



Bicycle and Pedestrian Advisory Committee Meeting Agenda

Tuesday, July 26, 2011, 5:30 to 7:45 p.m.

Meeting Outcomes:

- Approve revised BPAC Bylaws and Meeting Schedule for the Fiscal Year 2011/12
- Review and approve revised draft recommendations for Countywide Pedestrian and Bicycle Plan Updates (Vision and Priorities Capital Projects Networks Update)
- Provide input on the BART Bicycle Plan
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan

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| 5:30 – 5:35 p.m. Midori Tabata | 1. Welcome and Introductions | |
| 5:35 – 5:40 p.m. Public | 2. Public Comment | I |
| 5:40 – 5:45 p.m. Midori Tabata | 3. Approval of June 9, 2011 Minutes <i><u>03 BPAC Meeting Minutes 060911.pdf</u></i> – Page 1 | A |
| 5:45 – 5:55 p.m. Staff | 4. Approval of Revised BPAC Bylaws and FY 11-12 Meeting Schedule <i><u>04 BPAC Updated Bylaws.pdf</u></i> – Page 9 <i><u>04A BPAC FY11-12 Schedule.pdf</u></i> – Page 17 | A |
| 5:55 – 6:50 p.m. Staff and BPAC Members | 5. Countywide Pedestrian and Bicycle Plan Updates: Vision and Priorities Capital Projects Networks - Revised Draft Recommendations <i><u>05 Overview Memo Plans Recommendations.pdf</u></i> – Page 19 <i><u>05A Memo Revised Plans Recommendations.pdf</u></i> – Page 23 <i><u>05A1 Summary of Major Issues from Local Meetings.pdf</u></i> – Page 33 <i><u>05A2 Table Revised Plans Recommendations.pdf</u></i> – Page 37 <i><u>05B Comments Sheet.doc</u></i> – Page 39 | I |
| 6:50 – 7:25 p.m. BART Consultant and BPAC Members | 6. Input on BART Bicycle Plan <i><u>06 Memo BART Bicycle Plan.pdf</u></i> – Page 41 | I |

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- 7:25 – 7:40 p.m. **7. Board Actions/Staff Reports** |
Staff **A. Countywide Transportation Plan and Transportation
Expenditure Plan Update**
07A CWTP Overview.pdf – Page 43
07A1 Regional SCS-RTP CWTP-TEP Process.pdf – Page 45
- 7:40 – 7:45 p.m. **8. BPAC Member Reports** |
BPAC Members *08 BPAC Roster.pdf – Page 57*
- 7:45 p.m. **9. Meeting Adjourned**

Next Meeting:

Date: September 8, 2011
Time: 5:30 to 7:30 p.m.
Location: 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Beth Walukas, Deputy Director of
Planning
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Rochelle Wheeler, Countywide Bicycle and
Pedestrian Coordinator
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Location Information: Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.org/directions.html>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.



**Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Thursday, June 9, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

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| <u> P </u> Midori Tabata, Chair | <u> P </u> Preston Jordan |
| <u> A </u> Alex Chen | <u> P </u> Glenn Kirby |
| <u> A </u> Lucy Gigli | <u> A </u> Tom Van Demark |
| <u> P </u> Jeremy Johansen | <u> P </u> Ann Welsh |

Staff:

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|---|--|
| <u> P </u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation | <u> P </u> Diane Stark, Senior Transportation Planner |
| <u> P </u> Beth Walukas, Deputy Director of Planning | <u> P </u> Vivek Bhat, Senior Transportation Engineer |
| <u> P </u> Matt Todd, Manager of Programming | <u> P </u> Angie Ayers, Acumen Building Enterprise, Inc. |
| <u> P </u> Rochelle Wheeler, Bicycle and Pedestrian Coordinator | |

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Victoria Eisen, Eisen | Letunic; Carol Levine, Spokemore Consulting; Jon Spangler, BikeAlameda and East Bay Bicycle Coalition

2. Public Comments

There were no public comments.

3. Approval of April 14, 2011 Minutes

The members requested two changes to the minutes: Verify and correct the spelling of Jeremy Johansen's name, and in the first sentence on page 5, change "stated that the task force meets twice a month" to "stated that the task force meets every other month."

Preston Jordan moved to approve the April 14, 2011 minutes with the above edits. Ann Welsh seconded the motion. The motion carried unanimously (5-0).

4. Countywide Pedestrian and Bicycle Plan Updates: Input on Programs Approach

Diane Stark gave an update on the current status of the Countywide Pedestrian and Bicycle Plans updates. She stated that to date, the BPAC has reviewed three chapters, and Alameda CTC will incorporate the comments into the draft plans. Diane stated that the BPAC will discuss the proposed programs today. She mentioned that at the July meeting,

Alameda CTC will bring the capital projects networks item back to BPAC for review and input. Diane noted that staff and the plans consultants were attending local BPAC meetings throughout Alameda County to solicit input on the draft networks maps during the month of June.

Victoria Eisen with Eisen|Letunic led the discussion on the Countywide Pedestrian and Bicycle Plan updates programs approach. BPAC members were encouraged to submit written comments using the comment form by Friday, June 17, 2011. Victoria stated that Alameda CTC is considering 18 programs, as listed on pages 14 and 15 in Tables 1 and 2, for the plans updates. She stated that the 18 programs are listed under five categories: promotion, education, technical support, collaboration and research, and facilities.

General questions/feedback from the members:

- Will the categories listed on pages 14-15 be presented to local BPACs? *Staff Reply: No, staff and consultants are only bring the proposed vision and priorities capital projects networks to these meetings.*

Promotion Category

- Convert the *Individualized travel marketing program* to something broader and more technical-assistance related regarding Transportation Demand Management (TDM). Teach people how to use transit. Going door-to-door is not the best use of resources.
- Make the *organized walks and walk to transit programs* a lesser priority, because walking to public transit is happening on its own. It's more important to teach seniors about safe walking.
- Where is the school component to the *organized walks and walk to transit programs*? A family-based approach would be better: routes families can take with their kids to work.
- Consolidate the *organized walks and walk to transit programs, countywide walking promotion campaigns* and *senior routes for seniors* programs because they are all related to walking promotion.
- Some of the members suggested not consolidating the programs, because it would stimulate more ideas during the call for projects phase of the grant cycle if each program is listed individually.
- Make the *Sunday Streets program* a higher priority since it gives people a sense that they own the streets and promotes cycling.
- Convert the *Sunday Streets program* to technical support – promote it in each city, and provide countywide coordination and branding. Funding for implementation should be local.

Education Category

- *Safe Routes to Schools, Traffic School Focused on Bicycle and Pedestrian Vehicle Laws and Bicycle Safety Education* are all important.

- The program *Countywide Bicycle and Pedestrian Safety Campaign* is less appropriate for a county agency, since safety issues differ around the county. We could provide technical support only.
- *The Safe Routes to School program* should be ranked as the number one program overall, and the *Sunday Streets program* should be ranked number two overall.

Technical Support Category

- A member questioned if the Toolkit for Walkability is a good resource for technical agencies, and if it's being used. Staff stated that the City of Pleasanton and the City of Fremont have commented that it is a very good resource for their agencies.
- The Toolkit can be used to show local jurisdictions the best practices to use.

Collaboration & Research

- Can Alameda CTC help to address the issues that arise with state facilities and guidelines/standards that impact local projects? A new program would be needed.
- The BPAC stated that the *coordination of multi-agency capital projects* is a great idea and very important.

Facilities

- The committee stated that the idea of *bicycle parking* being a program is good; however, it should not be limited to a "capital" program. Remove the word "capital" from the title. Guidance on Bike Valet Parking requirements, for example, would be useful.
- Is the intention that agencies can still submit for a capital grant for bike parking? *Staff reply: Yes, as an access to transit capital improvement.* Do not let access to transit fall through the cracks unintentionally through the language used.
- Victoria asked if biking to transit should be added as a program. The committee stated that the agency could provide technical assistance, and this is important.
- *Bicycle sharing* programs may be less important now, but we don't want to limit future grant applications by deleting them. The committee stated that bike parking and bike sharing could be done at a transit hub. Some offices have *bikes*, and people share the bikes on the premises. This is a good idea to add to the program.

Other feedback

- A member requested staff add a program to deal with *personal security*. This could include developing crime statistics for different areas of the county, and sharing these statistics publicly. It could include capital improvements, like lighting.
- A member requested staff add *Safe Routes to Transit* as a program. This could be added under education or promotion category. There are also personal security issues that come up in getting to and from transit stations.

5. Appointment of a Representative to the BART Bicycle Accessibility Task Force

Rochelle led the discussion on appointing a representative to the BART Bicycle Accessibility Task Force (BBATF). She stated that the BBATF works with BART to improve bicycle access

to and on BART. Rochelle stated that the BBATF is made up of eight members, two appointed for each county where BART operates. The East Bay Bicycle Coalition (EBBC) has already appointed one member for Alameda County: Mike Jones. There is one Alameda County vacancy.

Rochelle stated that the BPAC is requested to consider the appointment of Jon Spangler to the BBATF. Jon introduced himself and gave an update of his qualifications and background. The BPAC noted that the BBATF does not have term limits or bylaws. The committee suggested that Jon's nomination will be for two years. They also requested that Jon advocate for the BBATF to adopt bylaws.

Glenn Kirby moved to nominate Jon Spangler to the BBATF, and that the Alameda CTC BPAC will review the nomination in two years. Jeremy Johansen seconded the motion. The motion carried unanimously (5-0).

6. Organizational Meeting

A. BPAC Action Log Fiscal Year 2010-2011

BPAC members reviewed the actions logs for fiscal year 2010-2011.

B. Alameda CTC's Fiscal Year 2011-2012 Bike/Ped Work Program

Rochelle reported that work on the Countywide Bicycle and Pedestrian Plans will be a significant part of the work for the upcoming year. They are anticipated to be adopted by the Commission next spring. In June of 2012, the Cycle 5 Measure B Bicycle/Pedestrian Countywide Discretionary Fund grant program guidelines will be brought to the BPAC for their review, in anticipation of a Fall 2012 call for projects. Alameda CTC will also coordinate the Measure B funds with the Vehicle Registration Fee (VRF) bicycle/pedestrian funds and possibly other sources of funding. She mentioned that the Alameda CTC may want to wait a little longer to release the Cycle 5 Grant call for projects, at a time when more VRF funds will be available. The annual countywide bicycle and pedestrian count effort will take place in the fall, and walking and biking promotional programs will also be implemented this fiscal year.

Tess Lengyel stated that as an agency, the Alameda CTC is working on the VRF implementation plan. Rochelle mentioned that Alameda CTC is currently updating the Measure B pass-through agreements with the local agencies. The agreements will include VRF funds and other Measure B funds.

C. BPAC Fiscal Year 2011-2012 Meeting Calendar

Rochelle reviewed the fiscal year 2011-2012 meeting calendar and informed the committee that a date has not been set for the July meeting. She mentioned that she will send an e-mail requesting the committee to weigh in on the best date for the meeting.

Tess informed the committee that organizational changes are taking place at the Alameda CTC, and she will no longer be the staff liaison for the BPAC. Matt Todd will

assume that responsibility. She mentioned that the meeting dates and topics may change to reflect expanded agency work.

D. Approval of BPAC Bylaws

Rochelle explained that staff restructured the BPAC membership and updated the bylaws primarily in response to the recent merger of the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency. She stated that the BPAC will continue to have 11 members on the committee; however, a new structure for the appointments was needed, due to the new configuration of the 22-member Alameda CTC Board. Rochelle explained in detail the new committee structure, which the Commission adopted in May and is reflected in the new bylaws. She stated that with the merger, this was also an opportunity to make the bylaws between the agency's four community advisory committees as uniform as possible.

Questions/feedback from the members:

- A member requested to change the name of the committee to Advisory Committee on Active Transportation. There was some discussion on whether the term "Active Transportation" is widely understood, and the fact that "BPAC" is commonly used. Ultimately, there was no motion to change the name, but rather a recommendation to reconsider this again next year.

Suggested edits to the BPAC Bylaws:

- Article 1.17 Programmatic Funding: Either remove this section, which refers to paratransit funding, or replace it with the definition of the pass-through Bicycle and Pedestrian Safety funds.
- Article 3.6.2 Termination: This section is confusing and contradicts other sections. It should be removed.
- Article 4.2 Office Elections: Include a sentence on multiple nominations by ballot. "In the event of multiple nominations, the vote shall be by ballot."

Preston Jordan moved to approve the BPAC Bylaws with corrections to the aforementioned articles. Glenn Kirby seconded the motion. The motion passed unanimously (5-0).

E. Election of BPAC Officers for Fiscal Year 2011-2012

Glenn Kirby nominated Midori Tabata for chair. Jeremy seconded the motion. The motion passed unanimously (5-0).

Preston nominated Ann Welsh for vice chair. Glenn Kirby seconded the motion. The motion passed unanimously (5-0).

The BPAC requested that the minutes reflect their thanks to Tom Van Demark for his long and dedicated service as a chair, and more recently, as vice chair.

7. Alameda County Bicycle and Pedestrian Plan Update for Unincorporated Areas

Carol Levine with Spokemore Consulting discussed the update of the Alameda County Bicycle and Pedestrian Plans for Unincorporated Areas. She mentioned that Paul Keener, County staff, was unable to attend due to a family engagement. Carol stated that the Unincorporated Areas Bicycle Plan was adopted in 2007, and the pedestrian plan was adopted in 2006. This update process will combine these two plans into one. She mentioned that the County of Alameda Public Works Agency is now responsible for the Bicycle and Pedestrian Plans. Carol stated that the unincorporated areas plan is similar to a plan for a local jurisdiction, but is only for the unincorporated areas. She informed the committee that the discussion would focus on the bicycle portion of the plan, since that is further along than the update to the pedestrian portion. Carol provided maps to the BPAC for review and input. The committee gave her a great deal of feedback on specific routes, and also how to improve the look and usability of the maps. The committee informed Carol that Cherry City Cyclists, the East Bay Bicycle Coalition, the East Bay Regional Park District, Fremont Freewheelers, TransForm, and Valley Spokesman should all be contacted to provide input on the unincorporated areas plan. They also requested that the draft plan come back for their review, in particular to see the pedestrian portion of the plan.

8. Board Actions/Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan

Tess gave an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP). She stated that in July, the Alameda CTC will host a workshop for the Community Advisory Working Group to increase members' understanding of transportation modeling and evaluation techniques. Tess also mentioned that the TEP financial projections and parameters discussions will continue. She stated that in September, the first draft of the CWTP will be done, and the Alameda CTC will select a list of potential projects and programs for the TEP. Tess stated that another public outreach and poll will take place in the fall of 2011.

B. Semi-Annual Grant Summary Report to the Commission

Rochelle encouraged the members to review the information in the packet.

C. Semi-Annual Progress Reports for CDF Grants, Cycles 3 and 4

Rochelle encouraged the members to review the information in the packet.

D. Summary of Local Measure B Pass-through Fund

Rochelle encouraged the members to review the information in the packet.

9. BPAC Member Reports

Chair Tabata announced the South County Transportation Forum on July 21, 2011 and encouraged the members to attend.

Preston Jordan stated that a SafeTREC talk by Bob Schneider on his research on shifting auto travel to bicycling and walking was extremely informative and requested Mr. Schneider be invited to present at a future BPAC meeting.

10. Adjournment

The meeting adjourned at 8:30 p.m. The next meeting will be late July.

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Bicycle and Pedestrian Advisory Committee Bylaws

Article 1: Definitions

1.1 Alameda County Transportation Commission (Alameda CTC). The Alameda CTC or “Commission” is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency (“ACCMA”) and the Alameda County Transportation Improvement Authority (“ACTIA”). The 22-member Commission is comprised of the following representatives:

- 1.1.1** All five Alameda County Supervisors.
- 1.1.2** Two City of Oakland representatives.
- 1.1.3** One representative from each of the other 13 cities in Alameda County.
- 1.1.4** A representative from Alameda-Contra Costa Transit District (“AC Transit”).
- 1.1.5** A representative from San Francisco Bay Area Rapid Transit District (“BART”).

1.2 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for the sales tax.

1.3 Appointing Party. A person or group designated to appoint committee members.

1.4 Bicycle and Pedestrian Advisory Committee (BPAC or “Committee”). The Alameda CTC ~~Bicycle and Pedestrian Advisory~~ Committee that reviews all competitive applications submitted to Alameda CTC for the Bicycle and Pedestrian Safety funds, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans. Serving as the countywide BPAC, the Committee also provides input on countywide educational and promotional programs, and other projects of countywide significance.

1.5 Brown Act. California’s open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.6 Citizens Advisory Committee (CAC). The Alameda CTC ~~Citizens Advisory~~ Committee that serves as a liaison group between the Alameda CTC and the members’ respective communities. Appointed by the ACTIA Board or the Commission, the CAC keeps the Commission informed of the

progress of Measure B programs and projects, and discusses and brings local community transportation concerns to the Commission, as well as provides feedback to members' respective communities.

1.7 Citizens Watchdog Committee (CWC). The Alameda ~~CTC Citizens Watchdog~~ Committee, a ~~committee~~ of individuals created by the ACTIA Board, as required by Measure B, with the assistance of the League of Women Voters and other citizens groups, and continued by the Commission. The Committee reports directly to the public and is charged with reviewing all expenditures of the agency. Citizens Watchdog Committee members are ~~to be~~ private citizens who are not elected officials at any level of government, nor individuals in a position to benefit in any way from the sales tax.

1.8 Expenditure Plan. The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.9 Fiscal Year. July 1 through June 30.

1.10 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the Expenditure Plan. The sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022. ~~(See Commission Bylaws.)~~

1.11 Measure B Bicycle and Pedestrian Countywide Discretionary Fund ("Discretionary Fund"). A grant program developed to expand and enhance bicycle and pedestrian transportation in Alameda County, focusing on projects, programs and plans with countywide significance or demonstration programs/projects that could be applied countywide. The program is funded by a portion of the 5 percent Measure B set-aside for bicycle and pedestrian projects.

1.12 Measure B Bicycle and Pedestrian Countywide Discretionary Fund Program Guidelines ("Program Guidelines"). Guidelines that lay out how the Discretionary Fund will be allocated and administered.

1.13 Measure B Program. Transportation or transportation-related program specified in the Expenditure Plan for funding on a percentage-of-revenues basis or grant allocation.

1.14 Measure B Project. Transportation and transportation-related construction projects specified in the Expenditure Plan for funding in the amounts allocated in the Expenditure Plan.

1.15 Organizational Meeting. The annual regular meeting of the BPAC in preparation for the next fiscal year's activities.

1.165 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC ~~Paratransit Advisory and Planning~~ Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in

Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B-funded paratransit providers in Alameda County.

1.176 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.187 Programmatic Funding. Measure B funds distributed on a monthly basis based on a distribution formula. Approximately ~~10.455~~ percent of net Measure B revenues are distributed as pass-through Bicycle and Pedestrian Safety funds to mandated and non-mandated specialized transportation services based on a formula developed by PAPCO and approved by the Commission the cities in Alameda County and to the County for bicycle and pedestrian projects, programs, and planning.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The BPAC purpose is to involve interested community members in the development and implementation of Alameda CTC's "Measure B Bicycle and Pedestrian Countywide Discretionary Fund" grant program, with the goal of creating a more successful program; and to contribute to the coordination and streamlining of bicycle and pedestrian planning, funding, and programming in Alameda County.

2.2 Committee Roles and Responsibilities. The roles and responsibilities of the Committee are to:

2.2.1 Advise Alameda CTC staff and the Alameda CTC on the implementation of the Discretionary Fund, including the:

2.2.1.1 Development of the scoring criteria and its weighting used to evaluate the applications.

2.2.1.2 Recommendation to Alameda CTC on Grant Awardees in each funding cycle, which includes considering all equity criteria (modal, geographic, and project type).

2.2.1.3 Evaluation of the Program Guidelines after each funding cycle.

2.2.1.4 Review of the progress of funded projects.

2.2.2 Advise Alameda CTC staff and the Alameda CTC on the development and updates of the Countywide Pedestrian and Bicycle Plans.

2.2.3 Review the implementation of the pass-through Bicycle and Pedestrian Safety funds.

2.2.4 Serve as a review committee for other Alameda County public agencies, on request, on bicycle and pedestrian issues. The Committee's input will be provided directly to the public agency staff, will be strictly advisory, and will not be taken as a recommendation to the Alameda CTC. The Committee will consider requests for input on a case-by-case basis. If a quick decision is needed on whether to provide input or not, Alameda CTC staff will consult with the Committee chair to make this decision. This role may include, but is not limited to:

2.2.4.1 Providing input to Alameda CTC Project Sponsors.

2.2.4.2 Serving as the Alameda County Bicycle Advisory Committee (BAC) for Transportation Development Act (TDA) Article 3 Funding.

2.3 Additional Responsibilities. BPAC members are encouraged to do the following:

2.3.1 Perform outreach regarding BPAC activities and Measure B funds. Examples of outreach may include attending a transportation fair, attending a meeting or event related to a grant-funded project, accompanying staff to Alameda CTC outreach presentations, or disseminating information at a local library, community center, or other public location.

2.3.2 Participate in trainings and information-sharing events sponsored by the Alameda CTC, such as the Pedestrian and Bicycle Working Group meetings. This group, which has an open membership, consists of agency and nonprofit staff working to improve the bicycling and walking environment in Alameda County.

Article 3: Members

3.1 Number of Members. The BPAC consists of 11 members. The intent is to have the BPAC represent both bicycling and pedestrian interests, to include representatives from all areas of the county, and to represent the variety of interests in bicycling and walking needs including the needs of seniors and children. In addition, the BPAC should represent Alameda County's diversity in age, income level, gender, ethnicity, and bicycling experience, to the greatest extent feasible.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One appointee per County Supervisor (five total).

3.2.2 One appointee for each supervisorial district, selected by the Mayors' Conference (five total).

3.2.3 One appointee representing transit agencies. Alameda CTC will lead the recruitment for this appointee, including noticing the general managers of all transit agencies that receive Measure B funding. Alameda CTC staff will bring a final appointment recommendation to the Commission for approval.

3.3 Membership Qualification. Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling and/or walking in the county. Public agency employees who are responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. Any public agency or nonprofit employee appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successors.

3.5 Attendance. Members will actively support committee activities and regularly attend meetings. Accordingly, members who miss more than half of the BPAC meetings per fiscal year, except as noted ~~below~~ in Article 3.5.1, may be removed from the Committee. If an odd number of meetings occurs in a year, then the minimum attendance will be half of the total number of meetings, rounded up to the whole number. A member removed from the Committee may be reappointed by a Commissioner.

3.5.1 Attendance Exception. During a Discretionary Fund grant cycle evaluation period, when regular attendance is critical to making a solid funding recommendation, members must attend a minimum of 75 percent of the BPAC meetings or the position will be considered vacated.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

~~**3.6.2** The two year term of a member expires and the member is not reappointed by the appointing party.~~

~~**3.6.3**~~ **3.6.2** The member fails to continue to meet the qualifications for membership, including attendance requirements.

~~**3.6.4**~~ **3.6.3** The member passes away or otherwise becomes incapable of continuing to serve.

~~**3.6.4**~~ **3.6.4** The member appointment is terminated by the Commission.

3.7 Vacancies. An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

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 ~~Alameda CTC~~ 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.

Article 5: Meetings

5.1 Open and Public Meetings. All BPAC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all BPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be limited at the discretion of the chair.

5.2 Regular Meetings. BPAC will hold up to eight meetings per year, coinciding with the various funding cycles, the updates to the Countywide Bicycle and Pedestrian Plans, and requests for input from public agencies. Annually, at the Organizational Meeting, the Committee shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act. ~~Media notices will be delivered at least 72 hours before the time of the meeting.~~

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted by any member to the chair and committee staff. The ~~Alameda CTC~~ Commission and/or ~~the C~~committee staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the BPAC. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of “Roberts Rules of Order Newly Revised” shall govern the proceedings of the BPAC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. BPAC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

Article 6: Subcommittees

6.1 Establishment. The Committee may establish subcommittees when and as necessary or advisable to make nominations for office of BPAC, to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the BPAC.

6.2 Membership. BPAC members will be appointed to subcommittees by the BPAC, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the BPAC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the BPAC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting

such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. ~~All meetings shall be open to the public, except for closed sessions permitted by the Brown Act.~~ Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or the Committee.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued ~~by~~ via U.S. ~~Mail~~ Postal Service, personal delivery, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest ~~pursuant to Alameda CTC's Conflict of Interest Code and state statutes~~, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a ~~resolution adopted~~ vote taken at a duly-constituted Committee meeting at which a quorum is present.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws ~~conflict with any provision of Measure B or the Brown Act and the July 2000 Alameda County Transportation Expenditure Plan, California state law, or any action lawfully taken by the Alameda CTC, the conflicting provision in the Expenditure Plan, state law, the conflicting provision in Measure B or the Brown Act shall prevail. In the event these bylaws conflict with resolutions or motions of the Alameda CTC, the resolutions or motions of the~~ lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide all staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and stipend administration.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Meeting Schedule for
2011-2012 Fiscal Year
Created: June 9, 2011
Updated: July 12, 2011

| | Meeting Date | Meeting Purpose |
|---|---------------------|--|
| 1 | July 26, 2011 | <ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: Vision and Priority Capital Projects – Final Recommendation • Input on BART Bicycle Access and Parking Plan update (ideally 30 min) • Countywide Transportation Plan/Transportation Expenditure Plan Update |
| 2 | September 8, 2011 | <ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: General Status Update • Alameda County Draft Bicycle and Pedestrian Plan Update for Unincorporated Areas – Additional Input (Draft Plan ready - ideally 30 Min) • Input on evaluation of Bike to Work Day and Ride into Life campaigns (draft ready on Sept 8?) • Update on CDF Grants: Sponsor Presentations, as needed (San Leandro Slough?) • Report on Annual Bike/Ped Counts • Presentation on research on shifting trips to walking/biking by Bob Schneider (TBD) • VRF/Pass-through Draft Agreements (?) • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • Countywide Transportation Plan/Transportation Expenditure Plan Update |
| 3 | October 13, 2011 | <ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: Implementation Draft Chapters • Committee Training? • Update on CDF Grants: Sponsor Presentations, as needed • Countywide Transportation Plan/Transportation Expenditure Plan Update |
| 4 | December 8, 2011 | <ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: First Draft Plans • Update on CDF Grants: Sponsor Presentations, as needed • Countywide Transportation Plan/Transportation Expenditure Plan Update • Recommendation on Bike to Work Day funding |

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

| | | |
|---|------------------|---|
| 5 | February 9, 2012 | <ul style="list-style-type: none"> • Countywide Pedestrian and Bicycle Plan Updates: Second Draft Plans • Update on CDF Grants: Sponsor Presentations, as needed • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • Countywide Transportation Plan/Transportation Expenditure Plan Update • Preview of June officer elections and nominations • Review TDA Article 3 Projects (as requested) |
| 6 | June 14, 2012 | <ul style="list-style-type: none"> • Approve CDF Cycle 5 Program Guidelines • Update on CDF Grants: Sponsor Presentations, as needed • Countywide Transportation Plan/Transportation Expenditure Plan Update • Report on Bike to Work Day • Admin: Distribute BPAC Action Log: FY 11/12 • Admin: Presentation on Alameda CTC's Bike/Ped Work Program for 12/13 • Admin: Plan Agendas for 12/13 BPAC Meetings • Admin: Election of Chair & Vice-Chair for FY 12/13 • Admin: Review Bylaws • Review BART Bicycle Advisory Task Force appointment(s) – first year • Grant Summary Report from May Commission Meeting (Info) • Summary of Local Pass-Thru (75%) Expenditures (Board report + Bike/Ped summary) (Info) |



MEMORANDUM

Date: July 19, 2011

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Diane Stark, Senior Transportation Planner

Subject: **Updates to the Bicycle & Pedestrian Plans: Revised Recommendations for Vision and Priority Capital Project Networks**

Recommendations

It is recommended that the Countywide Bicycle and Pedestrian Advisory Committee (BPAC) provide input on the revised recommended approaches for the vision and priority capital project networks in the Alameda Countywide Bicycle and Pedestrian Plans updates.

Summary

A memo from the Plans Updates consultant recommending a revised approach to the vision and priority capital project networks based on the input received over the past several months is included in Attachment 05A. The memo and attachments include a summary of the major input received in May and June on the draft networks and recommendations on revised approaches for the vision and priority networks. The memo also includes a list of questions for discussion at the BPAC meeting. A comment sheet is attached for submitting input on the recommended approach (see instructions below). Input from the BPAC will be incorporated into the Priority Projects and Programs chapters of the updated Plans.

BPAC members are encouraged to use the attached comment sheet (Attachment 05B) to submit written comments on the revised recommended networks, but may also provide input via email. Written comments should be submitted to Rochelle Wheeler at rwheeler@alamedactc.org by **Thursday, July 28, 2011, at 5:00 p.m.**

Discussion

The Countywide Pedestrian and Bicycle Plans, last adopted in 2006, are in the process of being updated. The Countywide BPAC is being requested to review and provide input on each chapter (or key elements of each chapter) of the draft plans and then the full, compiled plans, which will be completed by late 2011. The final plans are expected to be adopted in May 2012.

To date, the BPAC has reviewed three draft chapters and provided input on the various elements, as listed below:

1. Draft Existing Conditions chapters
2. Draft Evaluation of Current Practices chapter
3. Draft Vision, Goals & Objectives chapters
4. Approach to the vision and priority networks for the Plans (in December 2010 and in April 2011)
5. List of proposed programs

In May and June, Alameda CTC staff and consultants attended nine local meetings (four local agency meetings and five local BPAC meetings) to gather input on the proposed approaches to the vision and priority capital project networks, and specifically on the network maps. In total, almost 60 people attended the local BPAC meetings. The major comments heard are included as Attachment 05A1.

Based on this input, revised recommended approaches to the networks are being proposed. They are described in the attached memo. Attachment 05A2 includes a comparison table of the approaches that were brought to the May and June meetings for input, the high level feedback received, and the revised approaches now being proposed.

Along with BPAC, the Plans Working Group (PWG) will also review and provide input on these revised approaches at their next meeting on July 27. This combined feedback will be considered and used to develop the draft recommended approaches that will be incorporated into the Priority Projects and Programs chapters, which the BPAC will see when it reviews the Draft Plans, to be released in December.

A web page with information about the plan updates process continues to be available at: <http://tinyurl.com/ACBikePedPlans>. It includes links to the draft plan chapters, draft network maps, information about the review of the plans and how the public can participate in providing input. Please continue to share this web link with others who may be interested.

Next Steps

BPAC and PWG comments on the vision and priority network approaches will be used to develop the draft networks to be included in the Priority Projects and Programs chapters of the Draft Plans. Both groups will review these draft chapters after they are incorporated into the full Draft Plans, to be released in December. (The input received at the last BPAC meeting on the list of programs will also be included in these Draft Chapters.)

The Implementation Chapter will be developed next, including cost and revenue estimates for capital projects and programs. These draft chapters will be brought to the BPAC's October meeting for input. A memo on proposed methodologies for estimating the costs of capital projects is being presented to the PWG for input at its July 27 meeting, and is available from the meeting calendar page of the Alameda CTC website (www.alamedaCTC.org).

Attachments

- 05A. Memo on Proposed Revised Vision and Priority Networks
- 05A1. Summary of Major Issues from May/June Local Meetings
- 05A2. Summary Table of Proposed Revised Vision and Priority Networks
- 05B. Comment Sheet

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MEMORANDUM

To | Diane Stark and Rochelle Wheeler, Alameda CTC
From | Victoria Eisen
Date | July 15, 2011
Project | Alameda Countywide Bicycle and Pedestrian Plan Updates
Subject | **Proposed revised vision and priority capital bicycle and pedestrian networks**

Background

In December 2010 and March/April 2011, our team proposed recommended approaches to developing the vision and priority bicycle and pedestrian capital projects networks for the updated Bicycle and Pedestrian Plans. These networks will help guide future investments in bicycle and pedestrian capital improvements in Alameda County. The Plans Working Group and the Countywide Bicycle and Pedestrian Advisory Committee (BPAC) provided feedback on these recommendations. Following these meetings, and taking committee input into consideration, we created maps that portrayed the recommended approaches to the vision and priority networks.

In May and June 2011, Alameda CTC staff and Eisen|Letunic met with bicycle and pedestrian coordinators and other local agency staff from all communities throughout Alameda County. We also attended five local BPAC meetings throughout the county to gather public input. We brought maps that depicted the revised bicycle and pedestrian vision and priority networks and requested input. Over the course of these meetings, we received a significant amount of feedback on the approaches to the vision and priority networks and on local needs.

This memo, and two attachments, summarize the major issues raised in these meetings, and the resulting recommended revised approaches to identifying and prioritizing the vision bicycle and pedestrian networks for the update of the plans. The memo concludes with questions for the Plans Working Group and Countywide BPAC to obtain input that will help guide the next step of developing a final draft of the vision and priority approaches.

The network maps will be revised after the July BPAC and PWG meetings. Revised maps will therefore not be brought to either meeting in July. In the process of attending and responding to the nine local agency and local BPAC meetings, we revised the maps many times. We therefore have limited remaining mapping resources, which will be focused on map revisions to be included as part of the Draft Plans. The intent of the July meetings is to present revised vision and priority approaches to the PWG and BPAC and hear input on them. We will then make map edits, based on the input received at the meetings, along with the many other map edits

that have been requested from meetings throughout the county. Revised maps will be included in the Draft Plans, to be released at the end of this year.

Major issues identified

Over the course of the nine meetings held in May and June throughout the county, and via comments received from individual staff and from the public, some issues and concerns were raised, and support was also expressed for the proposed approaches. The issues that were brought up repeatedly at this series of meetings are included in Attachment 05A1, with explanatory notes on how they have or have not been incorporated into these revised recommendations. The specific map edits are not summarized in the attachment, since they will be addressed through the mapping process. Revised maps will be included in the Draft Plans.

Revised recommended approaches to Bicycle and Pedestrian Plan networks

Based on input from the committees, local BPACs and bicycle and pedestrian agency staff throughout Alameda County, the approach to the bicycle and pedestrian networks has been revised. The remainder of this memo describes the new, revised approaches organized by categories of the Alameda Countywide Bicycle and Pedestrian Plans vision and priority networks. A summary table comparing the Plans vision and priorities approaches brought to the local meetings and the recommended revised approaches now being proposed is included as Attachment 05A2.

For both plans, feasibility studies and maintenance are not called out as separate categories since they are considered phases of capital projects, and are therefore considered to be a part of the capital projects networks.

As a reminder, the vision networks define all of the capital projects that are included in each countywide plan. They are intended to accomplish the plans' goals and objectives regardless of potentially available funding. The priority networks are a subset of the vision networks and are intended to focus the more than likely limited funding on those areas that are most important to the county.

Finally, we are in the process of comparing the Vision Networks (as currently mapped) for both plans to the county's Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs). A report on this comparison and possible further revised recommendations will be brought to the BPAC and PWG meeting.

Bicycle Vision Network

Five sometimes overlapping categories comprise the revised recommended Bicycle Vision Network:

1. *Inter-jurisdictional network*. This network is based on the 2006 Countywide Bicycle Network, but is being updated to reflect segments that have been constructed since that plan was created, and to better conform to local bicycle plans where those routes serve countywide destinations.

2. Access to transit. Formerly called “Transit Priority Zones” in the 2006 Bicycle Plan and earlier in this update process, the terminology is being changed to better describe the purpose of this new network component: to improve bicycle access to rail stations, ferry terminals and major bus transfer points throughout Alameda County.

The Vision Network includes a new overlay of links radiating out in approximately the four cardinal directions from each of these transit nodes. The access distances are between one and two miles long, depending on which Planning Area the transit area is located in: one mile in the North County, 1.5 miles in Central County and two miles in South and East County. These distances are based on an analysis of data from the 2008 BART Station Profile Survey that shows that bicyclists travel farther to transit in the South and East County than they do to the central or northern areas of the county. This data also correlates with the varying distances between BART stations throughout the county.

The alignments for the access to transit links were selected to be consistent with local plans and to connect to major employment centers, where possible.

The 23 major bus transfer stops included in the 2006 Bicycle Plan are being re-evaluated given new data that is available. Of these 23, fourteen are AC Transit bus stops that are proposed to be substituted for a set of stops identified in the 2009 AC Transit Bicycle Parking Study as locations where latent demand for bicycle parking, and therefore access, is high. The exact number and location of the stops is still being determined, and a recommendation will be brought to the BPAC and PWG meetings.

Finally, the exception to these one-to-two mile distances for access to transit are the proposed links from Communities of Concern to the nearest major transit nodes, which may exceed these distances (see number 5 below for more detail).

3. Access to Downtowns. It is recommended that access to Alameda County’s nine downtowns continue to be included in the Bicycle Vision Network. (The cities of Berkeley, Oakland, Alameda, San Leandro, Hayward, Fremont, Dublin, Pleasanton and Livermore all have planned or existing downtowns.) Furthermore, the remaining jurisdictions without a Downtown (the cities of Albany, Emeryville, Piedmont, Newark and Union City) would be asked to define one major commercial district that is its downtown or city center equivalent, to be included in the countywide network. One exception is the unincorporated areas of the County, which contain several communities, and therefore have several city centers, and will therefore have multiple major commercial districts, to be determined in consultation with the County. Each of these downtown or downtown-equivalent destinations is recommended to have an overlay of bicycle network links radiating out three miles in approximately the four cardinal directions. Links connecting Communities of Concern to these downtowns and

major commercial centers would potentially extend beyond the three-mile distance, as needed (see number 5 below for more detail).

The May recommendation for the countywide Bicycle Vision Network included access to both downtowns and major commercial districts (MCDs) which had been first identified in the 2006 Pedestrian Plan. This new category of access routes to Downtowns and MCDs was added to address the fact that the southern and eastern parts of the county have less transit, and therefore, an emphasis on access to transit in these areas would result in less representation in the countywide bicycle and pedestrian vision network. While the inter-jurisdictional network from the 2006 Bicycle Plan included routes that served downtowns and commercial districts, this new concept of access from the four cardinal directions borrowed the list of eight downtowns and twelve MCDs from the 2006 Countywide Pedestrian Plan. MCDs, as opposed to just Downtowns, were initially proposed in the draft vision and priorities network to address the fact that many Alameda County jurisdictions do not have a downtown designated in their General Plans. After many questions were raised at the May and June local meetings throughout the county about how these commercial districts were defined throughout the diverse county, it was concluded that a consistent definition from a cyclist's perspective would be very difficult to develop without a detailed study, which is out of the scope, timeline and budget of the development of the update of the Plans. Therefore, the recommended approach of one downtown or downtown-equivalent per jurisdiction, as discussed above, was developed.

4. *Inter-jurisdictional Trails.* The same set of trails that were included in the 2006 Countywide Bicycle Plan, which included much of the Bay Trail and Iron Horse Trail among others, are included in the Bicycle Vision Network. The East Bay Greenway was also added. Furthermore, the Bay Trail spurs (which connect the Bay Trail to the waterfront) have been added to the trail network. These trails have been added to ensure that the major countywide trail system is completed in Alameda County.

While the Bay Trail includes connectors that link the trail to transit and other significant destinations, connectors for the other major trails have not yet been comprehensively identified. However, some connectors have been proposed between the Bay Trail and the future East Bay Greenway. Where these connectors are developed through a local planning process and are inter-jurisdictional, they will be part of the Vision Network, but will not be mapped in the Plan, since they are still schematic.

5. *Communities of Concern.* "Communities of Concern" are areas in Alameda County with large concentrations of low income or minority residents with inadequate access to transportation. These areas were identified by MTC using 2000 US Census data and have been the focus of five Alameda CTC-managed "Community-Based Transportation Plans" (CBTPs), which identify transportation improvements needed to help residents access jobs, services, health care and other destinations. Although the need to improve

bicycle and pedestrian connections from and within these communities is documented in each of the plans, a majority do not identify specific routes in need of improvement. Therefore, to help accomplish the goals of these plans, and provide much needed transportation options to these communities, conceptual bicycle routes from Alameda County's Communities of Concern to the nearest major transit nodes and downtowns (or major commercial districts, as defined above) are recommended to be included in the Bicycle Vision Network, as one of the four cardinal direction access routes. These access routes may be longer than the Vision Network access route lengths described further above, in order to reach the Communities of Concern. This approach helps meet the intent of the CBTPs in providing transportation access in these communities. The specific alignments for these routes will be defined at a later date by grant applicants. Outlines of the Communities of Concern areas will be included on the vision maps, and a legend note will explain the inclusion of these routes in the Vision Network.

The CBTPs are scheduled to be updated pending the availability of funding and having access to 2010 Census data. Future Communities of Concern areas and boundaries will therefore be amended into the Plans' Vision networks, for both the Bicycle and Pedestrian Plans, as they become available.

Bicycle network priorities

Until now, we have discussed defining a subset of the above-defined Bicycle Vision Network as the Bicycle Priority Network. Maps were created to reflect that approach. After spending several months discussing this network with committee members, local bicycle and pedestrian planning staff and BPAC members, Alameda CTC staff and the consultant team have compared the feedback with the goal of the priority network: to identify the highest priority projects to focus on implementing over the next four or five years until the Countywide Bicycle Plan is updated again. The conclusion that has been reached is, rather than selecting and mapping a specific set of priority network links, to instead define priority categories of projects in the plan. This definition of priority categories of projects would be written in the plan, instead of mapped, to establish the preferences for funding through Alameda CTC. Projects on the Vision Network that do not fall into one of the priority categories would not be excluded from receiving funding, but would not rank as highly as projects in the priority categories. (The same approach is also proposed for the Pedestrian Priority Network below.)

The priority categories are identical to the five that comprise the Bicycle Vision Network described earlier in this memo, but the Priority Bicycle Network hones in on the aspects of each of these categories that is most important to focus on, as described below.

1. *Inter-jurisdictional network.* As a result of the feedback received on the importance of Alameda CTC supporting the construction of inter-jurisdictional network links, projects that are identified through a multi-jurisdictional planning effort are recommended to be prioritized in the Countywide Bicycle Plan. The highest ranking would go to projects

that bridge a gap immediately at the jurisdictional border, with the goal of then creating continuous access in either direction from that point.

2. *Access to transit.* The goal of this category is to ensure that good bicycle facilities serve Alameda County's major transit nodes. Therefore, links that radiate out from each transit node in the four cardinal directions, up to the maximum distances defined in the Vision Network (by Planning Area), and provide continuous bicycle access from the nodes are recommended to be prioritized over links that do not provide continuous access to transit, although they may be within the Vision Network threshold distances. Those projects closer to the transit node are therefore prioritized over those that are further away and not connected directly to the transit node. This definition includes links that serve communities of concern.
3. *Access to Downtowns.* Consistent with the recommended priority access to transit definition, links that radiate out from each of the downtowns/major commercial districts, up to three miles long, and provide continuous bicycle access from these districts are recommended to be prioritized over links that do not provide continuous access to downtown/major commercial districts, although they may be included in the Bicycle Vision Network. This definition includes links that serve communities of concern.
4. *Inter-jurisdictional Trails.* The following three countywide trail systems are recommended for prioritization in the Countywide Bicycle Plan:
 1. Bay Trail (including spine and connectors)
 2. Iron Horse Trail (east to Greenville Road, which is within the populated areas)
 3. East Bay Greenway
5. *Communities of Concern.* Because the goal of this category is to connect disadvantaged communities to transit and downtowns/major commercial districts, links in the vision network that accomplish this are recommended for prioritization, regardless of length, consistent with the descriptions of these categories, above.

Pedestrian Vision Network

Plans Working Group and BPAC members, local bicycle and pedestrian coordinators, and local BPAC members requested far fewer changes to the Pedestrian Vision and Priority Networks than to the Bicycle Networks. Four of the five Bicycle Vision Network categories are the same as those for the Pedestrian Vision Network, although the criteria that define each are somewhat different than those in the Bicycle Vision Network, as follows.

1. *Access to transit.* The Pedestrian Vision Network is recommended to include pedestrian facilities within one-half-mile of all rail and ferry services, and bus transit trunklines of countywide significance. The one revision to this category is to add major bus lines that provide regional connections (i.e., across county borders), where they have not already

been provided. This includes transbay lines that operate seven days a week (AC Transit routes F, NL, and O), and the AC Transit route 217 in Fremont, which connects to Santa Clara County.

2. *Access within Downtowns.* It is recommended that the Pedestrian Vision Network include pedestrian access within downtowns in the nine cities with downtowns (Berkeley, Oakland, Alameda, San Leandro, Hayward, Fremont, Dublin, Pleasanton and Livermore) and one major commercial district, or “downtown-equivalent,” in each of the county’s other six jurisdictions. This is consistent with the definition and explanation of downtowns for the Bicycle Vision and Priority Networks. As with the Bicycle Networks, the unincorporated areas would have more than one major commercial district, to respond to the fact that they include multiple communities. All downtown-equivalent major commercial districts must be close to major transit. While the bicycle network links provide access *to* these areas, the Pedestrian Vision Network is recommended to include pedestrian access *within* them, as was done in the 2006 Pedestrian Plan.

Many comments and questions were received about the definition of Major Commercial Districts over the past few months. The 2006 Plan stated that they must be identified in a local general plan, and that they were a “collection of mainly retail and service establishments in a multi-block area” and may include office and/or residential uses.” Twelve districts within the 15 jurisdictions were listed in the 2006 plan, so many jurisdictions did not have any major commercial districts. At the local meetings in May and June, many requests were made for adding additional commercial districts, though most local general plans do not specifically use this terminology, so a framework for deciding which districts to add was needed. The increased focus on Major Commercial Districts, and the lack of a simple method for determining which should be included, prompted a review of the wisdom of continuing to include these districts at all as areas of countywide significance, that they serve pedestrians from more than just the local community. It is difficult to know and easily classify which Major Commercial Districts have countywide significance and which do not, without a detailed study, which is out of the scope of this plan. It was also noted that most of the twelve Commercial Districts in the 2006 plan, and others that were proposed to be added, were already near transit of countywide significance, and therefore were already included in the Vision Network. Therefore, the recommendation is to include one downtown or a Major Commercial District to serve as a downtown-equivalent for each jurisdiction in the county, as described in more detail above.

3. *Activity Centers.* The Pedestrian Vision Network is recommended to include pedestrian facilities within a one quarter mile walk shed of the six other Activity Center sub-categories: shopping malls, colleges and universities, hospitals and medical centers, major public venues, government buildings, and regional parks. Edits to the lists of these centers, to reflect current conditions, will be made and included in the Draft Plan.

4. *Inter-Jurisdictional Trails*. The same ten trails included in the 2006 Pedestrian Plan are recommended for the updated Pedestrian Vision Network, plus the East Bay Greenway. The entire Bay Trail, including the spurs, will be included. The definition that trails must be inter-jurisdictional and link populated areas would remain, so requests received to add local trails are not being included.

As for the Bicycle Plan Vision Network, connectors between the Bay Trail and the future East Bay Greenway, where they are developed through a local planning process and are inter-jurisdictional, will be part of the Vision Network, but will not be mapped in the Plan, since they are still schematic.

5. *Communities of Concern*. In order to facilitate pedestrian travel to major transit nodes and within downtowns/Major Commercial Districts, it is recommended that the Pedestrian Vision Network include walk access to the closest local transit routes that serve these destinations within a maximum distance of one-quarter mile. As with the Bicycle Vision Network, these routes would not be mapped, since there are many possible routes and stops that could be included.

Pedestrian network priorities

Consistent with the recommended Bicycle Priority Network, it is recommended that pedestrian priorities be defined in the Plan text, rather than on the maps, by priority categories, as follows.

1. *Access to transit*. Priority pedestrian projects in this category will provide or allow continuous walk access from public transit of countywide significance radiating outward, within the maximum distance limits of the Pedestrian Vision Network (1/2 mile). As with the Bicycle Priority Network, those projects closer to the transit node are therefore prioritized over those that are further away and are not connected directly to the transit node.
2. *Access within Downtowns*. The recommended priority pedestrian projects would provide pedestrian access within downtowns and those major commercial districts defined in the Pedestrian Vision Network.
3. *Inter-jurisdictional Trails*. The following three countywide trail systems are recommended for prioritization in the Countywide Pedestrian Plan:
 1. Bay Trail (including spine and connectors)
 2. Iron Horse Trail (as far east as Greenville Road, which is within the populated areas)
 3. East Bay Greenway
4. *Communities of Concern*. The recommended priority pedestrian projects in Communities of Concern will radiate outward from, and provide continuous access to, local bus

routes that serve major transit and the closest downtowns/Major Commercial Districts, up to the one quarter mile threshold in the Vision Network.

Requested feedback from PWG and BPAC members

1. Do you support the recommended overall approach to the priority networks, namely, that they will not be mapped, but just described in the text, and that exact access mileage will not be identified?
2. Do you support omitting the major commercial districts, except for those that are “downtown-equivalents,” as specific destinations on the Bicycle and Pedestrian Networks?
3. Does the proposed approach to bicycle and pedestrian access to Communities of Concern meet the objective of connecting these communities to jobs and transit?
4. Do you support prioritizing the inter-jurisdictional bicycle routes, and if so, does the proposed approach make sense?
5. Overall, have the major issues been identified and adequately addressed with this proposal? If not, what are we missing or what should be revised?

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Alameda Countywide Bicycle & Pedestrian Plans Updates
**Summary of Major Input received on Bicycle and Pedestrian
Capital Projects Vision and Priority Networks**

From: May and June 2011 local agency and local Bicycle and Pedestrian Advisory Committee (BPAC) meetings, plus individual comments from agency staff and public.

The revised network approaches in Attachment 05A address many of these comments. Responses for each comment are being finalized and will be included in an amended version of this document, to be distributed to the Countywide BPAC and Plans Working Group in advance of the meeting. This list does not include requests for edits to the network maps.

Bicycle and Pedestrian Plans (both)

1. Downtowns/Major Commercial Districts Network Category:
 - a. What is definition of Major Commercial Districts? Why are some included, others not? Why aren't shopping centers/malls included? These are the commercial districts of suburban areas (like Stoneridge Mall). Improved access to them is needed.
2. Trails Network Category:
 - a. Iron Horse Trail (IHT)
 - i. Don't describe trail inclusion as only in "urbanized" areas. Change it to be "east to Greenville Road" or in "populated areas."
 - ii. Need assistance with working with BART to allow bicyclists to ride through Dublin/Pleasanton BART, since part of IHT.
 - b. Bay Trail
 - i. Alignments may change, especially in South County, as trails are further designed.
 - ii. Include Spurs in Vision, if not also in Priority Networks.
 - c. Trail connectors needed for East Bay Greenway. Specifically, add the San Leandro Creek Trail and San Lorenzo Creek Trail which will connect East Bay Greenway with the Bay trail in Oakland/San Leandro/Unincorporated area.
 - d. Trails should be connected to transit and other bikeway routes, and to other major trails.
 - e. Add more Trails (or prioritize):
 - i. Arroyo Mocho Trail (Livermore to Pleasanton) should be a priority in Bicycle and Pedestrian Plans
 - ii. Add local trails in Livermore – more realistic alignments than East Bay Regional Park District (EBRPD) trails in that area.
3. Network Categories Missing:
 - a. Add UC Berkeley as a new destination/category. 50,000 students/staff/faculty.
 - b. Consider adding additional Activity Center categories, like youth centers or the Ed Roberts Campus, that draw people from outside one city.
4. Priority Networks:
 - a. Do not eliminate priority networks - needed in general, due to limited funds.
 - b. Don't use Financially Constrained List – funding future is too uncertain
 - c. Consider ranking the priority areas, in priority order.
 - d. Could use cost-effectiveness to prioritize projects

5. Maintenance:
 - a. Call this out – very important, especially for trails.
 - b. Prioritize maintenance of existing facilities over adding new facilities.
6. Geographic Equity
 - a. Some concerns that the proposal is not equitable
7. Funding levels:
 - a. More funding is needed for bicycle/pedestrian projects and programs.

Bicycle Plan (only)

1. Transit Network Category:
 - a. ½ mile (priority) distance is too short for biking
 - b. Transit priority distances should be same (¾ mile) throughout county for equity reasons. This will benefit the most users – more density as get closer in.
 - c. Distances should be longer in areas with less transit, since people are biking longer distances to get there.
 - d. Transit Access routes need to connect to employment sites, or other destinations.
 - e. Transit access distances should vary by type of transit
 - f. Emeryville, with no major transit, should be connected to Ashby and Macarthur BART with access routes.
 - g. Allow a bicycle “access route” to be a shuttle (not just a bikeway), since in some cases this might be best available option (e.g. Alameda-Oakland estuary crossing).
2. Downtown/Commercial Districts Network Category:
 - a. 3 miles distance is too short, especially if hills
 - b. Access routes should connect to destinations.
3. Network Categories Missing:
 - a. Union City Blvd – bicycle lanes. Some places, like Union City, have not prioritized trails and don’t have any to implement. Would prefer on-street bikeways instead.
 - b. Interjurisdictional Routes:
 - i. Add interjurisdictional routes as priority
 - ii. Some heavily traveled bicycle corridors between jurisdictions need further study. Need consensus on where routes should be and/or facility types. Also, some corridors may be studied by Alameda CTC for all modes, and bicycle access should be included. Examples include:
 1. San Pablo (Albany, Berkeley, Oakland, Emeryville)
 2. South Berkeley/Oakland/Emeryville connections
 3. College Ave (Berkeley/Oakland)
 4. Hesperian (Central County)
 5. Adeline/Market (Berkeley/Oakland)
 - c. Park & Ride lots – add them as a destination

4. Alignments
 - a. Exact alignments for all network segments/links should be allowed to vary, depending on local planning. Mapped routes should be considered guidance
 - b. Local Bicycle Plan alignments/routes should always be used on the network – the Countywide Plan should not show routes different (or in conflict with) local routes
 - c. Need a balance of routes for experienced and less experienced riders.
5. Overall
 - a. Addition of new access routes to transit and downtowns/Major Commercial Districts (MCDs) is good, but adds a lot to the networks. Further emphasizes need for prioritization, and clarity for how projects are selected.
6. Specific Routes/Locations:
 - a. Hayward:
 - i. No good routes from Hayward BART to the Bay
 - ii. Lack of north-south routes. Need more direct bikeways here
 - iii. Local routes (off major high speed arterials) are poorly signed and difficult to follow (MT)
 - iv. Routes from Castro Valley to Chabot College are terrible. Need better east-west routes and connections.

Pedestrian Plan (only)

1. Transit:
 - a. Add bus lines in South County (SC) to connect to Ohlone College and Santa Clara County.
 - b. Consider expanding ½ mile walkshed to BART in areas with few other transit options, like Castro Valley.
2. Overall:
 - a. Pedestrian Plan categories are very broad – cover a lot of projects, maybe too many

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COUNTYWIDE BICYCLE PLAN: Summary of Vision and Priority Networks

| Bicycle Vision Network | | | |
|------------------------------|---|--|--|
| Category | May Recommendation | Major Feedback | Revised Recommendation |
| Inter-jurisdictional network | Maintain inter-jurisdictional (corridor approach) from 2006 plan network | Update network links, as needed, to reflect local plans and built links | Inter-jurisdictional (corridor approach) from 2006 plan network, with updated network links. |
| Access to transit | Radiate 1-2 miles in four directions from Transit Priority Zones (TPZs), depending on Planning Area (PA). | Rename TPZs, provide links to employment, update major bus transfer stops. Vary distances also based on type of transit. | Access to transit routes radiating 1-2 miles in four directions from major transit, depending on Planning Area (PA). Link to employment, where feasible, and use updated bus transfer stops. |
| Access to Downtowns | Radiate 3 miles from downtowns and major commercial districts (MCDs) | MCDs are difficult to define, and may not have countywide significance for biking | Radiate 3 miles from downtowns and MCDs in cities without a downtown, as appropriate |
| Inter-Jurisdictional Trails | Keep trails from 2006 network, plus add the East Bay Greenway | Requests were made for local trails to be added. | Keep trails from 2006 network, plus add the East Bay Greenway and Bay Trail spurs |
| Communities of concern | Provide facilities called for in Community Based Transportation Plans (CBTPs) | Projects are not clearly identified in the CBTPs, but are general categories. | Add access to/from regional transit and downtowns (in above categories) and allow routes to exceed mileage limits if to/from communities of concern |

| Bicycle Priority Network | | | |
|------------------------------|--|---|---|
| Category | May Recommendation | Major Feedback | Revised Recommendation |
| Inter-jurisdictional network | Not included in the priority network | Important to include in a countywide plan | Prioritize routes developed through a multi-jurisdictional planning effort, and create continuous access from the jurisdictional border. |
| Access to transit | Access radiating out from transit that is half Vision distance (.5 to 1 mile) | Difficult to determine best priority distances for each transit type and location in the county. Concerns that shorter distances are not long enough. | Prioritize links that provide continuous access from the nodes up to Vision distance thresholds (1 - 2 miles) |
| Access to Downtowns | Access radiating out from Downtowns and MCDs that is half Vision distance (1.5 miles) | N/A | Prioritize links that provide continuous access from the nodes up to Vision distance thresholds (3 miles) |
| Inter-Jurisdictional Trails | 3 major countywide trails: Iron Horse Trail, Bay Trail (spine and connectors), East Bay Greenway | Requests were made for local trails to be added. | 3 major countywide trails: Iron Horse Trail (east to Greenville Road), Bay Trail (spine and connectors), East Bay Greenway |
| Communities of concern | Provide facilities called for in CBTPs | Projects are not clearly identified in the CBTPs, but are general categories. | Add access to/from regional transit and downtowns (in above categories) and allow routes to exceed mileage limits if to/from communities of concern |

COUNTYWIDE PEDESTRIAN PLAN: Summary of Vision and Priority Networks

| Pedestrian Vision Network | | | |
|---|---|---|--|
| Category | May Recommendation | Major Feedback | Revised Recommendation |
| Access to transit | Access within 1/2 mile of major transit | Add bus lines that connect across county lines. | Access within 1/2 mile of major transit, including inter-county major bus routes |
| Access within Downtowns (DTs) | Provide ped access within DTs and Major Commercial Districts | Many more Major Commercial Districts should be added and definition refined. | Include ped access within one DT or Major Commercial District per jurisdiction |
| Activity Centers (shopping malls, colleges/universities, hospitals/medical centers, major public venues, regional government buildings, regional parks) | Access within 1/4 mile of Activity Centers | None, but the access to these Activity Centers was inadvertently omitted from the maps and reports that went to the local agency and local BPAC meetings. | Access within 1/4 mile of Activity Centers |
| Inter-Jurisdictional Trails | Keep trails from 2006 network, plus add the East Bay Greenway | Some requests for local trails to be included, and for Bay Trail spurs to be included. | Keep trails from 2006 network, plus add the East Bay Greenway and Bay Trail spurs. |
| Communities of concern | Provide facilities called for in Community Based Transportation Plans (CBTPs) | Projects are not clearly identified in the CBTPs, but are general categories. | Include ped facilities within a 1/4 walk shed of closest transit routes that serve major transit and downtowns/Major Commercial Districts. |

| Pedestrian Priority Network | | | |
|------------------------------------|--|--|--|
| Category | May Recommendation | Major Feedback | Revised Recommendation |
| Access to transit | Access within 1/4 mile of major transit | Some comments that this distance is too short. Others that it is good to focus in a smaller area | Prioritize ped links that provide continuous access from public transit of countywide significance radiating outward to maximum Vision distance (1/2 mile) |
| Downtowns | Provide ped access within DTs and Major Commercial Districts | Many more Major Commercial Districts should be added and definition refined. | Include ped access within one DT or Major Commercial District per jurisdiction |
| Inter-Jurisdictional Trails | 3 major countywide trails: Iron Horse Trail, Bay Trail (spine and connectors), East Bay Greenway | Add additional local trails. | 3 major countywide trails: Iron Horse Trail (east to Greenville Road), Bay Trail (spine and connectors), East Bay Greenway |
| Communities of concern | Provide facilities called for in CBTPs | Projects are not clearly identified in the CBTPs, but are general categories. | Prioritize ped links that provide continuous access from the closest transit routes that serve major transit and downtowns, radiating outward to a 1/4 mile. |

Comments on:
Alameda Countywide Bicycle and Pedestrian Plan Updates -
Revised Capital Projects Networks

Prepared By:

Comments Due By:
Thursday, July 28, 2011, 5:00pm to
Rochelle Wheeler, rwheeler@alamedactc.org

Agency/Group:

| PLAN (Bike, Ped, Bike/Ped) | Memo Page # (if applicable) | Reviewer Comments |
|----------------------------------|-----------------------------------|-------------------|
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**MEMORANDUM**

To | Alameda Countywide Bicycle/Pedestrian Advisory Committee
From | Victoria Eisen
Date | July 7, 2011
Project | **BART Bicycle Plan**

In 2002, the Bay Area Rapid Transit District (BART) adopted its first “Bicycle Parking and Access Plan,” which provided a history of bicycles on trains and in stations, a snapshot of stations in terms of bicycle access statistics, an assessment of the system’s bicycle parking needs and recommendations for meeting those needs.

A decade later, thanks to a Caltrans planning grant, BART is developing a new system-wide bicycle plan. Although the new plan will provide updates to the information conveyed in the 2002 plan, the 2012 version will focus on using data from myriad sources to develop a spreadsheet model BART (and other transit operators) can use to help identify the best bicycle-related investments at a given station in terms of encouraging new and existing passengers to access BART by bicycle.

To date, the BART Bicycle Plan development process has completed the following tasks:

- Updated the plan goals
- Inventoried bicycle parking and occupancy at all stations
- Evaluated BART’s onboard policies and how they are communicated (although this is not a focus of the plan)
- Analyzed the difference in bicycle mode share by station between 1998 and 2008 when system-wide Station Profile Surveys were conducted
- Conducted four focus groups
- Carried out an online survey to the general public, which attracted over 2,000 responses
- Met with countywide bicycle advocacy groups representing BART’s four counties
- In process of meeting with countywide BPACs in the four counties

The draft Existing Conditions and Goals & Policies chapters will be written in August while the spreadsheet model is being developed using the data listed above. The project will be introduced to its Technical Advisory Committee – which includes, from Alameda County, representatives from Alameda CTC, East Bay Bicycle Coalition and bicycle planners from the cities of Oakland and Berkeley. The draft Plan is anticipated to be released in February 2012, with final adoption expected in July 2012.

At your July 26, 2011 meeting, I will give a brief overview of the BART Bicycle Plan. With the help of aerial maps, I will ask for committee members’ feedback on how to improve bicycle access to and at Alameda County BART stations, as well as your views on how to improve bicycle access system-wide.

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Countywide Transportation Plan Update and Transportation Expenditure Plan Development Overview

The Alameda CTC is in the process of updating the Alameda County Countywide Transportation Plan (CWTP), a 25-year plan that lays out a strategy for addressing transportation needs for all users in Alameda County and feeds into the Regional Transportation Plan. The Alameda CTC is also developing a new Transportation Expenditure Plan (TEP) concurrently with the CWTP.

The following committees are involved in the CWTP-TEP development process:

Steering Committee: Comprised of 13 members from the Alameda CTC including representatives from the cities of Berkeley, Emeryville, Hayward, Livermore, Newark, Oakland, Pleasanton, and Union City, as well as Alameda County, BART and AC Transit. Mayor Mark Green of Union City is the chair and Councilmember Kriss Worthington of Berkeley is the vice-chair. The purpose of the Steering Committee is to lead the planning effort, which will shape the future of transportation throughout Alameda County. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

Technical Advisory Working Group (TAWG): Comprised of agency staff representing all areas of the County including planners and engineers from local jurisdictions, all transit operators in Alameda County, and representatives from the park districts, public health, social services, law enforcement, and education. The purpose of the Technical Advisory Working Group is to provide technical input, serve in an advisory capacity to the Steering Committee, and share information with the Community Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org
- Saravana Suthanthira, Senior Transportation Planner, (510) 208-7426, ssuthanthira@alamedactc.org

continued

Community Advisory Working Group (CAWG): Comprised of 27 members representing diverse interests throughout Alameda County including business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. The purpose of the Community Advisory Working Group is to provide input on the Countywide Transportation Plan and the Transportation Expenditure Plan to meet the multi-modal needs of our diverse communities and businesses in Alameda County, serve in an advisory capacity to the Steering Committee, and share information with the Technical Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Diane Stark, Senior Transportation Planner, (510) 208-7410, dstark@alamedactc.org



Memorandum

DATE: June 27, 2011

TO: Bicycle and Pedestrian Advisory Committee (BPAC)

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

SUBJECT: Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information

Recommendation

This item is for information only. No action is requested.

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

July 2011 Update:

This report focuses on the month of July 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC and ABAG's alternative scenario and performance assessment and the release of Alameda CTC's first round evaluation results of the transportation investment packages.

1) MTC/ABAG Development of Alternative Land Use and Transportation Scenarios

MTC and ABAG have released draft alternative land use and transportation scenarios, which were presented to the MTC Planning and ABAG Administration Committees and the MTC Commission at

their June 10 and June 22 meetings. The MTC Commission and ABAG Administrative Committee after much discussion and public comment approved five land use options and two transportation options and directed staff to bring back additional information on how social equity will be accomplished in the analysis. MTC staff will begin its performance assessment with result anticipated to be released in October.

2) RTP/SCS Work Element Proposals

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS including:

- Releasing draft 25-year revenue projections (county budgets are not anticipated to be available until Fall 2011); and
- Developing draft transit capital, local streets and roads maintenance needs, and transit operation needs estimates.

3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

| Committee | Regular Meeting Date and Time | Next Meeting |
|---|---|--|
| CWTP-TEP Steering Committee | 4 th Thursday of the month, noon Location: Alameda CTC | July 28, 2011 No August Meeting September 22, 2011 |
| CWTP-TEP Technical Advisory Working Group | 2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC | July 14, 2011 No August Meeting September 8, 2011 |
| CWTP-TEP Community Advisory Working Group | 1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC | July 7, 2011 No August Meeting September 1, 2011 |
| SCS/RTP Regional Advisory Working Group | 1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland | July 5, 2011 August 2, 2011 September 6, 2011 |
| SCS/RTP Equity Working Group | Location: MetroCenter, Oakland | July 13, 2011 August 10, 2011 September 14, 2011 |
| SCS/RTP Housing Methodology Committee | 10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco | July 28, 2011 |

Fiscal Impact

None.

Attachments

- Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
 Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
 Attachment C: One Bay Area SCS Planning Process

Summary of Next Quarter Countywide and Regional Planning Activities (July through September)

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the July through September time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Evaluating transportation investment packages against a Future Land Use scenario;
- Reviewing the results of the evaluation and developing a constrained transportation network;
- Identifying a preliminary list of Transportation Expenditure Plan projects and programs;
- Developing countywide 25-year revenue projections and opportunities that are consistent and concurrent with MTC's 25-year revenue projections;
- Continuing the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network; and
- Developing a public outreach strategy for Fall 2011.

Regional Planning Efforts

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative Land Use and Transportation Scenarios based on that input;;
- Developing draft 25-year revenue projections; and
- Conducting a performance assessment.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed
Alternative SCS Scenarios Released: July 2011
Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011
Draft RHNA Methodology Released: September 2011
Draft RHNA Plan released: February 2012
Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: May 2011 - October 2011
Transportation Policy Investment Dialogue: October 2011 – February 2012
Prepare SCS/RTP Plan: April 2012 – October 2012
Draft RTP/SCS for Released: November 2012
Prepare EIR: December 2012 – March 2013
Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – September 2011
Call for Projects: Completed
Outreach: January 2011 - December 2011
Draft List of CWTP constrained Projects and Programs: July 2011
First Draft CWTP: September 2011
Preliminary TEP Program and Project list: September 2011
Draft CWTP and TEP Released: January 2012
Outreach: January 2012 – June 2012
Adopt CWTP and TEP: July 2012
TEP Submitted for Ballot: August 2012

| Task | 2010 | | | | | | Meeting FY2010-2011 | 2010 | | | | |
|--|--|----------|--|--|----------------------------------|--|---|--------------------|--|--|--|---|
| | January | February | March | April | May | June | July | August | Sept | Oct | Nov | Dec |
| Alameda CTC Committee/Public Process | | | | | | | | | | | | |
| Steering Committee | | | Establish Steering Committee | Working meeting to establish roles/responsibilities, community working group | RFP feedback, tech working group | Update on Transportation/ Finance Issues | Approval of Community working group and steering committee next steps | No Meetings | | Feedback from Tech, comm working groups | No Meetings | Expand vision and goals for County ? |
| Technical Advisory Working Group | | | | | | | | No Meetings | | Roles, resp, schedule, vision discussion/ feedback | No Meetings | Education: Trans statistics, issues, financials overview |
| Community Advisory Working Group | | | | | | | | No Meetings | | Roles, resp, schedule, vision discussion/ feedback | No Meetings | Education: Transportation statistics, issues, financials overview |
| Public Participation | | | | | | | | No Meetings | | | Stakeholder outreach | |
| Agency Public Education and Outreach | Information about upcoming CWTP Update and reauthorization | | | | | | | | | | | |
| Alameda CTC Technical Work | | | | | | | | | | | | |
| Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level | | | | | | Board authorization for release of RFPs | Pre-Bid meetings | Proposals reviewed | ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP | Technical Work | | |
| Polling | | | | | | | | | | | | |
| Sustainable Communities Strategy/Regional Transportation Plan | | | | | | | | | | | | |
| Regional Sustainable Community Strategy Development Process - Final RTP in April 2013 | | | Local Land Use Update P2009 begins & PDA Assessment begins | | | | | | Green House Gas Target approved by CARB. | Start Vision Scenario Discussions | | |
| | | | | | | | | | | | Adopt methodology for Jobs/Housing Forecast (Statutory Target) | Projections 2011 Base Case |
| | | | | | | | | | | | | Adopt Voluntary Performance Targets |

| Task | 2011 | | | | | | FY2011-2012 | 2011 | | | | |
|---|--|---|---|---|--|--|--|--|---|--|--|--------------------------------------|
| | January | February | March | April | May | June | July | August | Sept | Oct | Nov | Dec |
| Alameda CTC Committee/Public Process | | | | | | | | | | | | |
| Steering Committee | Adopt vision and goals; begin discussion on performance measures, key needs | Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update (draft list approval), project and program packaging, county land use | Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects | No Meetings. | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion | | Meeting moved to December due to holiday conflict | Review 2nd draft CWTP; 1st draft TEP |
| Technical Advisory Working Group | Comment on vision and goals; begin discussion on performance measures, key needs | Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update, project and program packaging, county land use | Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects | No Meetings. | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion | | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings |
| Community Advisory Working Group | Comment on vision and goals; begin discussion on performance measures, key needs | Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach | Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update | Outreach and call for projects update, project and program packaging, county land use | Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects | No Meetings. | Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection | No Meetings | 1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion | | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings |
| Public Participation | Public Workshops in two areas of County: vision and needs; Central County Transportation Forum | Public Workshops in all areas of County: vision and needs | | East County Transportation Forum | | | South County Transportation Forum | No Meetings | | | 2nd round of public workshops in County: feedback on CWTP,TEP; North County Transportation Forum | No Meetings |
| Agency Public Education and Outreach | Ongoing Education and Outreach through November 2012 | | | | | | Ongoing Education and Outreach through November 2012 | | | | | |
| Alameda CTC Technical Work | | | | | | | | | | | | |
| Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level | Feedback on Technical Work, Modified Vision, Preliminary projects lists | | | | | Work with feedback on CWTP and financial scenarios | Technical work refinement and development of Expenditure plan, 2nd draft CWTP | | | | | |
| Polling | Conduct baseline poll | | | | | | | | | Polling on possible Expenditure Plan projects & programs | Polling on possible Expenditure Plan projects & programs | |
| Sustainable Communities Strategy/Regional Transportation Plan | | | | | | | | | | | | |
| Regional Sustainable Community Strategy Development Process - Final RTP in April 2013 | | | Release Initial Vision Scenario | Detailed SCS Scenario Development | | | Release Detailed SCS Scenarios | Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology | SCS Scenario Results/and funding discussions | | Release Preferred SCS Scenario | |
| | Discuss Call for Projects | | Call for Transportation Projects and Project Performance Assessment | | Project Evaluation | | Draft Regional Housing Needs Allocation Methodology | | | | | |
| | Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy | | | | | | | | | | | |

| Task | 2012 | | | | | FY2011-2012 | | | | | |
|--|--|----------------|---|----------------------|--|--|----------------------------|--------|------|-----|----------------------------------|
| | January | February | March | April | May | June | July | August | Sept | Oct | November |
| Alameda CTC Committee/Public Process | | | | | | | | | | | |
| Steering Committee | Full Draft TEP, Outcomes of outreach meetings | Finalize Plans | Meetings to be determined as needed | | Adopt Draft Plans | Adopt Final Plans | Expenditure Plan on Ballot | | | | VOTE: November 6, 2012 |
| Technical Advisory Working Group | Full Draft TEP, Outcomes of outreach meetings | Finalize Plans | Meetings to be determined as needed | | | | | | | | VOTE: November 6, 2012 |
| Community Advisory Working Group | Full Draft TEP, Outcomes of outreach meetings | Finalize Plans | Meetings to be determined as needed | | | | | | | | VOTE: November 6, 2012 |
| Public Participation | | | Expenditure Plan City Council/BOS Adoption | | | | | | | | VOTE: November 6, 2012 |
| Agency Public Education and Outreach | Ongoing Education and Outreach Through November 2012 on this process and final plans | | | | | Ongoing Education and Outreach through November 2012 on this process and final plans | | | | | |
| Alameda CTC Technical Work | | | | | | | | | | | |
| Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level | Finalize Plans | | | | | | | | | | |
| Polling | | | | | Potential Go/No Go Poll for Expenditure Plan | | | | | | |
| Sustainable Communities Strategy/Regional Transportation Plan | | | | | | | | | | | |
| Regional Sustainable Community Strategy Development Process - Final RTP in April 2013 | Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan | | Begin RTP Technical Analysis & Document Preparation | Prepare SCS/RTP Plan | | | | | | | Release Draft SCS/RTP for review |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

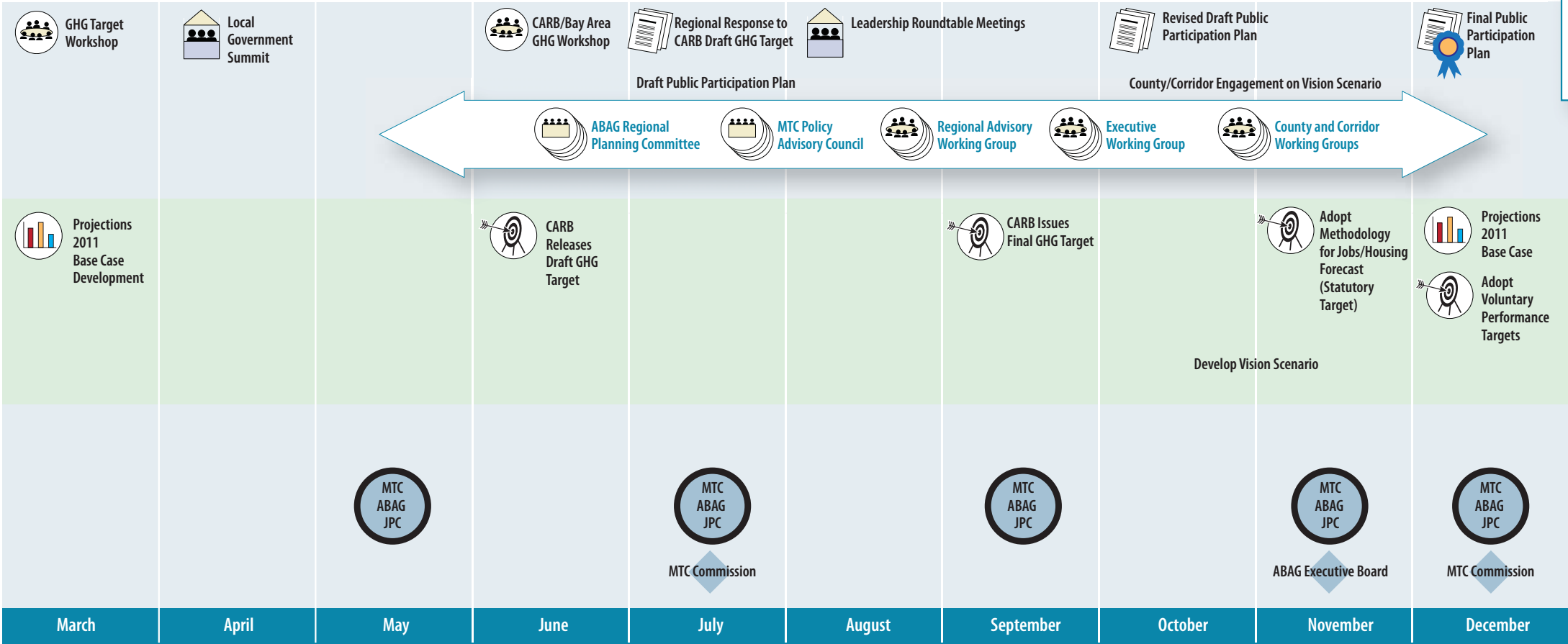
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Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*



Phase 1: Performance Targets and Vision Scenario

Local Government and Public Engagement



Phase One Decisions:

- GHG Targets
- Performance Targets
- Public Participation Plan

2010

*Subject to change

Policy Board Actions

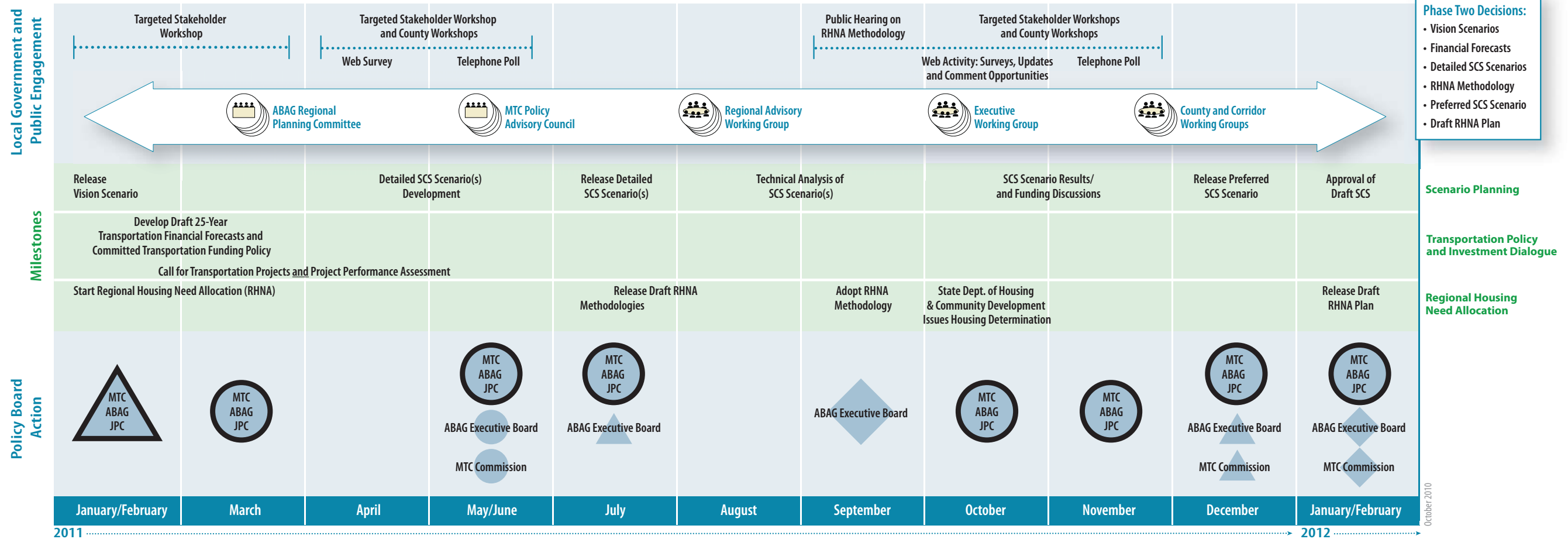
- Meeting for Discussion/Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release

ABAG - ABAG Administrative Committee
JPC- Joint Policy Committee
MTC- MTC Planning Committee

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea



- Phase Two Decisions:**
- Vision Scenarios
 - Financial Forecasts
 - Detailed SCS Scenarios
 - RHNA Methodology
 - Preferred SCS Scenario
 - Draft RHNA Plan

*Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release
- ▲ JOINT document release by ABAG, JPC and MTC

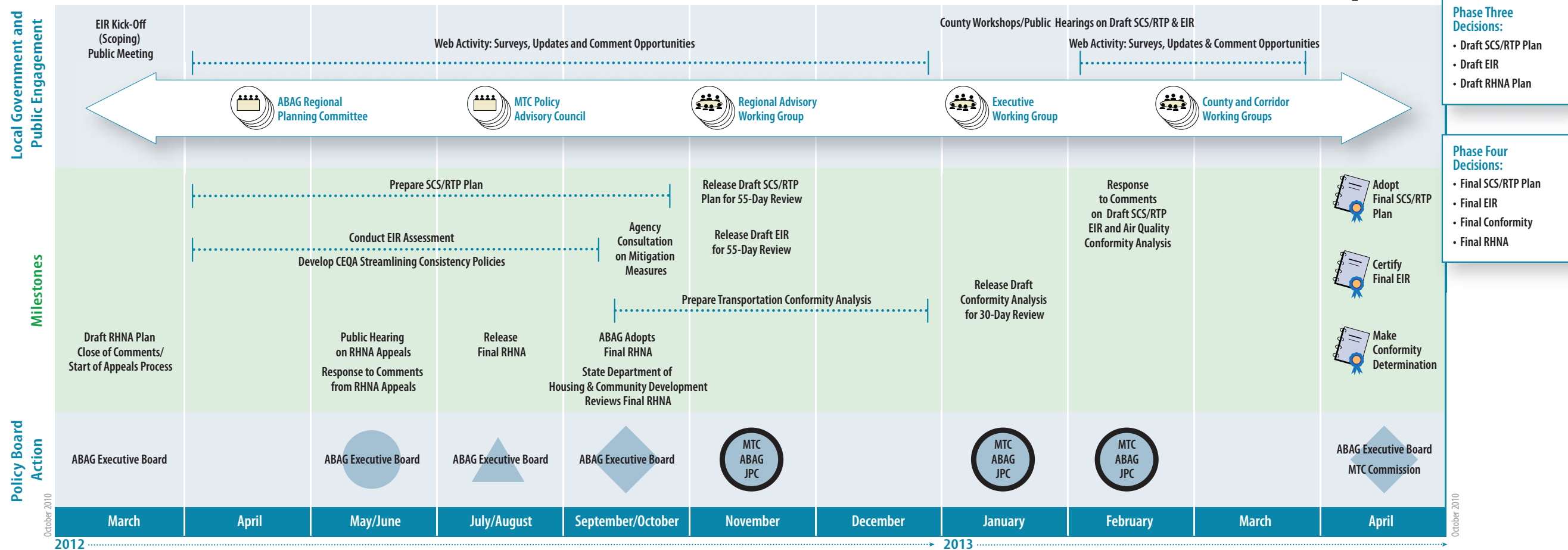
ABAG - ABAG Administrative Committee
 JPC- Joint Policy Committee
 MTC- MTC Planning Committee

Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013*



Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption



- Phase Three Decisions:**
- Draft SCS/RTP Plan
 - Draft EIR
 - Draft RHNA Plan

- Phase Four Decisions:**
- Final SCS/RTP Plan
 - Final EIR
 - Final Conformity
 - Final RHNA

*Subject to change

Policy Board Actions

- Meeting for Discussion/ Public Comment
- ⊙ JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- ◆ Decision
- ▲ Document Release

ABAG - ABAG Administrative Committee
 JPC- Joint Policy Committee
 MTC- MTC Planning Committee

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Meeting Date: Thursday, June 9, 2011

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2010/2011**

| Suffix | Last Name | First Name | City | Appointed By | Term Began | Re-apptmt. | Term Expires | Mtgs Missed Since July '11* |
|--------|-----------------------|------------|-------------|---|------------|------------|--------------|-----------------------------|
| 1 | Ms. Tabata, Chair | Midori | Oakland | Councilmember Rebecca Kaplan, City of Oakland | Jul-06 | Sep-08 | Sep-10 | 0 |
| 2 | Ms. Welsh, Vice-Chair | Ann | Pleasanton | Mayor Jennifer Hosterman, Pleasanton | Oct-09 | | Oct-11 | 0 |
| 3 | Mr. Chen | Alexander | Fremont | Supervisor Scott Haggerty, District 1 | Oct-09 | | Oct-11 | 0 |
| 4 | Ms. Gigli | Lucy | Alameda | Supervisor Wilma Chan, District 3 | Jan-07 | Jan-09 | Jan-11 | 0 |
| 5 | Mr. Johansen | Jeremy | San Leandro | Councilmember Joyce Starosciak, San Leandro | Sep-10 | | Jan-12 | 0 |
| 6 | Mr. Jordan | Preston | Albany | Supervisor Carson, District 5 | Oct-08 | Sep-10 | Sep-12 | 0 |
| 7 | Mr. Kirby | Glenn | Hayward | Supervisor Nadia Lockyer, District 2 | Oct-03 | Jan-10 | Jan-12 | 0 |
| 8 | Mr. Van Demark | Tom | Oakland | Supervisor Miley, District 4 | Oct-04 | Jan-09 | Jan-11 | 0 |
| 9 | Vacancy | | | | | | | |
| 10 | Vacancy | | | | | | | |
| 11 | Vacancy | | | | | | | |