



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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## Bicycle and Pedestrian Community Advisory Committee

**Thursday, October 5, 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

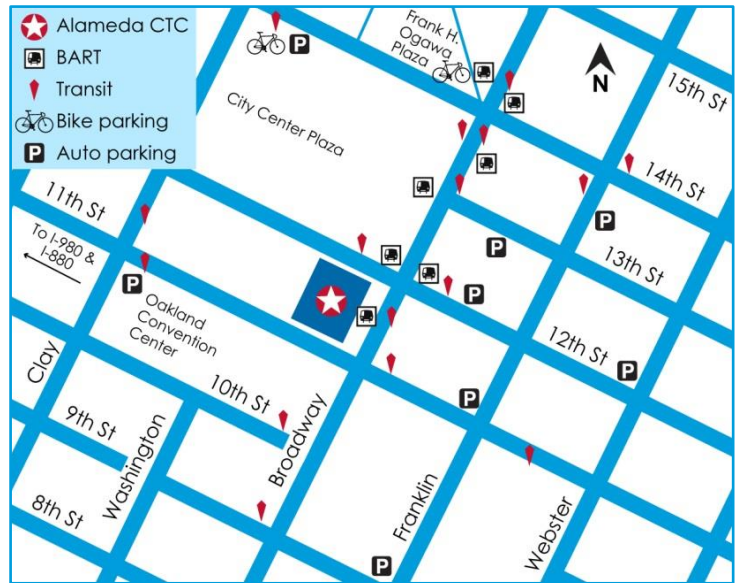
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## 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](http://www.511.org).

## Accessibility

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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](http://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](http://www.AlamedaCTC.org/events/month/now).

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

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www.AlamedaCTC.org

**Chair:** Matt Turner

**Vice Chair:** Kristi Marleau

**Bicycle and Pedestrian Coordinator:**  
Chris Marks

**Staff Liaison:** Carolyn Clevenger

**Public Meeting Coordinator:** Angie Ayers

5:30 – 5:35 p.m. Matt Turner	<b>1. Call to Order and Roll Call</b>		
5:35 – 5:40 p.m. Public	<b>2. Public Comment</b>		
5:40 – 5:45 p.m. Matt Turner	<b>3. BPAC Meeting Minutes</b>	<b>Page</b>	<b>A/I</b>
	3.1. Approval of July 26, 2017 BPAC Meeting Minutes	1	A
5:45 – 6:05 p.m. Staff	<b>4. Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign Report</b>	9	I
6:05 – 6:25 p.m. Rodney Pimentel, Parsons	<b>5. I-80/Gilman Interchange Project Review</b>	15	I
6:25 – 6:55 p.m. Sergio Ruiz, Caltrans	<b>6. Caltrans District 4 Bicycle Plan Update</b>	25	I
6:55 – 7:00 p.m. Staff	<b>7. Staff Reports (Verbal)</b>		
	7.1. Countywide Bicycle and Pedestrian Plans Implementation Report	27	I
7:00 – 7:05 p.m. BPAC Members	<b>8. BPAC Member Reports (Verbal)</b>		
	8.1. BPAC Calendar FY2017-18	43	I
	8.2. BPAC Roster	45	I
7:05 p.m. Chair	<b>9. Adjournment</b>		

**Next meeting:** January 11, 2018

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

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# Bicycle and Pedestrian Advisory Committee Meeting Minutes Wednesday, July 26, 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) Vice Chair Kristi Marleau 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.

## 2. Public Comment

A public comment was made by Kelly Abreu from Mission Peak Conservancy. He stated that Measure B and Measure BB funds received by the City of Fremont are not being spent on bicycle and pedestrians improvements. Mr. Abreu noted that the BART Warm Springs project had a Class I bicycle trail on the plan. Although the project is complete the bicycle trail is not done.

Ben Schweng gave a report on Bike to Work Day. He noted that the City of Hayward Police Department enforced no bicycles on the sidewalk on Bike to Work Day. Police officers were assigned to ticket people.

## 3. Approval of May 4, 2017 Minutes

*A correction was requested to complete the sentence in the second paragraph of Item 3.*

*David Fishbaugh moved to approve this item with the above correction. Dave Murtha seconded the motion. The motion passed with the following votes:*

Yes: Fishbaugh, Hill, Johansen, Jordan, Marleau, Murtha, Schweng, Tabata, Turner  
No: None  
Abstain: None  
Absent: Brisson

## 4. Oakland/Alameda Freeway Access Project Review

Matthew Bomberg stated that Oakland/Alameda Freeway Access Project is in the beginning of the environmental phase and that the project proposes to reconfigure the freeway access at the Broadway and Jackson Interchange areas. The project is being brought to BPAC to look at how those ramp and roadway reconfigurations would impact bicycle and pedestrian circulation. Susan Chang stated that the project would improve approximately one mile of the bicycle and pedestrian path. Susan and the consultant team presented the Oakland/Alameda Freeway Access Project.

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

A public comment was heard from Jennifer Ott, City of Alameda, on this item. She stated that it's been 20 years since Oakland/Alameda and Alameda CTC began trying to coordinate on this project. Ms. Ott noted that they've heard from Oakland and Chinatown residents that pedestrian safety is a significant issue and this project goes a long way to solve the issues and problems.

## **5. Countywide Bicycle and Pedestrian Plan Overview of Scope of Work**

Matt Bomberg gave a brief overview of the scope of work for the Countywide Bicycle and Pedestrian Plan. He noted that the contract is being finalized now. Matt stated that the Countywide Bicycle and Pedestrian Plans will be a combined document. He stated that BPAC's input is anticipated at various junctures along the way on the following:

- Vision & Goals and Existing Conditions
- Bikeway Network recommendations
- Prioritization
- Program and Policy Recommendations
- Cost and revenue estimates
- Draft Plan

Preston Jordan asked if the plans will look at collision data in terms of absolute collisions but also normalized by biking and walking volumes. He stated that Alameda CTC should consider using a volume model. Matt responded that normalizing by usage requires information on the number of people that are biking and walking in the network. He noted that Alameda CTC has expanded the Bike/Ped Count Program to 150 locations. Preston reminded Matt that Alameda CTC collaborated with UC Berkeley to develop a pedestrian volume model a few years back on how to use the count data.

Feliz Hill asked if the draft Plans will be completed in 18 months. Matt responded that the draft Plans are expected to be completed in 18 months. Carolyn Clevenger stated that by January 2018 staff will bring the Vision & Goals and Existing Conditions to BPAC for input.

Midori Tabata stated that the 2012 Countywide Plans had a long list of recommendations without clear prioritization. Carolyn Clevenger responded that staff will narrow down the list of recommendations and would like for BPAC to assist with this task.

A public comment was made by Kelly Abreu on prioritization. He suggested that one way to prioritize is by project budget.

Feliz Hill asked if the budget is determined after the list of recommendations are made. Matt Bomberg responded that prioritization will not deal with projects per se; it will deal with areas or corridors within which projects can be proposed.

Ben Schweng asked where collision data come from. Matt Bomberg responded that it comes from the Statewide Integrated Traffic Records System (SWITRS), which is the CHP's

collision database and Caltrans has some involvement in maintaining it as well. SWITRS is updated from accident reports and collision reports completed by officers. Matt noted that there are issues of things that never get reported.

Matt Turner noted that the SWITRS data is inadequate and there are other places that may provide better information on accidents, injuries and assaults. He noted that there are emerging efforts to get camera evidence of near misses.

Diane Shaw asked if hospitals track collisions. Matt Turner said that insurance companies track data better than hospitals. Matt Bomberg and Carolyn Clevenger noted that San Francisco does a lot of data analysis work with their Public Health Department. Alameda CTC may investigate possible public health collaboration around data.

Preston Jordan noted that SWITRS only has collision based incidents, not infrastructure conditions based incidents (e.g. sidewalk trip and fall).

## **6. Organizational Meeting**

### **6.1. Election of Officers**

*Midori Tabata nominated Matt Turner for Chair. Jeremy Johansen seconded the motion. The motion passed with the following votes:*

Yes: Fishbaugh, Hill, Johansen, Jordan, Marleau, Murtha, Schweng, Tabata, Turner  
No: None  
Abstain: None  
Absent: Brisson

*Midori Tabata nominated Kristi Marleau for Vice Chair. Dave Murtha seconded the motion. The motion passed with the following votes:*

Yes: Fishbaugh, Hill, Johansen, Jordan, Marleau, Murtha, Schweng, Tabata, Turner  
No: None  
Abstain: None  
Absent: Brisson

### **6.2. Review of FY2017-18 BPAC Meeting Calendar and Project Review Look-ahead**

Matt Bomberg reviewed the FY2017-18 BPAC meeting calendar. The Committee requested a date change for January and April meetings. Matt stated that staff will poll the Chair and Vice Chair to determine new meeting dates.

## **7. Staff Reports (Verbal)**

Carolyn Clevenger announced that today, July 26, 2017, is Matt Bomberg last day with BPAC, as he is leaving the agency the following week.

## **8. BPAC Member Reports**

### **8.1. BPAC Roster**

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

Preston Jordan informed the committee two-way cycle track along San Pablo is now open.

Ben Schweng had a conversation with Hayward City Manager and he noted that the East Bay Greenway project came up in the discussion because a lot of the land on Mission Blvd is being sold to large developers on the other side of the BART tracks. Hayward is looking at Right-of-Way for another BART overcrossing.

Jeremy Johansen updated the committee on the San Leandro Tech Campus construction.

David Fishbaugh stated that during the week of July 17, 2017, the City of Fremont delivered their Draft Bicycle and Pedestrian Plans to the Recreation Commission. David and Diane Shaw attended this meeting and they had an opportunity to review the entire Plan.

Midori Tabata stated that in June 2017, the City of Oakland City Council approved Pedestrian Plan update. She also noted that the Public Work Commission released the approval to the update of the Bicycle Plan.

Kristi Marleau said that the City of Dublin wants to build another parking garage at the Dublin BART station. She noted that this will be reviewed at the BART Commission meeting on July 27, 2017.

## **9. Meeting Adjournment**

The meeting adjourned at 8 p.m. The next meeting is scheduled for October 5, 2017 at the Alameda CTC offices.



**Project:** Oakland/Alameda Freeway Access Project

**Project Manager:** Susan Chang ([schang@alamedactc.org](mailto:schang@alamedactc.org))

Comment	Response
Will bicyclists need to cross to the south side of 6th Street to continue in the Class I pathway? Crossing across three lanes of one-way traffic will be difficult and many bicyclists are unlikely to do so for a three block pathway.	The project team is currently working with the City of Oakland on the cross section of the street and will evaluate the possibility of continuing the Class II cycletrack on the north side between Harrison and Washington in addition to the Class I pathway on the south side.
Consider putting the parking on the south side of 6th Street and the Class I on the north side	Conflicts with truck loading and driveways on north side
Consider putting the one-block section of Class II on south side as well	Conflicts with freeway ramps
Consider a raised cycletrack, parking protected cycletrack, or Class I along 6 <sup>th</sup> Street from Oak to Harrison – possible within same cross sectional ROW by flipping parking and bike lane and eliminates door zone conflicts	
Are pedestrians required to use stairs to access the path through the tubes?	No – stairs simply provide a shortcut but a continuous ramp option is also provided
Is the sidewalk along 4th Street at normal sidewalk grade?	No – it is about 2' above roadway – part of the tube portal structure
Are bike counts available?	Bike and pedestrian counts in the tube were conducted by City of Alameda in Nov 2016. They showed 9 bikes per hour on average, 117 bikes, 25 peds per day
Removing bikes will increase traffic load on 6th Street	Project team anticipates that vehicles exiting Oak Street will travel north to preferred cross street to reach their destinations unless their destination is Jack London District. The project design should promote better distribution of traffic through the gridded street network
The Class I crossing at Webster may be difficult – double left turn lane	The Class I crossing will be protected by not allowing a left-turn on red. Bikes and peds will be allowed to cross Webster Tube only concurrently with the 6th St through traffic signal phase during which the left-turn traffic has a red light
Consider planning for bikes along 7th Street where they will not be mixing with freeway ramps. Alternatively consider a one-way cycletrack couplet on 6th Street and 7th Street.	Will evaluate
Has analysis of current and projected levels of cycling been done? How does project relate to Brooklyn Basin?	Existing counts are available but there are not great tools for project-level projections. Brooklyn Basin is accounted for in horizon year traffic analysis.
Improvements for vehicular traffic are laudable and will make routing much more	

Comment	Response
straightforward. Bicycle facilities as currently proposed along 6th Street may be less successful because users may not comply as intended.	
Consider pedestrian scrambles along 7th Street once the vehicular loop maneuver between the Posey Tube and I-880 is removed	
Tube is terrible for biking through. Consider improvements to railing and surface. Consider options for passing zones. Do not change tiling – it actually works well for cyclists when they bump up against the wall.	Tube is a historic structure; limited options for improving bike facilities in constrained width. Project team is working with Caltrans on design exceptions.
Possible to combine the two 3' pathways into a single 6' pathway on one side?	Not possible because combining the path on one side of the tube would result in shifting the traffic lanes to the other side and would result in a reduced vertical clearance over the outer lane as a result of the circular cross-section of the tube. In addition, eliminating the path on one side would require relocating of existing utilities and communication networks that are embedded in the path and modification to the ventilation system.
Visibility around the hairpin turn at the entrance to the tube may be challenging. Consider a convex mirror.	Will evaluate.
Taking down off-ramp viaduct will be huge improvement to the urban environment	
Along 6th Street – consider assigning 8' parking and 5' bike lane as 7' parking and 6' bike lane to promote parking closer to curb and wider door zone buffer	Will evaluate
Would two paths – if they can be opened through tube – be directional? If so consider assigning direction of travel to minimize riding into headlights	If paths on both sides of the tube are open, the intention is to make them directional. However, traffic through tube is one way so one direction will always be against traffic (riding into the headlights).
Noise level through tube will always be a challenge for cycling	
Consider options to smooth the railing so it does not catch bikes	
Pathway along Harrison Street may prove to be a valuable connection across I-880 between downtown and Jack London Square. Consider how it links into Oakland bike network on south end.	Noted; Oakland also studying improvements along Broadway and Webster
Consider extending 6th Street bike lane to Laney Parking lot	Noted; project will be fixing the issue of right turn only non-compliance at this location possibly by placing physical separation elements. Both vehicular traffic and bikes will not be able to go through from

Comment	Response
	the Laney parking lot onto Oak as the result.
Improvements to pedestrian environment along 7th Street including closure of slip lanes are great. What other improvements for pedestrians are proposed?	Project will add sidewalks along 6th Street; project will also rebuild sidewalks along Harrison and Jackson streets where vehicular loop maneuver is removed as well as along 5th Street where the Jackson St off-ramp is realigned.
Are lighting improvements proposed under I-880?	Lighting is primarily a Caltrans maintenance issue, the project team is coordinating with Caltrans. Also, removing the Broadway off-ramp will reduce the structure width and increase ambient light
What improvements are proposed in Alameda? Cyclists want to get over to Mariner Square Loop/Marina Village Parkway	Project will add a cross-walk between the two directional pathways in the Posey Tube, and connection to the Marina Square.
Jennifer Ott, City of Alameda – thank you to Alameda CTC for work on this project. The City of Alameda supports the project and the proposed multimodal improvements. They City is supportive of opening up two-way travel for bicyclists and pedestrians in the tube.	
<b>Additional comment from Dave Murtha via email on July 28,2017:</b> Since Oakland has a long-term plan for the Webster corridor, this project should incorporate improvements under the freeway that would advance that project. The current concept focuses too narrowly on providing bike/ped access to the Posey tube and not enough "big picture" focus on addressing the barrier between Jack London and Downtown districts.	

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# Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** September 28, 2017

**SUBJECT:** Alameda County Safe Routes to Schools (SR2S) Program

**RECOMMENDATION:** Receive an update on the Alameda County Safe Routes to Schools Program.

## Summary

Alameda County's Safe Routes to Schools (SR2S) Program is a countywide program that promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. The program began in 2006 as a pilot at two schools and has grown to serve approximately 190 schools. This fall, the program is beginning its 12<sup>th</sup> year of operations and is being implemented under a new structure, guided by goals and principles adopted by the Commission in January 2017. Under the new structure, Alameda CTC takes on a more active program management role and utilizes three professional service contracts to deliver the program with the goal of achieving the following outcomes:

- **Increase use of active and green transportation modes** to access schools (biking, walking, taking transit, and carpooling) and promote walking, bicycling, and taking transit as viable, everyday transportation options.
- **Increase safe pedestrian/bicycling behaviors**, decrease incidence of collisions, increase student and parent confidence in safe walking/bicycling/transit riding abilities and safe multimodal access to schools.

This memo summarizes the following:

- Commission-adopted program goals
- New implementation structure
- Advisory committees

## Program Goals

In January of this year, the Commission adopted SR2S program goals and principles. The goals, shown below, translated the principles into actions.

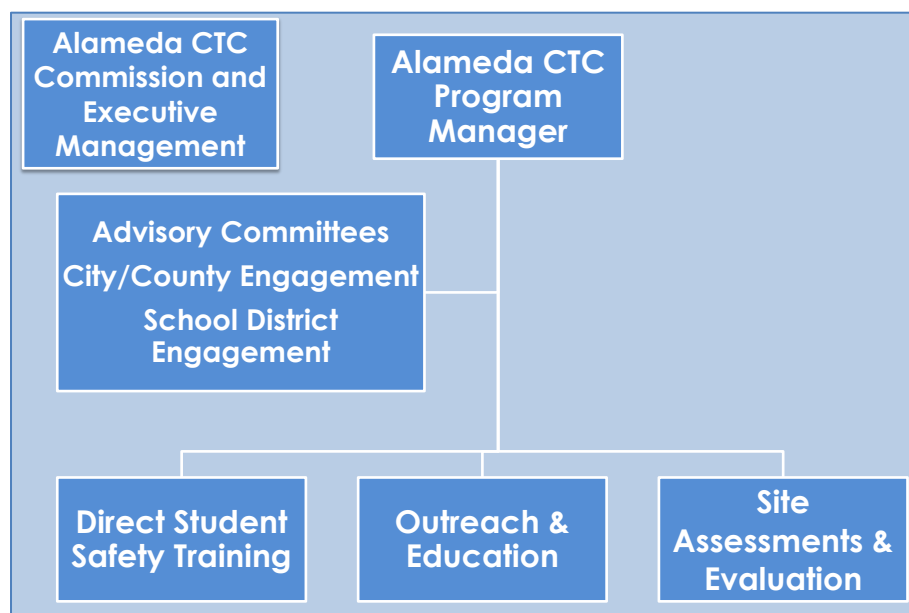
1. Provide a **comprehensive and equitable** program throughout Alameda County in a fiscally responsible manner, serving all public schools interested in participating.

2. Develop a core program that will allow **every student** in Alameda County to have access to age-appropriate bike/ped safety training and SR2S educational activities throughout their school careers (i.e. at least once in elementary, once in middle school, and once in high school).
3. Establish and maintain strong, effective **partnerships** throughout the county in order to foster program **expansion and sustainability**.
4. Support **improvements to the built environment** near schools that allow for better access and increase safety.
5. Encourage the adoption of SR2S **policies and curriculum** within schools.
6. **Evaluate** the SR2S program at the school level so that it is context sensitive and will allow the program to adjust to address what is learned during the evaluation process.
7. Engage **parents** as the transportation mode “decision maker.”

In addition to the SR2S program principles and goals, the Commission also approved a framework for implementation of the Safe Routes to School program. Under the new framework, Alameda CTC staff has more of a leadership role in managing the program. Alameda CTC staff is responsible for setting the strategic direction for the program, cultivating high level partnerships, and convening and managing Advisory Committees that will help guide program implementation in each part of the county. Using the Commission adopted principles, goals and framework as guides, the procurement of three new contracts was completed in August 2017.

### New Implementation Structure

The chart below depicts the new implementation structure for the program.



### Direct Student Safety Training

This contract is held by Alta Planning + Design in conjunction with several non-profit service providers and is responsible for providing safety training and “green mode” education activities directly to students. Activities provided under this contract include:

- **Pedestrian Rodeos** - Interactive hands-on training that allows students from K-12 to experience traffic situations as pedestrians in a simulated and safe learning environment. Students learn about the causes of pedestrian crashes and the countermeasures that can be taken to avoid them.
- **Bicycle Rodeos** - Safe bicycle handling skills and riding techniques are taught on a simulated city streets course. Usually taught in the 4<sup>th</sup> and 5<sup>th</sup> grade.
- **Drive Your Bike** – 5 day in-class bicycle safety training course for middle and high schools that emphasizes improving bike handling skills, educates students about the rules of the road and exposes students to safe biking routes to their schools.
- **BikeMobile** - Mobile bike repair shop that visits schools and community events to repair bicycles and teach participants bike safety and bike repair.
- **Walking School Buses and Bike Trains** – training and support provided to institute volunteer-led groups of students that walk or bike to school together.
- **School Assemblies** – “Rock the Block” is a 40-minute elementary school assembly that teaches children about walking and biking safety through entertaining songs and dialogue. “Step Up” is a rock musical about riding bikes and taking public transportation safely tailored to a middle school audience.

In addition, the scope of this contract includes development of new activities and the creation of videos to broaden the impact of the safety messages.

### Outreach and Education

This contract is held by Toole Design Group in conjunction with TransForm and Enviro Issues as subconsultants. This team will deliver program implementation support directly to schools through site coordinators. A new element of the program added this year is focusing site coordinator time on lower resourced schools which may not have had a support structure in place to take advantage of the program in prior years. In addition to school support, this contract will also be responsible for creating and implementing a more robust plan for program communications including directly engaging parents, and for supporting Alameda CTC staff to make SR2S more integrated into our school system by working with school districts to adopt SR2S policies and incorporate curriculums into schools.

### Site Assessments and Evaluation

This contract is held by Alta Planning + Design in conjunction with W Trans as a subconsultant and will be responsible for conducting 30 schools site assessments per year. School site assessments include conducting a walk audit around the school with stakeholders to evaluate issues and existing conditions with the goal of recommending infrastructure

improvements. Elements typically evaluated in a site assessment are parking conditions (bike and auto), loading, circulation, crossings, sidewalks and pathways, bikeways, transit stops, crossing guards, traffic signal operations, school area striping, signage and markings, and school access points. The school site assessments will be more detailed under this contract and include a technical memo and conceptual improvement plan. The memo will provide basic school information, summary of participants and issues identified, and a description of how recommended improvements address the issues. The conceptual improvement plan depicts the recommended improvements graphically. The goal is to have the completed site assessment contain information most often required for grant applications.

In addition to site assessments, this contract is also responsible for the overall SR2S program evaluation. This year will include a robust evaluation process that will help identify which program elements or delivery methods best achieve the program's goals.

### **Advisory Committees**

With the goal of trying to reach more students with the free safety training and education, Alameda CTC recognizes that we will have to build and maintain agency partnerships in order to sustain and grow the program into the future. We also recognize that circumstances are different throughout the county and what is most effective in one area might not be as effective in another.

One core element of the program's partnership strategy is to create Advisory Committees in each area of the county that will allow for agency partners to actively engage in guiding program implementation so resources are most appropriately deployed in each area of the county. City/county participation on these Committees is very important. Other partners could include school district staff, school leadership, local law enforcement, local biking and walking advocacy groups, public health departments, other health and wellness organizations, elected officials if/when appropriate, and other local groups whose missions are aligned with SR2S.

Alameda CTC is currently researching the best structure for these committees and will begin to implement them in 2018. The structure may vary by area of the county. Alameda CTC seeks to leverage any existing committees or meetings that address traffic safety concerns or similar issues.

In the past, the SR2S program has utilized Task Forces, these will continue to exist but will be utilized primarily to facilitate coordination and communication between school champions.

We will also be coordinating our SR2S program with our Student Transit Pass Pilot, which is being implemented at 15 schools in the 2017/2018 school year (see website for more information: <http://www.alamedactc.org/studentpass>).



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

**Staff Contact**

[Leslie Lara-Enriquez](#), Associate Program Analyst

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# Memorandum

5.0

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• www.AlamedaCTC.org

**DATE:** September 28, 2017

**SUBJECT:** Review of I-80/Gilman Street Interchange Project

**RECOMMENDATION:** Provide Input on the I-80/Gilman Street Interchange Project

## Summary

One of the main roles of the Countywide BPAC is to provide input to sponsors of capital projects and programs during the early development phase. The I-80/Gilman Street Interchange Project is one of the Capital Projects listed in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC is the project sponsor and is working in cooperation with the California Department of Transportation (Caltrans), the City of Berkeley and other stakeholders. This project last came before BPAC in April 2016.

The purpose of the project is to improve mobility, accessibility and traffic operations on Gilman Street between West Frontage Road and 2<sup>nd</sup> Street through the I-80 interchange to reduce congestion, shorten queues, and minimize merging and turning conflicts. In addition, the project aims to:

- Close the gap in local and regional bicycle facilities through the I-80/Gilman Street Interchange
- Provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley
- Improve safety for all modes of transportation

The project is currently in the environmental/preliminary engineering stage with the Draft document to be released to the public in January 2018, final environmental to be finalized in June 2018. The design of this project is being expedited to begin construction in fall of 2019. Preliminary plans for this project, which show the 2-way cycle track on Gilman, new pedestrian and bicycle overcrossing over I-80 and the extended Bay Trail access for bicycles and pedestrians is shown as Attachment C. The Alameda CTC project team will be in attendance at the October 5, 2016 BPAC meeting to make a brief presentation on the project's preliminary design and answer questions. BPAC members are encouraged to review the project materials and formulate questions and comments in advance of the meeting, using the worksheet in Attachment B.

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

**Attachments**

- A. Project Fact Sheet
- B. Project Review Checklist and Input Form
- C. Project Preliminary Plan Sheets

**Staff Contacts**

[Carolyn Clevenger](#), Director of Planning

[Chris G. Marks](#), Associate Transportation Planner

# Interstate 80 Gilman Interchange Improvements

5.0A

AUGUST 2017

## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans), the City of Berkeley and Golden Gate Fields, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near its boundary with the City of Albany.

The purpose of the project is to improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange to reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to improving mobility through the Gilman street corridor, the project aims to:

- Close the gap in local and regional bicycle facilities through the I-80/Gilman Street interchange
- Provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley
- Improve safety for all modes of transportation

## PROJECT NEED

- Non-standard spacing between ramp intersections
- Excess left turn vehicle queue lengths on Gilman Street
- Complex vehicle navigation through many conflicts
- Stop-sign-controlled intersections
- One of the region's top 10 most congested corridors



## PROJECT BENEFITS

- Reduces congestion and improves mobility
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities
- Provides safe access for pedestrian and bicyclists

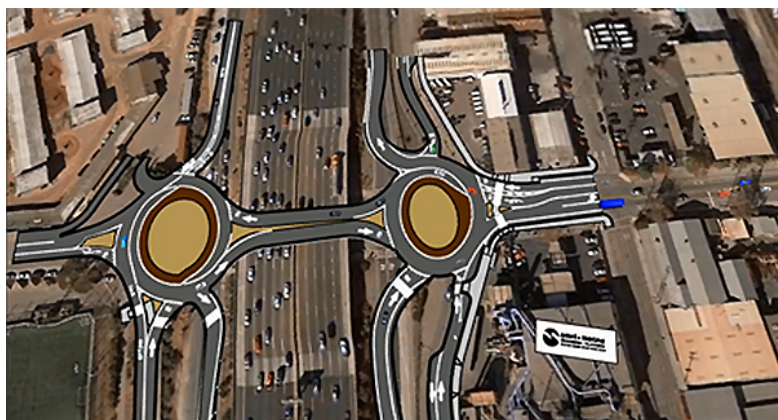


Photo: Overlay of the roundabouts at the project location.



Photo: Rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Project Approval/Environmental Document (PA&ED)

- Project Study Report - Project Development Support (PSR-PDS) approved by Caltrans in October 2014
- Scoping open house held in April 2016
- Draft Environmental Document (IS/EA) in early 2018
- Public hearing in February 2018
- Final project approval and environmental document (PA&ED) in summer 2018

## PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, City of Berkeley, East Bay Regional Park District, Golden Gate Fields, East Bay Municipal Utility District and various bicycle groups

### COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$ 460
PE/Environmental	\$ 3,097
Final Design (PS&E)	\$ 3,671
Right-of-Way/Utility	\$ 3,858
Construction	\$ 21,930
<b>Total Expenditures</b>	<b>\$ 33,016</b>

Note: Estimate basis in 2016 dollars.

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

Measure BB	\$ 24,138
Federal	\$ 460
TBD	\$ 8,418
<b>Total Revenues</b>	<b>\$ 33,016</b>

### SCHEDULE BY PHASE<sup>1</sup>

	Begin	End
Scoping	Spring 2012	October 2014
Preliminary Engineering/Environmental	Fall 2015	Spring 2018
Final Design	Spring 2018	Spring 2019
Right-of-Way	Spring 2018	Spring 2019
Advertisement/Award	Summer 2019	Fall 2019
Construction	Fall 2019	Spring 2022

<sup>1</sup> Schedule subject to funding availability.

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



# Bicycle Pedestrian Advisory Committee Project Review Checklist

## Routine accommodation

Potential issues	Opportunities
<ul style="list-style-type: none"> <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

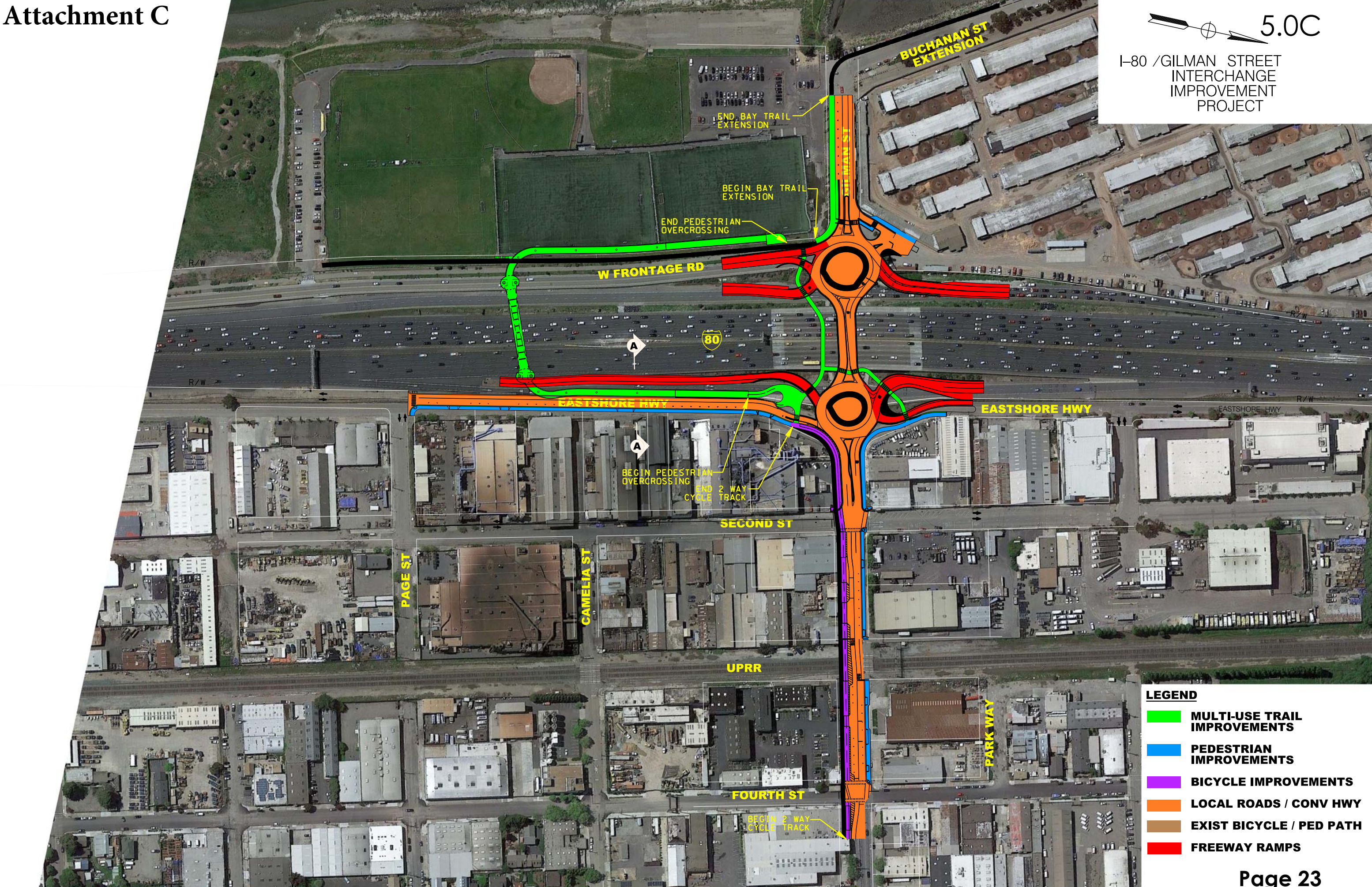
Potential issues	Opportunities
<ul style="list-style-type: none"> <li>• Unreliable arrivals and slow operating speeds that make transit an unappealing option</li> <li>• Buses required to use pull outs</li> <li>• Buses experiencing significant signal delay</li> <li>• Buses inadequately sized for articulated 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>



I-80 /GILMAN STREET  
INTERCHANGE  
IMPROVEMENT  
PROJECT



- LEGEND**
- MULTI-USE TRAIL IMPROVEMENTS
  - PEDESTRIAN IMPROVEMENTS
  - BICYCLE IMPROVEMENTS
  - LOCAL ROADS / CONV HWY
  - EXIST BICYCLE / PED PATH
  - FREEWAY RAMPS



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# Memorandum

6.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** September 28, 2017

**SUBJECT:** Caltrans District 4 Bicycle Plan Update

**RECOMMENDATION:** Provide Input on the Caltrans District 4 Bike Plan

## 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 California Department of Transportation (Caltrans) plans to complete its Bicycle and Pedestrian Plan for District 4 in early 2018 and is currently seeking input from BPAC as they begin to prepare a draft of the plan to be completed in late 2017. The plan identifies and prioritizes investment to improve bicycling on and across the state-owned transportation network. It builds on the vision, goals and objectives set forward in the California State Bicycle and Pedestrian Plan – Towards an Active California and intends to complement local and regional plans across the nine Bay Area counties, including Alameda County.

They propose to have a draft of the plan completed by the end of 2017. Caltrans has already developed goals and objectives, drafting existing conditions, and performed a needs analysis for the plan.

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

## Staff Contacts

[Carolyn Clevenger](#), Director of Planning

[Chris G. Marks](#), Associate Transportation Planner

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# Memorandum

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** September 28, 2017

**SUBJECT:** Countywide Bicycle and Pedestrian Plan Implementation Progress

**RECOMMENDATION:** Receive an update on implementation of the Countywide Bicycle and Pedestrian Plans.

## Summary

The current 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](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. As Alameda CTC advances the update to the Countywide Bicycle and Pedestrian Plans, an updated format for monitoring implementation will be developed.

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

## Attachment

A. Status of Countywide Bicycle and Pedestrian Plan Implementation Actions

**Staff Contacts**

[Carolyn Clevenger](#), Director of Planning

[Chris G. Marks](#), Associate Transportation Planner



# Alameda Countywide Bicycle and Pedestrian Plans – 2017 Progress Report

## Implementation Actions

7.1A

			2013	2014	2015	2016	2017	Status	Notes
<b>FUNDING</b>									
<b>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</b>									
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	Chris Marks is the new bicycle and pedestrian coordinator.
1.4		Advocate for additional and/or new funding to support the plan priorities at the county, regional, state and federal levels.	√	√	√	√	√	Ongoing	Active Transportation Program was included in SB 1 and Safe Routes to Transit was included in SB 595 (Regional Measure 3).
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.
<b>2. Fund and provide technical assistance for the development and updating of local bicycle/pedestrian master plans</b>									
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	2018 CIP includes funding for Union City Bike and Ped Plan Update. 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 – 2017 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.
<b>3. Coordinate transportation funding with land use decisions that support and enhance bicycling/walking</b>									
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 approved 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 – 2017 Progress Report

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
<b>4. (B) Pursue additional dedicated funding for bikeway maintenance</b>									
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.
<b>4. (P) Conduct research on, and develop resources for, best practices for funding sidewalk maintenance</b>									
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	
<b>TECHNICAL TOOLS AND ASSISTANCE</b>									
<b>5. Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies</b>									
5.1		Develop a package of recommended technical assistance and resources that support complete streets in the county. [starting in 2012]	■				■	Ongoing	Alameda CTC completed the Central County Complete Streets Implementation Project which developed a number of technical resources with countywide applicability. 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 Countywide Bicycle and Pedestrian Plans – 2017 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.
<b>6. Offer regular trainings and information-sharing forums for local-agency staff on best practices in bicycle/pedestrian infrastructure and programs</b>									
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. MTC hosted a forum in 2017.
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 – 2017 Progress Report

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
<b>7. Develop a local best practices resource and other tools that encourage jurisdictions to use bicycle/pedestrian-friendly design standards</b>									
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 – 2017 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	
<b>8. Offer technical assistance to local jurisdictions on complex bicycle/pedestrian design projects</b>									
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.
<b>9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles</b>									
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 – 2017 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.
<b>COUNTYWIDE INITIATIVES</b>									
<b>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)</b>									
10.1		<b>Safe routes to schools (SR2S) program.</b> 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	<b>Countywide bicycle safety education program.</b> 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. A major focus for the 2017-2018 school year is to increase direct safety training.
10.2	P	<b>Countywide pedestrian safety advertising campaign.</b> 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	<b>Countywide bicycle safety advertising campaign.</b> 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 – 2017 Progress Report

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
10.3	P	<b>Countywide Safe Routes for Seniors program.</b> 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	<b>Countywide bicycling promotion program.</b> 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	<b>Countywide walking promotion program.</b> 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	
<b>11. Develop and adopt an internal Complete Streets policy</b>									
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 – 2017 Progress Report

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
<b>12. Determine options for modifying the countywide travel demand model to make it more sensitive to bicycling/walking and implement the best feasible option</b>									
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	
<b>13. Determine options for revising the Congestion Management Program to enhance bicycle/pedestrian safety and access, and implement the best feasible option</b>									
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 – 2017 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.
<b>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</b>									
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	
<b>15. Monitor, evaluate and report on progress annually on implementation of the Countywide Bicycle/Pedestrian Plan</b>									

## Alameda Countywide Bicycle and Pedestrian Plans – 2017 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 expanded program and completed manual counts 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.				■	■	Initiating fall 2017.	
<b>16. Conduct research to inform future plan updates and countywide bicycle/pedestrian planning</b> <b>Before next plan update [2013–2016]</b>									

## Alameda Countywide Bicycle and Pedestrian Plans – 2017 Progress Report

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
16.1		<b>Performance targets:</b> 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		<b>Data collection:</b> 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		<b>Collision analysis:</b> 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		<b>Caltrans-owned facilities:</b> 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 – 2017 Progress Report

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
16.5		<b>Typical project costs:</b> 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		<b>Countywide and local BPACs:</b> 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	
<b>During next plan update [2017]</b>									
16.7		<b>Bicycling/Walking rates:</b> 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		<b>Central business districts [ped: and major commercial districts]:</b> 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	<b>Major bus transfer points:</b> 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 – 2017 Progress Report

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
16.9	P	<b>Rail transit access costs:</b> 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	<b>Types of Bikeways:</b> 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	<b>Major [non-bikeway] capital projects:</b> 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	<b>Facilities needing major repair and/or upgrades:</b> 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	<b>Re-paving needs:</b> Refine the cost to improve and maintain pavement along all bikeways in the bicycle vision network.					■	Not yet initiated	

**DRAFT Meeting Schedule for 2017-2018 Fiscal Year***Updated August 3, 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>• I-80/Gilman Interchange Project</li> <li>• Caltrans District 4 Bike Plan</li> <li>• Annual Bike/Ped Plan Implementation Report</li> </ul>
3	January 11, 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/Ashby Interchange Project
- I-880 Interchange Projects

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '17
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19	0
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19	0
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18	1
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18	0
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19	0
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18	0
11	Ms.	Tabata	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0

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