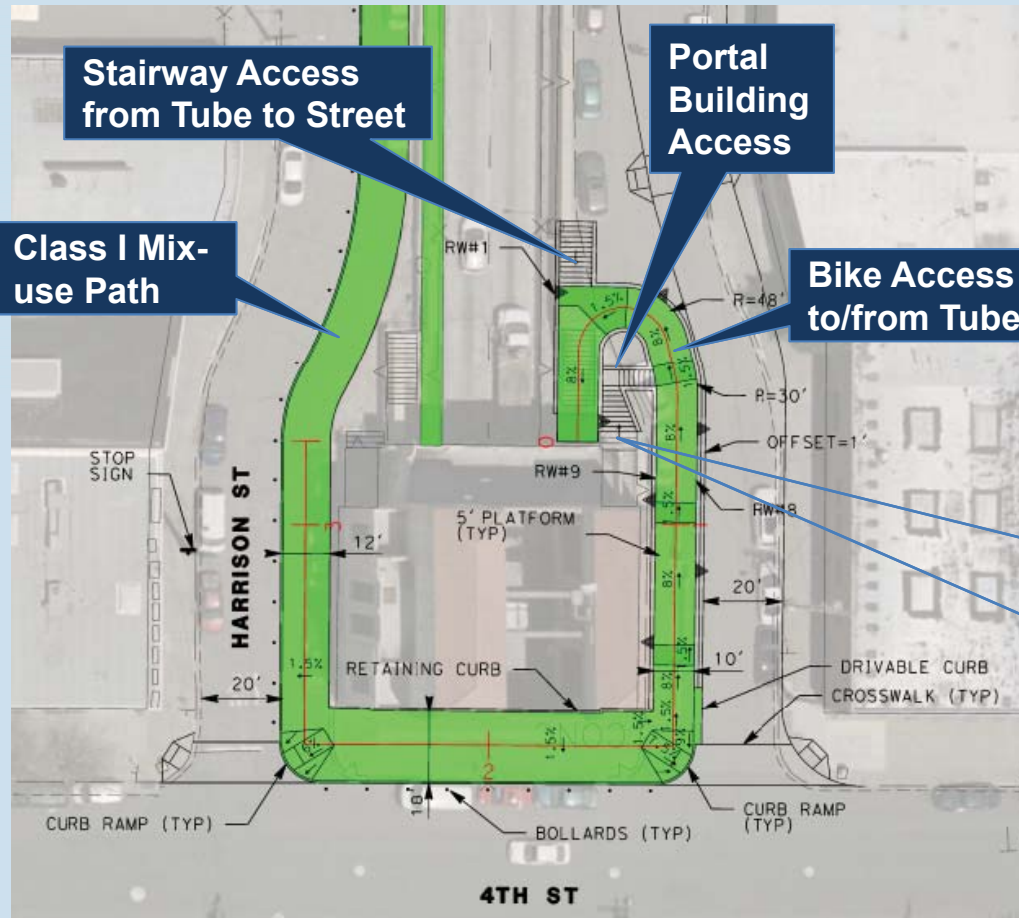
## Class II Bike Path from Oak to Harrison



# Posey Tube – Bike and Pedestrian Access



# Posey Tube – Bike and Pedestrian Access





# Oakland/Alameda Freeway Access Project

4.0B

JUNE 2017

## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is currently working to identify potential freeway access and arterial roadway improvements as part of the Oakland/Alameda Freeway Access Project, formerly the Broadway-Jackson Interchange Improvements Project. Today, motorists traveling between the I-880 and I-980 freeways and the Webster and Posey Tubes, which connect the cities of Oakland and Alameda, must travel along congested city streets causing heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts. Initial phase alternative(s) to address access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District are being identified and evaluated.

Future phases are also being evaluated to further address the congestion relief, trade corridor and active transportation elements of the project.

## PROJECT NEED

- Motorists experience heavy congestion on local roadways during morning and evening commute hours.
- Local roadways operate at poor levels of service due to high traffic volumes.
- Bottlenecks and delays affect motorists traveling between Posey and Webster Tubes, I-880 and I-980.
- Motorists must take indirect routes on Oakland/Chinatown streets to access the freeway.
- Active multimodal corridors result in vehicle-pedestrian conflicts.
- Poor access/connectivity exists for bicyclists and pedestrians due to the large footprint of I-880.



## PROJECT BENEFITS

- Improves mobility and reduces traffic congestion for travelers between I-880 and I-980, the city of Alameda and downtown Oakland neighborhoods
- Reduces freeway-bound regional traffic on local roadways and within area neighborhoods
- Improves connectivity and safety for bicyclists and pedestrians within the project area
- Reduces conflicts between commute, neighborhood and truck traffic
- Reduces the barrier effect of I-880



Photo: Aerial view of Oakland/Alameda freeway access.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering and Environmental

- Project Study Report-Project Development Support (PSR-PDS) approved spring 2011
- Public scoping meeting in summer 2017
- Public hearing meeting in winter 2019

## PARTNERS AND STAKEHOLDERS

Federal Highway Administration, California Department of Transportation, the cities of Oakland and Alameda, regional organizations, local advocacy groups, businesses and residential organizations in Chinatown and Jack London District.

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

### COST ESTIMATE BY PHASE<sup>1</sup> (\$ X 1,000)

	Phase 1	Future Phases
Scoping	\$2,172	\$0
Preliminary Engineering/ Environmental	\$5,400	\$1000
Final Design (PS&E)	\$6,000	\$12,000-\$15,000
Right-of-Way	\$1,000	TBD
Construction	\$68,529	\$120,000-\$160,000
<b>Total Expenditures</b>	<b>\$83,101</b>	<b>\$133,000-\$176,000</b>

<sup>1</sup> Project cost estimate is preliminary and will be updated as part of the preferred alternative selection process.

### FUNDING SOURCES (\$ X 1,000)

	Phase 1	Future Phases
Measure BB	\$40,000	\$35,000
Measure B	\$8,101	\$0
Federal	\$0	\$0
State	\$0	\$0
Regional	\$0	\$0
TBD	\$35,000	\$98,000-\$141,000
<b>Total Revenues</b>	<b>\$83,101</b>	<b>\$133,000-\$176,000</b>

### SCHEDULE BY PHASE

	Begin	End
Scoping	Spring 2015	Fall 2017
Preliminary Engineering/ Environmental (EIR/EA)	Spring 2015	Fall 2019
Final Design (PS&E)	Spring 2019	Winter 2020
Right-of-Way	Spring 2019	Winter 2020
Construction	Summer 2021	Spring 2024



# Bicycle Pedestrian Advisory Committee Project Review Checklist

## Routine accommodation

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

## Shorten crossings

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

## Manage vehicle speeds

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

## Improve visibility

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

## Clarify the right-of-way

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

## One decision at a time

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

## Keep it direct

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

## Access for all

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

## Comfortable, secure environment

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

## Low stress bicycling streets

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

## Low stress bicycling intersections

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

## Trail/Multi-Use Path user conflicts

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

## Trail/Multi-Use Path crossings

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

## Bicycle/pedestrian friendly freeway ramps

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

## Fast, efficient, attractive transit operations

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

## Accommodating trucks

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



# Bicycle Pedestrian Advisory Committee Project Review Input Form

---

## Instructions:

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

## Project Name:

---

## Comments/Questions on Project Design:

### Routine accommodation

---

---

### Shorten crossings

---

---

### Manage vehicle speeds

---

---

### Improve visibility

---

---

### Clarify the right-of-way

---

---

### One decision at a time

---

---

**Keep it direct**

---

---

**Access for all**

---

---

**Comfortable, secure environment**

---

---

**Low stress bicycling streets**

---

---

**Low stress bicycling intersections**

---

---

**Trail/Multi-Use Path user conflicts**

---

---

**Trail/Multi-Use Path crossings**

---

---

**Bicycle/pedestrian friendly freeway ramps**

---

---

**Fast, efficient, attractive transit operations**

---

---

**Accommodating trucks**

---

---

**Other Comments or Questions**

---

---

---



# Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 19, 2017

**SUBJECT:** Countywide Bicycle and Pedestrian Plan Update Scope of Work

**RECOMMENDATION:** Receive an Update on the Countywide Bicycle and Pedestrian Plan Update Scope of Work

## Summary

One of the main roles of the Countywide BPAC is to advise Alameda CTC staff and the Alameda CTC on the development and update of the Countywide Pedestrian and Bicycle Plans. The current Countywide Bicycle and Pedestrian Plans were adopted in October 2012. Alameda CTC has begun the process of updating the Countywide Bicycle and Pedestrian Plans and is currently finalizing a consultant contract to support this effort. The Plan update process is anticipated to last 18-months during which time the BPAC will be involved in review of intermediate deliverables at key project milestones. Staff will provide an informational presentation at the BPAC meeting providing an overview of the scope of work.

**Fiscal Impact:** There is no fiscal impact.

## Staff Contact

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner

***This page intentionally left blank***



# Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** July 19, 2017

**SUBJECT:** Election of BPAC Officers

**RECOMMENDATION:** Elect a chair and vice chair for the 2017-2018 fiscal year.

## Summary

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

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

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

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

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

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

**Fiscal Impact:** There is no fiscal impact.

**Staff Contact**

[Carolyn Clevenger](#), Director of Planning

[Matthew Bomberg](#), Associate Transportation Planner

Alameda County Transportation Commission  
**Bicycle and Pedestrian Advisory Committee**

6.2

**DRAFT Meeting Schedule for 2017-2018 Fiscal Year**

*Updated July 17, 2017*

	<b>Meeting Date</b>	<b>Meeting Purpose</b>
1	July 26, 2017	<ul style="list-style-type: none"><li>• Oakland/Alameda Freeway Access Project Review</li><li>• Countywide Bike/Ped Plan Update</li><li>• Organizational meeting</li><li>• Project review look-ahead including Measure BB projects</li></ul>
2	October 5, 2017	<ul style="list-style-type: none"><li>• Report on Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign</li><li>• Caltrans District 4 Bike Plan</li><li>• Annual Bike/Ped Plan Implementation Report</li></ul>
3	January 4, 2018	<ul style="list-style-type: none"><li>• Countywide Bicycle/Pedestrian Plans Existing Conditions</li><li>• Project review (TBD)</li><li>• Project close-out presentations (if any)</li></ul>
4	April 5, 2018	<ul style="list-style-type: none"><li>• Project review (TBD)</li><li>• Review TDA Article 3 Projects</li><li>• Countywide Bicycle/Pedestrian Plans Network Recommendations</li><li>• 2018 CIP Update</li></ul>

Other items to be scheduled:

- BikeShare Update (Motivate)
- Corridor Studies (San Pablo Avenue and East 14<sup>th</sup> Street/Mission Boulevard/Fremont Boulevard)
- I-80/Gilman Interchange Project
- I-80/Ashby Interchange Project
- I-880 Interchange Projects

***This page intentionally left blank***

**Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2017-2018**

	Suffix	Last Name	First Name	City	Zip	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	94546	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	94568	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19
3	Ms.	Brisson	Liz	Oakland	94612	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh	David	Fremont	94539	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18
5	Ms.	Hill	Feliz G.	San Leandro	94577	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	94577	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17
7	Mr.	Jordan	Preston	Albany	94706	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18
8	Mr.	Murtha	Dave	Hayward	94541	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
9	Mr.	Schweng	Ben	Alameda	94501	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19
10	Ms.	Shaw	Diane	Fremont	94536	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18
11	Ms.	Tabata	Midori	Oakland	94605	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17

***This page intentionally left blank***