

## Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, December 9, 2010, 5:30 to 8:00 p.m.

### Meeting Outcomes:

- Provide input on Countywide Pedestrian and Bicycle Plan Updates: Evaluation of Current Practices chapter and Vision, Goals & Objectives chapters
- Recommendation on the San Leandro Slough Bridge unused grant funds
- Recommendation on funding for countywide bicycle and pedestrian programs
- Receive an update and provide input on the Alameda CTC 2011 Legislative Program
- Provide input on half-day Bicycle and Pedestrian Conference

5:30 – 5:35 p.m.    **1. Welcome and Introductions**

Midori Tabata

5:35 – 5:40 p.m.    **2. Public Comment**

Public

5:40 – 5:45 p.m.    **3. Approval of September 9, 2010 Minutes**

Midori Tabata

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5:45 – 6:35 p.m.    **4. Countywide Pedestrian and Bicycle Plan Updates: Input on Evaluation of Current Practices Chapter and Vision, Goals & Objectives Chapters**

Staff

[04 Memo Bike Ped Plan Chapters.pdf](#) – Page 5

[04A Plans Working Group Notes 102010.pdf](#) – Page 9

[04B Evaluation of Current Practices Chapter.pdf](#) – Page 17

[04C Memo on Vision Goals.pdf](#) – Page 35

[04D Vision Goals Chapter Ped.pdf](#) – Page 37

[04E Vision Goals Chapter Bike.pdf](#) – Page 45

[04F 2006 Vision Goals Bike&Ped.pdf](#) – Page 51

[04G Comment Sheet.doc](#) – Page 59

6:35 – 7:15 p.m.    **5. San Leandro Slough Bridge Unused Grant Funds Discussion**

Staff

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[05A Letter Request from San Leandro.pdf](#) – Page 67

[05B Map of Marina Bay Trail.pdf](#) – Page 69

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7:15 – 7:30 p.m. Staff	<b>6. Countywide Bicycle and Pedestrian Programs Funding Request</b> <u><a href="#">06 Memo Bike Ped Funding Request.pdf</a> – Page 71</u> <u><a href="#">06A Get Rolling Photos 2010.pdf</a> – Page 77</u>	A
7:30 – 7:40 p.m. Staff	<b>7. Alameda CTC 2011 Legislative Program Update and Input</b>	I
7:40 – 7:50 p.m. Staff	<b>8. Half-day Bicycle and Pedestrian Conference Input</b>	I
7:50 – 7:55 p.m. Staff	<b>9. Board Actions/Staff Reports</b> <u><a href="#">09 Grant Summary Fall 2010.pdf</a> – Page 79</u>	I
7:55 – 8:00 p.m. BPC Members	<b>10. BPAC Member Reports</b> <u><a href="#">10 BPAC Calendar.pdf</a> – Page 101</u> <u><a href="#">10A BPAC Roster.pdf</a> – Page 103</u>	I
8:00 p.m.	<b>11. Adjournment</b>	

Key: A – Action Item; I – Information/Discussion Item; full packet available at [www.alamedactc.org](http://www.alamedactc.org)

**Next Meeting:**

Date: February 10, 2011

Time: 5:30 to 7:30 p.m.

Location: 1333 Broadway, Suite 300, Oakland, CA 94612

**Staff Liaisons:**

Tess Lengyel, Programs and Public  
Affairs Manager  
(510) 267-6111  
[tlengyel@actia2022.com](mailto:tlengyel@actia2022.com)

Rochelle Wheeler, Countywide Bicycle and  
Pedestrian Coordinator  
(510) 267-6121  
[rwheeler@actia2022.com](mailto:rwheeler@actia2022.com)

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



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www.AlamedaCTC.org

## Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, September 9, 2010, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

### Members:

P Midori Tabata, Chair  
P David Boyer  
A Alex Chen  
P Lucy Gigli  
P Gil Johnson

P Preston Jordan  
A Glenn Kirby  
P Anthony Salomone  
A Tom Van Demark  
P Ann Welsh

### Staff:

P Tess Lengyel, Programs and Public Affairs  
 Manager  
P Rochelle Wheeler, Bicycle and Pedestrian  
 Coordinator

A Keonnis Taylor, Programs Coordinator  
A Diane Stark, ACCMA  
P Angie Ayers, Acumen Building Enterprise, Inc.

### 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.

**Guest(s) Present:** Tommy Bensko, Cycles of Change and Aleida Andrino-Chavez, City of Albany attended the meeting.

### 2. Public Comments

There were no public comments.

### 3. Approval of June 10, 2010 Minutes

*Preston Jordan moved that BPAC approve the June 10, 2010 minutes as written. Gil Johnson seconded the motion. The motion carried unanimously (7-0).*

### 4. Countywide Pedestrian and Bicycle Plan Updates

Rochelle Wheeler led a discussion on the Countywide Pedestrian and Bicycle Plan Updates. She stated that staff has reviewed the administrative draft Existing Conditions chapters for both plans. Rochelle informed the members that four draft chapters, including the Existing Conditions and Evaluation of Best Practices chapters for each plan, will be available for their review at the next BPAC meeting.

Outreach materials will be ready before the next BPAC meeting, including a web page and a postcard. The materials will allow the public to get involved in the updates process.

A suggestion was made to make an announcement at the North County Transportation Forum regarding the plans updates.

#### **5. Safe Routes to School Competitive Grant Application**

Rochelle provided information on the Safe Routes to School (SR2S) competitive grant application to the Metropolitan Transportation Commission (MTC). Staff recommends that BPAC recommend to the Alameda CTC that it become the public sponsor and provide the local match of up to \$65,000 for the \$500,000 request from MTC for The BikeMobile project. If MTC funds the project, Cycles of Change will implement the program, and Alameda CTC will provide oversight. Rochelle stated that potential funding sources for the matching funds are Transportation Funds for Clean Air (TFCA), or Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF), and Transportation Development Act (TDA) Article 3.

The overall consensus of the members is the program is very expensive. BPAC wondered if Cycles of Change could partner with local bicycle shops, or even if local bike shops could do this program more cheaply themselves. One member mentioned that "The Bike Doctor" is a mobile bicycle repair company in the San Jose area, and wondered if there were existing sustainable business models available. Rochelle responded that this grant could not be implemented solely by private bicycle shops, since that would be substantially different from the grant application already submitted to MTC. However, staff will work to make sure bike shops are invited to participate.

*Preston Jordan moved that Alameda CTC be the public sponsor for this project; and commit to provide the local match up to \$65,000 with a preference to use TFCA as a funding source and Measure B funds as the source of last resort. If the project is funded, Alameda CTC will encourage Cycles of Change to incorporate outreach to bicycle shops in the area where it operates. David Boyer seconded the motion. The motion carried 6-1; Gil Johnson abstained.*

#### **6. Sponsor Presentation: Buchanan Bicycle and Pedestrian Path**

Aleida Andrino-Chavez from the City of Albany gave a presentation on the Buchanan Bicycle and Pedestrian Path (funded in the Countywide Discretionary Fund Grant Cycle 3). The construction phase of the Buchanan Path from San Pablo Avenue to the Buchanan Bridge was recommended for funding under the Alameda CTC Block Grant. The bicycle and pedestrian path will extend along Marin Avenue, then along Buchanan Street, between Cornell Avenue and the Buchanan Bridge over crossing (near Pierce Street). ACTIA provided the City of Albany a \$265,000 grant for environmental review and developing the plans, which the City leveraged to get \$1.7 million in federal funds.

#### **7. Countywide Walking Campaign Update**

Rochelle informed the members that the Countywide Walking Campaign is moving forward. The campaign will have a soft launch in October, which is when Walk to School Day occurs. Currently, the team is working on designing materials, including a bookmark/ruler give-away for the launch.

## **8. Countywide Bicycle/Pedestrian Count Program Update**

Rochelle led a discussion on the Countywide Bicycle/Pedestrian Count program. Alameda CTC is working with MTC to conduct bicycle and pedestrian counts in Alameda County using MTC's consultant. The counts will occur at up to 63 sites, during two periods each day. Discussion also took place on how the Alameda CTC and MTC selected locations for the program.

The consultant will conduct manual counts on Tuesdays, Wednesdays, and Thursdays during September and October. Since the count program will cost less than the allocated \$20,000, a member requested that Alameda CTC perform counts on multi-use trails to determine how many people are using the trails.

## **9. Active Transportation Legislative Effort Update**

Rochelle informed the committee that the legislature has not advanced the reauthorization of the transportation bill. She stated that H.R. 4722, the Active Community Transportation Act (ACT Act), is a bill that could be incorporated into the federal transportation reauthorization when passed by Congress. It would bring \$25-75 million per community for walking, biking and access to transit improvements, including potentially to Alameda County. The Alameda CTC, with Rails-to-Trails Conservancy, TransForm and other partners are working in Alameda County to get support letters for H.R. 4722. Rochelle asked BPAC members to solicit letters from any applicable organizations with which they work.

## **10. Board Actions/Staff Reports**

Tess Lengyel announced that the Art Dao was appointed as the first Executive Director of the Alameda CTC, and his position became effective on September 1, 2010. Tess stated that Art is leading the integration of the merger between the Alameda County Congestion Management Agency (ACCMA) and Alameda County Transportation Improvement Authority (ACTIA). She informed the members that both Dennis Fay and Christine Monsen are retiring; however, they are both on board until the end of the year. Tess told the BPAC that the Alameda CTC has three standing committees that meet monthly: Planning, Policy and Legislation Committee (PPLC); Programs and Projects Committee (PPC); and Finance and Administration Committee (FAC).

Tess announced that the ACCMA has been working on the Vehicle Registration Fee (VRF), which would add \$10 to the cost of registering a motor vehicle in Alameda County and will appear on the November 2010 ballot. She said that if voters pass this measure, it will generate approximately \$11 million per year for Alameda County transportation improvements. The revenues would be allocated as follows:

- 60 percent to local jurisdictions for roadway improvements and repair
- 25 percent to public transportation for congestion relief
- 10 percent to local transportation technology programs
- 5 percent to pedestrian and bicycle safety and access projects

Tess told the members to visit [www.alamedacountyvrf.org](http://www.alamedacountyvrf.org) for additional information on the VRF.

Tess announced that the Community Advisory Working Group (CAWG) will meet on October 7, 2010. Midori is a member of this committee, representing BPAC.

Tess announced the resignation of Gil Johnson and on behalf of staff and BPAC, expressed gratitude and appreciation for his service on the committee.

Tess informed the Committee that the per diem has increased from \$25 to \$50.

Rochelle invited the BPAC to attend the North County Transportation Forum on October 21, 2010 at Alameda CTC Offices at 6:30 p.m.

#### **11. BPAC Member Reports**

Rochelle informed the members that the November meeting date may change, because it is Veteran's Day.

Midori requested that the BPAC review items prior to their being taken to the Programs and Projects Committee (PPC) meetings. She suggested BPAC consider moving its meeting dates to accommodate this. Rochelle said that the Commission is considering moving the PPC meeting date.

Midori said that Glenn Kirby mentioned that the East Bay Bicycle Coalition's (EBBC's) newsletter (Ride On) has a list of projects funded by the Block Grant program. During its Cycle 4 review, BPAC reviewed many of the projects being funded. Members can go to the EBBC website to find the project list.

#### **12. Adjournment**

The meeting adjourned at 7:50 p.m.

## MEMORANDUM

**Date:** December 2, 2010

**To:** 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: Draft Evaluation of Current Practices Chapter and Draft Vision, Goals and Objectives Chapters**

### Recommendations

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) provide input on the Draft Evaluation of Current Practices chapter and the Draft Vision, Goals and Objectives chapters of the Alameda Countywide Bicycle and Pedestrian Plans at its meeting, and, if desired, in writing before Wednesday, December 15.

### Summary

Two draft chapters of the Countywide Bicycle and Pedestrian Plan updates are included for review and comment by the BPAC. The draft Evaluation of Current Practices chapter was written to address both walking and biking, and is the chapter that follows Existing Conditions. It is a new chapter for both plans. The draft Vision, Goals and Objectives chapters— one for each plan – are updates to similar chapters in each plan, and will follow the Evaluation of Current Practices Chapter in the final Plans. The attached memo from the Plan Updates consultant (Attachment 04C) reviews how the draft Vision and Goals chapters differ from the 2006 Vision and Goals, which are also included for reference (Attachment 04F).

BPAC members are encouraged to use the comment sheet (Attachment 04G) to submit written comments on these chapters, but may also provide input via track changes or in an email. Written comments should be submitted to Rochelle Wheeler at [rwheeler@actia2022.com](mailto:rwheeler@actia2022.com) by Wednesday, December 15, at 5:00 p.m.

Because the October BPAC meeting was cancelled, staff and consultants will also provide a very brief update on the Existing Conditions Chapters, and the memo on potential approaches to defining a countywide pedestrian and bicycle network, and feedback received on both items.

**Discussion**

The Countywide Pedestrian and Bicycle Plans, last adopted in 2006, are in the process of being updated. The Countywide BPAC will be requested to review and provide input on 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 early 2012.

*Draft Existing Conditions Chapters*

The Draft Existing Conditions Chapters for both plans were the first two chapters to be written, and were provided to the BPAC for comment with its October meeting packet. These chapters established the current state of walking and biking in the county and pointed to the areas of need for making the county more walkable and bikable. Comments were collected from BPAC, the Bicycle Pedestrian Plans Working Group (PWG) and Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO), and Alameda CTC staff. The consultant is now incorporating these edits into the final draft chapters.

*Network Approaches*

A memo on possible approaches to re-defining the bicycle network and the pedestrian areas countywide significance was distributed to the BPAC for input in October. The memo was presented to the PWG at its October meeting and was discussed in detail, as summarized in their meeting notes (Attachment 04A). Several written comments were also received on this topic before the comment deadline. This input was incorporated into the draft Vision, Goals & Objectives and will be used as initial guidance in the revision of the priority projects and programs.

*Draft Evaluation of Current Practices Chapter*

This is the second chapter to be developed for the Countywide Bicycle and Pedestrian Plan updates (Attachment 04B). The chapter reviews and evaluates policies, plans and practices that impact walking and biking, with a special emphasis on those of the Alameda CTC. Because the policies and practices evaluated in this chapter impact both walking and biking somewhat equally, for now only one version of this chapter has been drafted. The final chapter may be tailored for each plan, depending on input received.

Staff have already identified the following edits that will be made to this chapter, but which were unable to be incorporated in this public review version:

- For each local jurisdiction with a complete streets policy, provide a web link to that policy.
- Edit the Map of Priority Development Areas, per input on the same map in the Existing Conditions chapters.
- Add a discussion of the Highway Design Manual (HDM), in particular Caltrans' current multi-modal update of the HDM and how local agencies often use the HDM to design local streets, which is not the intended use.

The PWG will also review and provide input on this chapter. The feedback from their meeting (on December 8) will be summarized and presented to the BPAC verbally.



*Draft Vision, Goals & Objectives Chapters*

These are the third chapters to be developed for the Countywide Bicycle and Pedestrian Plan updates. The difference between the draft Vision, Goals and Objectives chapters and those in the current (2006) are described in the attached memo from the Plan Updates consultant (Attachment 04C). The draft chapters are included as Attachments 04D and 04E. For reference purposes, the vision, goals and objectives from the 2006 Bicycle and Pedestrian Plans are attached (Attachment 04F).

The BPAC is one of three working groups or committees that will review the draft Vision, Goals & Objectives Chapters prior to their incorporation into the draft Countywide Bicycle and Pedestrian Plans. The PWG and the PAPCO will also review and discuss the chapters at their November and December meetings, respectively. Their feedback will be summarized and presented to the BPAC verbally.

*Outreach Update*

A web page with information about the plan updates process is now available at: [http://www.actia2022.com/app\\_pages/view/1644](http://www.actia2022.com/app_pages/view/1644). It includes links to the draft plan chapters, information about the review of the plans and how the public can participate in providing input. Please share this web link with others who may be interested.

Alameda CTC is determining when to reach out to local BPACs for input on the draft plans. Staff intends to attend BPACs around the county to collect input on the Priority Projects and Programs chapters in Spring 2011.

**Next Steps**

Comments on the chapters will be consolidated and incorporated into final draft versions of the chapters, which the BPAC will review when the entire Draft Plans are compiled in late 2011. The BPAC will begin to discuss and provide input on the next chapters on Priority Projects and Programs at their next meeting in February 2011.

**Attachments**

- A. Plans Working Group Meeting Notes – October 20, 2010
- B. Draft Evaluation of Current Practices Chapter
- C. Memo from Eisen|Letunic regarding Draft Vision, Goals and Objectives Chapters
- D. Draft Pedestrian Plan Vision, Goals and Objectives Chapter
- E. Draft Bicycle Plan Vision, Goals and Objectives Chapter
- F. 2006 Bicycle and Pedestrian Vision and Goals
- G. Comment sheet to provide comments on two chapters

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## EISEN | LETUNIC

TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

## MEMORANDUM

**To** | Rochelle Wheeler (ACTIA) and Diane Stark (ACCMA)  
**From** | Victoria Eisen  
**Date** | November 2, 2010  
**Project** | Alameda Countywide Bicycle and Pedestrian Plan Updates  
**Subject** | **October 20, 2010 Plans Working Group Meeting Notes**

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These notes reflect discussions of the October 20, 2010 Working Group meeting. Also included, at the end, are notes on an added discussion that occurred after the meeting regarding institutional obstacles faced by local jurisdictions. Underlined section headings correspond to the agenda items in which each discussion occurred.

### Discussion of Alternative Approaches to Defining Bicycle and Pedestrian Networks

In response to the question, "What works about the 2006 Bicycle and Pedestrian Plans' networks and should be retained?" Plans Working Group members offered the following:

1. Connecting to public transit
2. The Bicycle Plan's corridor approach
3. Inclusion of multi-use pathways in Bicycle Plan (they're used for commuting, particularly inter-city; EBRPD reports that their counters' findings mirror peak commute hours; more and more outside dollars available for funding (e.g., recent TIGER II grant)). At the same time, the current network is biased toward on-road facilities – this should be re-evaluated given the previous points.
4. Acknowledging that there's no such thing as a countywide pedestrian network
5. Concept of activity centers in the Pedestrian Plan (although specific ones identified should be revisited)
6. Continue current approach of not linking the networks in the two plans
7. Pedestrian Plan's fundamental approach of focusing on major transit corridors.

In answer to, "What does not work well in the 2006 Plans' networks and should be changed?" Working Group members said the following:

1. Consider having a primary (backbone) and secondary (supportive) network instead of Financially Constrained (see Oakland Bike Plan example). Would provide a more pro-active planning approach. Also is an attempt at prioritization.
2. Too restrictive having just one priority project per jurisdiction (in Bicycle Plan). The three layers of networks are confusing. Consider revising the High Priority Projects list in the bikeway network (one project per jurisdiction) with one primary corridor per jurisdiction to allow flexibility in project identification.

3. Original bicycle networks in 2001 Bicycle Plan (precursor to 2006 Plan) were defined based on the county's highway and BART corridors. Although revisions were made in 2006, the same basic network is in place. This may be a dated concept and should be revisited.
4. Scaling the idea of a municipal bikeway network to the countywide level may not work. Better to define a countywide network from scratch.
5. Consider safety in defining the pedestrian network.

Eleven alternative factors to consider in defining the networks were proposed to the group and elicited the following responses:

1. **Intercity network.** (All comments pertain to bicycle network)
  - Crucial focus to address trips; focus on a limited number of countywide corridors (e.g., including trails and important intercity routes from current plan). Be careful not to inadvertently discriminate against large cities by overemphasizing intercity network and ignoring large swaths of potential city networks that need attention
  - This should be first and foremost focus; don't assume intercity trips will be made just on transit – many can be by bike (especially in North County).
  - Support for a skeletal countywide network that connects downtowns/major activity centers and transit hubs (nodes), each with radiating access.
  - Could have “soft funding focus” on these projects – perhaps secondary routes.
  - Problem with current (bike) network is it is focused on 5-10 mile length trips – should be focused on 1-3 mile length trips. Need a more finely grained network in key areas (around transit).
2. **Transit focus.**
  - Focus on a two mile radius in four directions from each transit station. This approach captures GHG reduction, PDAs and social equity. (Combine with limited intercity network.)
  - Need to couple with emphasis on downtowns to compensate for communities without significant transit resources
  - Transit is an important way to allow pedestrians safe long-distance travel, but not the only component. It is part of improving pedestrian connections, but should not be only focus of pedestrian plan
  - Support for transit focus and activity center focus for ped plan

Cons: Discriminates against transit-poor communities like Livermore and Pleasanton; danger of covering entire county (at least in North County) with 2-mile radii around transit hubs and downtowns, so will need to prioritize.
3. **Priority Development Areas (PDAs).**
  - Support for coupling with communities of concern to address gaps in Alameda County PDA system
  - Support for coupling with safety criteria, to have an additional criteria to screen the long list of PDAs.
  - Concerns about the lack of a coherent definition of PDAs

Pros: Coupled with geographic equity, captures transit and workplaces and shopping needs, while reducing GHG emissions and addressing social equity

4. **Greenhouse Gas (GHG) reduction.**

- Coupled with congestion relief, PDA focus, and intercity connections all overlap and work together. Have a focus on increasing bike and pedestrian trips (commute and other utilitarian trips) and safety. Need to look at growth projections to make sure PDAs capture future destinations
- The primary factor for both plans should be to increase overall the number of biking and walking trips that *replace* auto trips. This directly addresses GHG. Focus on those projects that will increase the number of these trips.
- Addresses some health concerns since related to air quality.
- Question on how GHG will be addressed in Countywide Transportation Plan, and interest in making sure the two plans address it consistently.

5. **Social equity.**

- Should be considered with other factors (as noted)

6. **Safety.**

- Should be considered with other factors (as noted)

7. **Congestion relief/commute focus.**

- More important than recreational factor.
- What are the commute sheds? Define. Focus on these to reduce commute trips.

8. **Multi-use trails.**

- Focus on those serving transportation trips

9. **Schools.**

- No feedback on this factor.

10. **Major barriers.**

- Include a “soft funding focus” on bicycle projects on or crossing key roadways – consider those on CMP (mostly state highways) or MTS (broader), with a goal of rectifying existing problems, especially on state highways.
- Better focus for suburban areas than a transit focus – huge issues with crossing freeways.

11. **Geographic equity.**

- Don’t focus the bicycle network on this.
- This focus is very important for the bicycle network because residents of smaller communities pay taxes too and these communities are already disadvantaged by not having bicycle/pedestrian staff.
- Could be a prioritization criteria.

**Additional ideas:**

1. Activity centers were not included on the above list of eleven factors and should not be forgotten.
2. Include destinations and accessing them – this can be part of a limited network.
3. Prioritize replacing vehicle trips over recreational trips (or just adding new trips) in both plans.
4. Continue to emphasize activity centers in Ped Plan.
5. Could emphasize different factors in different parts of the county – to address the differences in walking/biking and land use. Or, in evaluating projects, could use different criteria for different parts of the county.
6. In Ped Plan, focus on increasing ped trips overall, do not just focus on pedestrian trips made between different cities.
7. There was a request to have the network maps available for future discussions like this.

Summary

**Pedestrian Plan Network:** Comments on the pedestrian “network” approach were characterized more by tweaking at the margins of the existing plan’s foci than suggestions of changing it substantially. Suggestions included making sure the specific activity centers/destinations identified in the 2006 Pedestrian Plan are inclusive of all major destinations, and possibly elevating transit hubs in importance above other areas of countywide significance and multi-use trails.

**Bicycle Plan Network:** Although there was not clear consensus among Working Group members who attended this meeting, a number of recurring themes regarding the bicycle network were voiced, which could be used to help shape the first draft of the Vision & Goals chapter:

1. Consider replacing the 2006 Plan’s Vision network with a more skeletal network, which either serves to connect Alameda County cities and/or connects another definition of the most important destinations to connect. Transit hubs and downtowns/major activity centers were commonly thought to be the most appropriate destinations in this context. Augment this skeletal or backbone network with a supporting network, perhaps radiating out from the destinations (transit hubs and downtowns/major activity centers) two miles in each of the four directions, while recognizing that access from each direction will not always have equal importance.
2. Any bicycle network that prioritizes transit needs to be looked at from the perspective of all Alameda County communities, some of which may not have the same density of transit resources as are commonly found in North County.
3. A bicycle network that serves transportation trips should be prioritized over one whose primary purpose is recreational trips. (Multi-use trails can serve utilitarian purposes.)

**Both Networks:**

1. More interest was expressed in a transit focus than in a network developed around PDAs, because transit hubs are thought to be more evenly distributed and have a clearer definition than PDAs, while having much overlap with the PDAs.
2. If PDAs are chosen to be a focus of either network, they need to be scrutinized in terms of their locations and geographic and social equity.
3. A strong emphasis should be on replacing auto trips with biking and walking trips, in order to address GHG reduction.

**Institutional obstacles to improving the local walking and bicycling environment?**

Local jurisdiction staff was requested to stay after the regular meeting was adjourned to discuss this additional topic. Representatives from the following agencies were present: cities of Berkeley, Oakland, San Leandro, Fremont and Pleasanton; Alameda County; EBRPD and LARPD.

Last summer, local jurisdictions were asked to respond to a questionnaire that elicited information needed to update the Countywide Bicycle and Pedestrian Plans. Per their request, questions were posed in a multiple choice format whenever possible. The resulting responses were not as informative as is needed for some sections of the Plans. Some of these will be followed up with further questioning in the context of finalizing the Existing Conditions chapter; however, responses to the question regarding institutional obstacles are needed to complete the first draft of Chapter 3, Evaluation of Policies and Practices, currently underway. Since responses to this question are thought to be transferable between jurisdictions, rather than inconvenience local jurisdictions for this information now, and then again in a few weeks for Existing Conditions information, these questions were brought to the Plans Working Group meeting, and local jurisdiction staff (the questionnaire respondents) were asked to stay to provide feedback on three specific areas. Their responses to the questions follow.

1. If “inadequate funding” is an obstacle, please elaborate on purpose of needed funding.
  - Jurisdictions with dedicated bicycle/pedestrian planners need funding for engineering staff to design funded projects (i.e. get projects “construction ready”).
  - Some such jurisdictions have adequate capital funding, whereas jurisdictions that do not have dedicated bike/ped staff do not have the resources to apply for capital funding, especially with very tight timeframes for submitting grants.
  - Grants above about \$1 million may be adequate to justify hiring staff to implement; however smaller grants are not, so there are often insufficient staff resources to deliver funded projects.
  - All jurisdictions lack adequate funding to maintain their facilities. This situation is having a ripple effect in some places whereby jurisdictions are hesitant to construct new facilities (e.g., multi-use trails) because they will add to their maintenance burden.

- It was suggested that a fund for local maintenance needs be created, following the Marin County model. (Or, pathways could be classified as roads, to receive local streets & roads funding.)
  - It was pointed out that we're in a time of increasing transportation capital funding, but reduced local staffing to implement projects. Many local jurisdictions are unable to hire anyone, even if funds are available and even interns, due to hiring freezes and current jurisdiction budgeting concerns. And, hiring consultants for this type of work is very time consuming.
2. If "shortage or absence of trained staff" is an obstacle, please elaborate.
- Just two jurisdictions represented in this discussion have full time bicycle/pedestrian staff (Oakland and Berkeley). These responsibilities in all other jurisdictions are held by planners or engineers with many other responsibilities, some of which may be a higher priority for their jurisdictions.
  - Where bike/ped coordination role is held by a planner, staff to design and deliver projects is in short supply (e.g., Berkeley); where these duties are held by an engineer, up-front planning and grant application can be more of an issue (e.g., San Leandro).
  - Related, training of non-bike/ped engineering staff was raised as a need, that would help compensate for a shortage of dedicated bike/ped coordinators. MTC's Routine Accommodation (aka Complete Streets) checklist has revealed this need, since engineers typically ask the bike/ped planner to complete the checklist.
  - Is there a rule of thumb of appropriate staffing levels for jurisdictions of each size? One bike/ped staffer per 100,000 population or evaluating based on existing mode share (i.e., more staff needed in jurisdictions with higher mode share) were two suggested measures.
3. If "conflicts with other public agencies" is a barrier, please elaborate.
- In some areas, a majority of opportunities for new bicycling and pedestrian facilities are located on rights-of-way controlled by other agencies (such as canals and creeks,). In a similar vein, freeway overcrossings, where enhanced bicycling and pedestrian facilities are needed, are controlled by Caltrans, and any improvements must be coordinated with, and approved by, Caltrans.
  - Projects in these locations tend to be more challenging to implement than those on property owned by the jurisdiction, so they tend not to be prioritized, or are not pursued if part of a larger project (such as the addition of a new bicycle lane on a freeway overcrossing). (This is related to the staffing issues described above.)
  - Need a good blueprint for how to deal with multiple responsible agencies, when a jurisdiction has limited staff.
  - Projects that need NEPA (federal environmental) clearance require more and specially trained staff resources, which some agencies don't have.
  - Projects that rely on State grants have been held up due to the State budget crisis.



- Livermore Area Recreation & Park District hires City of Livermore engineers to design new facilities. This prevents the District from having to have these skills in-house and provides much-needed funding to the City.

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# Alameda Countywide Bicycle and Pedestrian Plans

## DRAFT Evaluation of Current Practices

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November 29, 2010

### **1 Introduction**

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The purpose of this chapter is to review the key plans, policies and practices at the local, county, regional, state and federal levels that affect bicycling and walking in Alameda County. The review covers the most relevant planning documents, policy efforts and agency practices, as well as institutional issues identified by the local jurisdictions. (Funding programs, practices and priorities also play a critical role in the delivery of bicycle and pedestrian projects and programs, and will be examined separately in the chapter on funding and implementation of each of the Countywide Bicycle and Pedestrian Plans.) The chapter summarizes the plans, policies and practices, and evaluates them with an eye toward how they promote or hinder bicycling and walking. It discusses practical challenges encountered by agencies in implementing their plans, policies and projects, and suggests ways to overcome these challenges. Because the policy context surrounding nonmotorized transportation has changed substantially even since 2006—when the updated Bicycle Plan and first Pedestrian Plan were adopted—special attention is paid to relevant policy areas that have emerged or advanced in importance in the past five years.

Ultimately, the Countywide Bicycle and Pedestrian Plans will be adopted by the Alameda CTC and implemented in collaboration with jurisdictions and others in the county. Now that the Alameda CTC has merged the transportation planning, coordination, technical assistance and funding functions of the CMA and ACTIA, there are opportunities to maximize the agency's impact on bicycling and walking. For this reason, the suggestions in this chapter focus on how the Alameda CTC can promote nonmotorized transportation and assist other agencies to do the same; emphasis is placed on assisting local jurisdictions, which are responsible for implementing most capital bicycle and pedestrian projects. The suggestions in this chapter will be refined and developed into specific recommendations and action items in each plan's chapter on implementation.

Over the past decade, transportation policy in Alameda County has become more supportive of bicycling and walking. All jurisdictions in the county, as well as transportation agencies at the county, regional, state and federal levels, now have plans or policies that promote nonmotorized transportation. At the same time, emerging policy areas—for example, climate action, complete streets and active transportation—promise to further advance bicycling and walking.

The full impact of these plans and policies has not yet been felt, in large part because many of them are too recent to have been translated into on-the-ground realities. At the same time, institutional practices carried over from the past sometimes conflict with making progress on bicycling and walking improvements. In general, though, the trend in institutional support is a positive one, making this an

encouraging and promising time for creating a balanced transportation system that fully includes bicycling and walking.

## ② Emerging policy areas

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As mentioned above, the policy context surrounding nonmotorized transportation has changed substantially even in the few years since adoption of the Bicycle and Pedestrian Plans in 2006. This section reviews four policy areas that have emerged or advanced in importance in recent years: (i) complete streets and routine accommodation; (ii) climate action; (iii) smart growth and Priority Development Areas (PDAs); and (iv) active transportation. These efforts are still so new that they are either still in the developmental stages or have just begun being implemented, making it difficult to evaluate their impact on the ground. However, as explained below, they all hold the promise of significantly improving the policy landscape for bicycling and walking in coming years.

### Complete streets and routine accommodation

According to the National Complete Streets Coalition, almost 200 cities, counties, states and other agencies around the country have adopted complete streets policies. “Complete streets” describes roadways that are planned, designed, operated and maintained for safe and convenient access by all users—including bicyclists, pedestrians and transit riders—and in ways that are appropriate to the function and context of the facility. “Routine accommodation” is a related concept that has recently been replaced by the term complete streets in most contexts. It is the practice of considering the needs of pedestrians and bicyclists habitually in the planning, design, funding and construction of transportation projects. In recent years, a number of routine accommodation and complete streets policies have come into effect at the local, regional, state and federal levels:

Locally, the following jurisdictions have complete streets or routine accommodation policies: Alameda County, Berkeley, Hayward, Newark, Oakland, Piedmont and Pleasanton. Most of these have been adopted in the last five years, making it difficult to assess their impact or effectiveness.

In future years, all jurisdictions will have to incorporate complete streets into their planning. **Assembly Bill 1358, the California Complete Streets Act of 2008**, requires “that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation....” This provision of the law goes into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and Research to amend its guidelines for the development of circulation elements so as to assist cities and counties in meeting the above requirement. AB 1358 can be expected to result in a new generation of circulation elements and a surge in complete streets policies and ordinances around the state as general plans are updated over time, beginning in early 2011.

Although there is no specific policy in place, the Alameda CTC makes it a practice to consider bicycling and walking whenever it develops a transportation project that could impact these forms of travel negatively. According to Alameda CTC staff, there are several reasons why accommodations might not appear in a final project design. Most commonly, these are limited funding and conflicts with the facility design standards of Caltrans or local agencies.

*Suggestions:*

- One way to address funding shortfalls for bicycle and pedestrian facilities as part of current projects is to design streets in ways that allow for future upgrades. An example includes locating signal and utility poles, curbs and drainage inlets in ways that allow for crosswalks, sidewalks and curbs to be widened later, or for sidewalk amenities to be installed.
- Regarding design standards, there are several ongoing efforts, described below, to update the most commonly used manuals to make them more responsive to the needs of bicyclists and pedestrians.
- Because Alameda CTC has recently merged two separate agencies, it is a good opportunity to explore other ways to integrate the idea of complete streets into agency practices, including the possibility of an agencywide complete streets policy.

In 2006, the Metropolitan Transportation Commission (MTC) adopted **Resolution Number 3765**, now referred to as the **MTC Complete Streets Policy**, outlining a policy that projects funded all or in part with regional funds “shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64” (see below) in the full project cost. The policy requires project-sponsoring agencies—including the Alameda CTC and local jurisdictions—to submit a completed checklist evaluating bicycle and pedestrian facility needs as part of the planning and design of each transportation project submitted for funding to MTC; the checklist “is intended for use on projects at their earliest conception or design phase so that any pedestrian or bicycle consideration can be included in the project budget.” The checklist completion also serves to bring the project designer’s attention to the needs of bicyclists and pedestrians, and to inform the public about how projects are or are not accommodating these modes. MTC’s funding decisions are not contingent on how the checklists are filled out.

MTC’s policy also requires congestion management agencies (CMAs), such as the Alameda CTC, to forward all submitted project checklists to their bicycle and pedestrian advisory committees (BPACs) for review. According to MTC staff, there are several ways in which the CMAs could improve their compliance with this requirement, as listed below.

*Suggestions:*

- The Alameda CTC could require local agencies to submit completed checklists well in advance of project decisions; submitting checklists to the BPACs with ample time to allow for meaningful review and comment, and for project sponsors to respond adequately.
- Upgrade to online tracking of checklists and projects.

- Conduct field reviews to confirm that bicycle and pedestrian accommodations were constructed as indicated in the project checklists.

► **MTC routine accommodation policy and checklist:**

[www.mtc.ca.gov/planning/bicyclespedestrians/routine\\_accommodations.htm](http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm)

In 2001, the California Department of Transportation (Caltrans) adopted **Deputy Directive 64 (DD-64), Accommodating Nonmotorized Travel**, which established a routine accommodation policy for the department. A revised directive adopted in 2008 as **DD-64-R1, entitled Complete Streets—Integrating the Transportation System**, significantly strengthened the policy beyond just “considering” the needs of bicyclists and pedestrians. Among the responsibilities that Caltrans assigned to itself under the revised directive are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all...plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Both directives did not include specific accountability and mechanisms for implementation. In interviews conducted as part of the development of these updated Bicycle and Pedestrian Plans, Caltrans staff mentioned, for example, that there has been limited departmental guidance on how, and which, roadway projects should be reviewed for impacts on bicyclists and pedestrians, and at what stage of project development; and, more importantly, on how to provide for bicyclists and pedestrians, especially if local or countywide nonmotorized transportation plans have not identified bikeways or pedestrian priorities in the area. Caltrans’ design guidance documents—for example, its Highway Design Manual—do not universally coincide with the department’s complete streets policy.

In part to address these shortcomings, in 2010 Caltrans adopted the **Complete Streets Implementation Action Plan**. The plan sets forth actions under seven categories to be completed by various Caltrans districts and divisions within certain timelines to institutionalize complete streets concepts and considerations within the department. The action categories include updating departmental plans, policies and manuals; raising awareness; increasing opportunities for training; conducting research projects; and actions related to funding and project selection. As one of its implementation actions, Caltrans is currently updating the Highway Design Manual, in large part to incorporate multi-modal design standards.

*Suggestion:*

- Locally, during these updates to the Countywide Bicycle and Pedestrian Plans, Caltrans District 4 staff suggested that the plans include a list of highway overcrossings and

undercrossings of Caltrans roadways that lack good bicycle and/or pedestrian facilities, to help the department identify opportunities to accommodate bicyclists and pedestrians.

- **Deputy Directive 64-R1:** [http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets\\_files/dd\\_64\\_r1\\_signed.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf)
- **Caltrans' Complete Streets Implementation Action Plan:**  
[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets\\_files/CompleteStreets\\_IP03-10-10.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf)

## Climate action

The past five years has seen an expansion of legislative and planning efforts in California to reduce emissions of greenhouse gases (GHGs) in order to mitigate climate change. **Assembly Bill 32, the California Global Warming Solutions Act of 2006**, aims to reduce the state's GHG emissions to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. Meanwhile, **Senate Bill 375**, passed into law in 2008, is the first in the nation that will attempt to control GHG emissions by directly linking land use to transportation. The law requires the state's Air Resources Board (ARB) to develop regional targets for reductions in GHG emissions from passenger vehicles for 2020 and 2035 as a way of supporting the targets in AB32.

The GHG emission reduction targets adopted by ARB for the Bay Area are 7 percent per capita by 2020 and 15 percent per capita for 2035, relative to 2005 levels. Each of the 18 metropolitan planning organizations in California—including, in the Bay Area (MTC and ABAG)—will need to prepare a **sustainable communities strategy (SCS)** for meeting the emission reduction targets in its region through transportation and land use actions that reduce the number of vehicle-miles traveled. It is expected to take several years before AB 32 and SB 375 begin to transform Alameda County's transportation or land use patterns. The main way in which these laws are expected to support bicycling and walking is through implementation of the Bay Area's long-term Regional Transportation Plan (RTP), a 30-year planning document. As a part of the broader SCS, the RTP (and therefore the Countywide Transportation Plan, CWTP) will need to be designed to meet the GHG emission reduction targets. The RTP and CWTP are discussed later in this chapter.

- **Website for the Bay Area's SCS:** <http://www.onebayarea.org>

At the local level, every jurisdiction in Alameda County has adopted or is in the process of adopting a **climate action plan** (or similar), as outlined below. Also, many jurisdictions have established a climate action program to implement their plan. All of the plans that are available in final or draft form propose bicycle and pedestrian facilities and programs among their strategies to meet their climate action goals. However, because of recent adoption of the plans' (the first one was adopted in February 2008), it is too early to evaluate their impact or effectiveness to date. The extent to which local climate action plans will result in the implementation of bicycle and pedestrian projects depends on many factors, including funding availability, political will and the GHG reduction potential of nonmotorized transportation projects compared to that of other projects. A major potential roadblock is the need for additional research on the GHG reduction benefits of bicycling and walking, including cost-benefit

analyses, the relative cost-effectiveness of different nonmotorized transportation strategies, and comparisons of such strategies against other types of projects.

#### **Alameda County Climate Action Plans:**

- **Alameda County:** <http://www.acgov.org/sustain/next/plan.htm> (plan in progress)
- **Alameda:** [http://www.ci.alameda.ca.us/community/climate\\_protection.html](http://www.ci.alameda.ca.us/community/climate_protection.html) (plan adopted February 2008)
- **Albany:** <http://www.albanyca.org/index.aspx?page=256> (plan adopted April 2010)
- **Berkeley:** <http://www.cityofberkeley.info/sustainable> (plan adopted June 2009)
- **Dublin** (plan in progress)
- **Emeryville:** <http://www.ci.emeryville.ca.us/index.aspx?nid=338> (plan adopted November 2008)
- **Fremont:** <http://www.fremont.gov/index.aspx?NID=432> (plan in progress)
- **Hayward:** <http://www.ci.hayward.ca.us/CAPo8/CAPo8.shtm> (plan adopted July 2009)
- **Livermore** (plan in progress)
- **Newark:** <http://www.newark.org/residents/going-green> (plan adopted January 2010)
- **Oakland:** <http://www.oaklandpw.com/Page774.aspx> (plan in progress)
- **Piedmont:** <http://www.ci.piedmont.ca.us/climate.shtml> (plan adopted March 2010)
- **Pleasanton:** <http://www.pleasantongreenscene.org> (plan in progress)
- **San Leandro:** <http://www.ca-ilg.org/node/2461> (plan adopted December 2009)
- **Union City:** [http://www.union-city.ca.us/green\\_city/Climate%20Action%20Plan.html](http://www.union-city.ca.us/green_city/Climate%20Action%20Plan.html) (plan in progress)

#### **Smart growth and Priority Development Areas**

Priority Development Areas (PDAs) are areas within existing communities that have been identified by local jurisdictions and approved by the Association of Bay Area Governments (ABAG) as appropriate for infill development. The objective of PDAs is to create more housing, jobs, retail and services in pedestrian-friendly environments served by transit. According to ABAG, PDAs could accommodate as much as half of the Bay Area's projected housing growth through the year 2035. For these reasons, PDAs could result in a significant increase in the number of walking trips in Alameda County. To the extent that compact, transit- and pedestrian-friendly developments are also favored by cyclists, PDAs could also increase the number of bicycling trips.

PDAs are eligible for extra regional and state funding for planning and capital projects if they create more housing, jobs, retail and services in pedestrian-friendly environments served by transit. PDAs have been designated in 12 of the 15 jurisdictions in Alameda County; they are listed below and are shown on the map on a following page. Of the 19 BART stations in Alameda County, all except North Berkeley and Rockridge are located in a PDA.

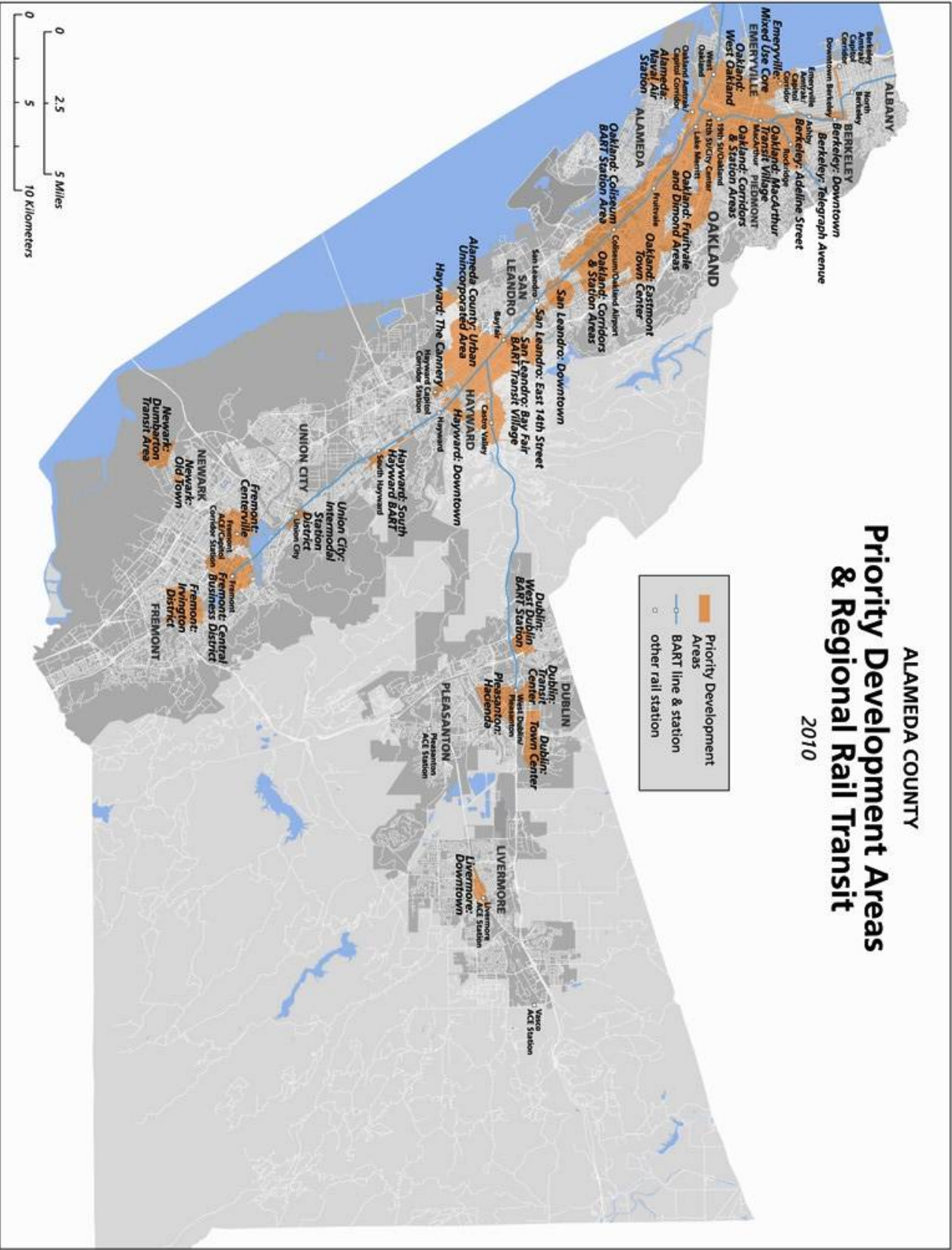
#### **Alameda County Priority Development Areas**

- **Alameda County:** Urban unincorporated areas - Ashland, Castro Valley, Cherryland, Fairview and San Lorenzo



- **Alameda:** Naval Air Station
- **Berkeley:** Adeline St., Downtown, San Pablo Ave., South Shattuck, Telegraph Ave., University Ave.
- **Dublin:** Dublin Transit Center, Town Center, West Dublin BART station area
- **Fremont:** Centerville, Central Business District, Irvington district
- **Hayward:** Downtown, South Hayward BART station area, the Cannery
- **Livermore:** Downtown
- **Newark:** Dumbarton Rail station area, Old Town
- **Oakland:** Coliseum BART Station area, Downtown and Jack London Square, Eastmont Town Center, Fruitvale/Diamond Areas, MacArthur Transit Village, TOD Corridors, West Oakland
- **Pleasanton:** Hacienda area
- **San Leandro:** Bay Fair BART station area, Downtown, East 14th Street
- **Union City:** Intermodal station district

► **Priority Development Area Showcase (FOCUS):** <http://www.bayareavision.org/pda>



One of the predecessors to the Alameda CTC, the ACCMA Board, approved three goals to encourage the connection between transportation and land use in Alameda County. These goals are: (i) promote infill transit-oriented and walkable communities and compact development, as appropriate, and support the development of multi-family housing, mixed-use development and alternative transportation adjacent to transit centers; (ii) strengthen transit use and alternative modes of transportation, and increase connectivity between them; and, (iii) improve and maintain existing infrastructure and support future investments that promote smart growth, including access improvements to transit. In support of these goals, the Alameda CTC administers a **Transit-Oriented Development Technical Assistance Program (TOD TAP)**, which helps project sponsors overcome barriers to TOD implementation.

*Suggestions:*

- The Alameda CTC could strengthen its smart growth efforts by providing technical assistance and resources to local jurisdictions on the planning and design of bicycle- and pedestrian-friendly developments.
- More ambitiously, the Alameda CTC could condition some of the funding it provides to local jurisdictions on the achievement of land use-related objectives. As an example of this, Contra Costa's Measure J, the county's half-cent sales tax for transportation, requires that local jurisdictions comply with the county's Growth Management Program (GMP) to be eligible for funding under two of Measure J's programs. Among the requirements of the GMP is that each jurisdiction "incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments." To help local jurisdictions comply with this requirement, the Contra Costa Countywide Bicycle and Pedestrian Plan references and provides links to a number of design guidelines and similar resources.

## Active transportation

"Active transportation" is a relatively new term encompassing bicycling, walking and access to transit, which places emphasis on the health, environmental and other benefits of these forms of travel, while also stressing that bicycling and walking serve utilitarian, not just recreational, purposes. The Alameda CTC is a partner in the national Active Transportation Campaign, created to support a program to provide large investments in walking and bicycling that will shift people from driving to walking, biking and transit. As a result of this campaign, in 2010, the Active Community Transportation Act was introduced in the House of Representatives to create a \$2 billion program as part of the next federal transportation bill. This program would provide grants of \$25 million–\$75 million to dozens of communities nationwide for projects and programs that would increase bicycling and walking. To position itself to compete for funding, Alameda County developed an **Active Transportation Plan** detailing how a possible \$50 million in new funding could make a substantial impact on walking and bicycling in the county. The plan establishes three priorities: promote access to transit; connect communities with urban greenways; and develop promotional and educational campaigns to

encourage bicycling and walking. The goals from the Active Transportation Plan have been incorporated into the goals for these updated Countywide Bicycle and Pedestrian Plans.

The Alameda CTC administers a number of projects and programs in support of its active transportation effort and is seeking funding for others. These include a countywide safe routes to schools program and efforts to build the East Bay Greenway and complete other countywide trails.

### ③ Transportation plans

#### Local bicycle and pedestrian master plans

Because they have authority over most land within their boundaries, local jurisdictions plan, design and construct the majority of bicycle and pedestrian capital projects. In Alameda County, these jurisdictions include 14 cities and the County, which administers the unincorporated areas. All 15 jurisdictions support nonmotorized transportation through the goals and policies of the circulation element of their general plan. In addition, most of the jurisdictions have prepared bicycle master plans, and many also have pedestrian master plans, to provide more specificity to the information in their circulation element related to nonmotorized transportation. Some of the jurisdictions have separate plans for bicycling and for walking while others have combined plans.

The table below summarizes the local bicycle and pedestrian plans in Alameda County, as indicated by the year in which the original plan or its most recent update was adopted. All jurisdictions except Piedmont have an adopted or in-progress bicycle plan (either stand-alone or combined). All jurisdictions except Hayward, Livermore and Piedmont have an adopted or in-progress pedestrian plan (either stand-alone or combined). The final section of this chapter, below, outlines the most common challenges encountered by local jurisdictions in implementing their bicycle and pedestrian plans and, more generally, in improving the environment for users of nonmotorized transportation.

<i><b>Jurisdiction</b></i>	<i><b>Stand-alone bicycle plan</b></i>	<i><b>Stand-alone pedestrian plan</b></i>	<i><b>Combined bicycle/ pedestrian plan</b></i>
<b>North planning area</b>			
Alameda (city)	2008; Update expected in 2010	2009	--
Albany	2006; Update expected in 2011	Expected in 2011	--
Berkeley	2005	2010	--
Oakland	2007	2002	--
Piedmont	--	--	--
Emeryville	--	--	1998; Update expected in 2011

<i><b>Jurisdiction</b></i>	<i><b>Stand-alone bicycle plan</b></i>	<i><b>Stand-alone pedestrian plan</b></i>	<i><b>Combined bicycle/ pedestrian plan</b></i>
<b>Central planning area</b>			
San Leandro	--	--	2004; Update expected in 2011
Hayward	2008	--	--
County (uninc. areas)	2007	2006	--
<b>South planning area</b>			
Fremont	2005; Update expected in 2011	2007	--
Newark	--	--	Expected in 2011
Union City	--	--	2006
<b>East planning area</b>			
Pleasanton	--	--	2010
Dublin	--	--	2007
Livermore	2003; Update expected in 2010	--	--
<b>Total (adopted + underway)</b>	<b>8</b>	<b>5 + 1</b>	<b>5 + 1</b>

## Alameda Countywide Transportation Plan

The Alameda Countywide Transportation Plan (CWTP) was last updated in 2008. The CWTP sets policies, guides decision-making and, perhaps most importantly, establishes priorities for capital projects and strategic initiatives. The plan incorporates the Bicycle and Pedestrian Plans by reference. The next update of the CWTP, currently in progress and scheduled for adoption in 2012, will include the Bicycle and Pedestrian Plans, as well as a transportation demand element which will provide even more opportunities to address nonmotorized transportation. The Countywide Bicycle and Pedestrian Plans are being updated slightly ahead of the CWTP, providing a chance to fold policies, priorities, recommended projects and programs, and other content from these plans into the updated CWTP. The CWTP prioritized bicycle and pedestrian projects or programs that come from the Bicycle and Pedestrian Plans will be positioned to compete well for funding and implementation. This is critical, since the updated CWTP will provide the foundation for an expenditure plan that may reauthorize Measure B, the county's half-cent sales tax for transportation. This expenditure plan will be developed along the same timeline as the CWTP update, and may be on the ballot in November 2012.

► **Alameda Countywide Transportation Plan:** <http://www.accma.ca.gov/pages/HomeCountywideTransPlan.aspx>

## Regional Bicycle Plan

In 2009, MTC, the regional transportation planning agency for the Bay Area, updated its **Regional Bicycle Plan for the San Francisco Bay Area**. Among other things, the plan updated the regional bikeway network, one of the purposes of which is to focus MTC's spending on high-priority bicycle facilities that serve regional trips. All the congestion management agencies in the Bay Area, including the Alameda CTC, were surveyed to determine needed updates to each county's portion of the regional bikeway network. The regional bikeway network—both existing and proposed segments—extends approximately 2,140 miles. That figure includes 348 miles in Alameda County, which is for the most part the “financially constrained” subset of the “vision” bicycle network outlined in the 2006 Countywide Bicycle Plan. At the time of the Regional Bicycle Plan update, a total of 161 miles, or 46% of the Alameda County total, had been built or was fully funded and awaiting development within the county. The updated plan estimated the cost to complete the regional bikeway network in Alameda County at \$166 million.

There is currently no equivalent regional pedestrian plan for the Bay Area.

► **Regional Bicycle Plan for the San Francisco Bay Area:**

[www.mtc.ca.gov/planning/bicyclespedestrians/MTC\\_Regional\\_Bicycle\\_Plan\\_Update\\_FINAL.pdf](http://www.mtc.ca.gov/planning/bicyclespedestrians/MTC_Regional_Bicycle_Plan_Update_FINAL.pdf)

## Regional Transportation Plan

Just as the Countywide Transportation Plan incorporates the priorities of local jurisdictions, so the **Regional Transportation Plan (RTP)** incorporates priority projects and programs from the nine counties that make up the Bay Area, and establishes the funding priorities for the region. MTC is in the process of updating the RTP, which will have a horizon year of 2040. The updated RTP will be different from previous versions in that the new plan will be part of the broader Sustainable Communities Strategy for the Bay Area, a state-mandated effort to meet GHG emission reduction targets through transportation and land use actions that reduce the number of vehicle-miles traveled.

As mentioned earlier, the California Air Resources Board has adopted long-term emission reduction targets for the Bay Area. MTC is now in the process of integrating these targets into its update of the RTP. Due to the need to meet these targets, it is likely that the next RTP will place greater policy emphasis on, and devote more funding to, nonmotorized transportation, transit and supportive land uses than previous RTPs have done. The extent of this push will not be known for some time, however, since the first draft of the RTP is not scheduled to be released until the first quarter of 2012.

► **Website for the Bay Area's SCS:** <http://www.onebayarea.org>

## Community-Based Transportation Plans

In 2002, MTC launched its **Community-Based Transportation Planning program**. The goal of the program is to engage low-income Bay Area communities in identifying barriers to mobility, and

evaluating options and setting priorities to overcome these barriers. Community-based transportation plans (CBTPs) are developed through a collaborative planning process that involves residents, community- and faith-based organizations, transit operators, county CMAs and MTC. A CBTP contains a demographic analysis of the area; a list of prioritized transportation gaps and barriers; strategies or solutions to address identified gaps; and a list of potential funding sources for implementation. Five CBTPs have been completed in Alameda County: Alameda (city), Central and East Oakland, South and West Berkeley, Central Alameda and West Oakland.

Given the broad goal of CBTPs to improve mobility for low-income, senior, youth and disabled populations, transit and paratransit have been a strong emphasis of these plans. In addition, each of the Alameda County CBTPs contains recommended bicycle and pedestrian projects and programs. These are typically focused on access to transit and key community facilities. For example, the South and West Berkeley CBTP recommended access improvements to the Ashby BART station and improved pedestrian crossings near senior centers. As for all transportation projects, implementation of the CBTPs contends with limited funding. Furthermore, implementing these projects also requires coordination among several parties, such as jurisdictions and transit operators, which provides additional challenges to completing projects.

► **MTC's Community-Based Transportation Planning program:** <http://www.mtc.ca.gov/planning/cbtp>

## ④ Other policies and practices

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### CMP, deficiency plans and countywide transportation model

State law requires that urban areas develop and update a **Congestion Management Program (CMP)** for monitoring and improving their designated transportation network. In Alameda County, the Alameda CTC prepares the CMP for a network of 232 miles of freeways, highways and arterials. The CMP requires a certain level-of-service standard on all CMP routes except in areas designated as “infill opportunity zones.” The CMP encourages the use of travel demand management strategies—including bicycle- and pedestrian-related programs—to meet the CMP’s performance measures.

The Alameda CTC requires local jurisdictions to prepare **deficiency plans** for segments of the CMP roadway network that do not meet adopted level-of-service (LOS) standards. Deficiency plans provide an opportunity to analyze the causes of congestion in specific areas and determine alternative solutions to restore LOS. As part of their deficiency plans, local governments may prioritize systemwide and non-capital strategies for relieving congestion, including public transit and nonmotorized transportation improvements, and travel demand management measures.

Despite this flexibility, meeting the CMP LOS requirements can be challenging as the need to reduce traffic congestion can not always accommodate other transportation modes (where the right-of-way is constrained) and mitigation measures designed for automobile drivers can degrade conditions for

bicyclists and pedestrians. The impacts are similar to those caused by LOS requirements under CEQA (see below). The Alameda CTC could improve this situation by:

*Suggestions:*

- Expanding the CMP segments and areas exempt from the LOS requirement.
- Developing and applying a multi-modal approach to measuring LOS, that includes person throughput and access balanced with vehicle throughput and mobility.
- Establishing CMP policies that prioritize alternative transportation and travel demand management strategies as viable solutions for restoring a roadway's LOS.
- Encouraging and supporting improved long-term coordination between transportation and land use decisions by local jurisdictions along CMP routes.

The Alameda CTC maintains a **countywide transportation model** to determine future demand for transportation facilities and services. The model is used to analyze congestion management decisions including the benefits of improving roadways, using transportation demand management strategies and transit. The model is a conventional "4-step" travel-demand model addressing trip generation, trip distribution, mode choice and trip assignment. The model inputs are based on socio-demographic data supplied by ABAG at the census tract level, which are then disaggregated to the finer "traffic analysis zones" by local jurisdictions.

*Suggestions:*

- The model could be modified to predict future bicycle and pedestrian trips. This would help identify corridors for nonmotorized transportation improvements.
- As an alternative, the Alameda CTC could consider developing a simple and inexpensive spreadsheet sketch model of bicycle and pedestrian demand forecasting.

## California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires that project-sponsoring public agencies evaluate and disclose the potential environmental impacts of their development projects. Due to requirements to mitigate automobile traffic congestion, CEQA sometimes results in the degradation of conditions for bicyclists and pedestrians when roadway changes are made to improve automobile level of service (LOS). An example of a mitigation measure to reduce auto traffic impacts could be to widen intersections or add traffic lanes. These measures could reduce auto traffic congestion while making streets less bicycle and pedestrian-friendly. With its focus on reducing auto traffic congestion by preserving capacity for cars, CEQA can also make it hard to implement higher-density, infill and other types of smart growth developments, as well as "road diets" (removing auto travel lanes to allow room for bike and pedestrian facilities), sidewalk widenings, bike lanes, traffic calming measures and other bicycle and pedestrian projects.

To resolve some of the LOS-related issues, a number of jurisdictions have adopted flexible automobile LOS standards. San Jose and Yuba City, for example, accept a lower LOS in their downtown; the City



of Chico allows it in built-out areas served by transit; and Sacramento County allows lower LOS inside its “urban services boundary.” For its residential streets, Pleasanton uses a “quality of life LOS,” which considers the amount of cut-through auto traffic, traffic speeds, peak-hour and average daily traffic volumes, ease of crossing the street and the ease of exiting driveways. Berkeley has no automobile LOS standard; instead, it evaluates a project’s traffic impacts on case-by-case basis, considering impacts on all modes of transportation, and allowing beneficial impacts on bicycling, walking, transit, air quality, noise, visual quality or safety in residential areas to serve as mitigating or offsetting factors.

The Governor’s Office of Planning and Research, in 2009, revised the CEQA guidelines in several ways that lessen, though they do not eliminate, the law’s bias toward reducing traffic congestion:

- The old guidelines asked if the project caused an increase in auto traffic compared to existing traffic; the new guidelines ask if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the entire circulation system.
- Instead of asking if the project exceeds a LOS established by the county congestion management agency, the new guidelines ask if the project conflicts with an “applicable congestion management program, including but not limited to LOS and travel demand measures, or other standards.”
- The new guidelines no longer consider inadequate parking capacity as a potential impact.

Lastly, the process to obtain CEQA clearance can be lengthy and expensive, which adds to the cost of a proposed project. Implementation of San Francisco’s bicycle plan was frozen for four years, until mid-2010, when opponents sued over the project’s CEQA review. The result has been uncertainty among local jurisdictions about the level of environmental clearance needed for bicycle and pedestrian plans. This uncertainty might discourage some jurisdictions from pursuing robust or controversial nonmotorized transportation projects so as to avoid a burdensome CEQA scenario.

#### *Suggestions:*

The Alameda CTC could help local jurisdictions overcome CEQA-related obstacles to the implementation of bicycle and pedestrian projects by providing technical assistance on:

- The level of environmental review recommended for different types of bicycle or pedestrian plans and projects.
- Alternatives to automobile LOS thresholds.
- Trip-generation methodologies appropriate for smart growth development projects.
- Ways to streamline the CEQA review process or even to exempt some projects outright.

### **Manual on Uniform Traffic Control Devices**

The **Manual on Uniform Traffic Control Devices (MUTCD)** is a document published by the Federal Highway Administration specifying standards for the design, installation and use of traffic signs, signals and road-surface markings. The MUTCD was last updated in December 2009. California uses its own version of the manual, which conforms substantially to the federal MUTCD. Caltrans is issuing a draft of the state’s MUTCD incorporating the 2009 federal MUTCD in parts, and expects to adopt a revised state MUTCD in 2011.

The 2009 federal MUTCD incorporates a number of improvements related to bicycle and pedestrian signage and markings, many of which have been included in the state's draft MUTCD. The most significant changes to the federal manual are listed below.

- Recommended walking speed for calculating pedestrian clearance time is reduced from 4 feet per second to 3.5, with some exceptions
- Countdown signals are now required for most new pedestrian signals
- Variations of "Yield Here to Pedestrians" sign
- Pedestrian hybrid beacon (also known as a HAWK signal) has been added
- New guidelines on marking medians for ADA access
- New guidance on pedestrian pushbutton location
- Warning school signs are required to be fluorescent yellow-green.
- Signing is no longer mandatory along bike lanes
- New "Bikes May Use Full Lane" sign
- New shared-lane marking to denote the recommend location for cyclists in a traffic lane
- New combined bicycle/pedestrian warning sign

► **Federal Manual on Uniform Traffic Control Devices:** [http://mutcd.fhwa.dot.gov/pdfs/2009/pdf\\_index.htm](http://mutcd.fhwa.dot.gov/pdfs/2009/pdf_index.htm)

► **California Manual on Uniform Traffic Control Devices:**

[http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca\\_mutcd2010.htm](http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd2010.htm)

## 5 Issues identified by local jurisdictions

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As mentioned earlier, most capital bicycle and pedestrian projects in Alameda County, and many support programs, are implemented by the 15 local jurisdictions (the County and 14 cities). With this in mind, the questionnaire administered to local agencies as part of the data-gathering effort to update the Countywide Bicycle and Pedestrian Plans asked staff to identify the challenges they most commonly encounter in implementing projects and, more generally, in improving the environment for users of nonmotorized transportation. The three implementation challenges most commonly cited as a "major obstacle" were: (i) inadequate funding (mentioned as a major obstacle by eight jurisdictions); (ii) shortage or absence of trained staff (mentioned by five); and, (iii) conflicts with other public agencies (also mentioned by five). At the October 2010 meeting of the Alameda County Bicycle and Pedestrian Plans Working Group, attended by representatives from agencies throughout the County, members were asked to elaborate on each of the three obstacles. Below is a summary of this discussion and some suggested ways to address the obstacles.

### Inadequate funding

- Jurisdictions with dedicated bicycle or pedestrian planners need funding for engineering staff to design funded projects (in other words, to make projects "construction ready").
- Jurisdictions that do not have dedicated bicycle or pedestrian staff also tend to lack funding for capital projects because they do not have the staff resources to apply for grant funds.

- Funding for projects is very limited due to current economic conditions.
- Many projects in capital improvement programs are unfunded or only partially funded.
- All jurisdictions lack adequate funding to maintain their bicycle and pedestrian facilities. This situation is having a ripple effect, discouraging jurisdictions from constructing multi-use paths and other facilities because the new projects will add to the maintenance burden.
- It was suggested that a countywide fund for local maintenance needs be created, as has been done in Marin County. Another suggestion was to reclassify paths as roads, to make them eligible for funding for local streets and roads.

### **Shortage or absence of trained staff**

- Only two jurisdictions represented in the discussion—Berkeley and Oakland—have full-time bicycle or pedestrian staff. In all other jurisdictions, these duties are assumed by planners or engineers with many other responsibilities, some of which might be a higher priority.
- In jurisdictions where the bicycle or pedestrian coordinator is a planner, design and project management staff is in short supply; where the coordinator duties are held by an engineer, long-range planning and grant writing can be bottlenecks.
- Training engineering staff on bicycle and pedestrian issues would help compensate for the shortage of dedicated bicycle and pedestrian coordinators. This need was revealed by MTC's complete streets checklist, since engineers typically ask the bicycle/pedestrian planner to complete it.
- Grants above about \$1 million tend to justify the hiring of staff for implementation; however smaller grants do not, so there are often insufficient staff resources to deliver funded projects.
- In a time of reduced local staffing to apply for and implement capital transportation projects, even when funds are available, many local jurisdictions are unable to hire staff or even interns, due to hiring freezes or current budget concerns. At the same time, hiring and managing consultants is very time consuming for staff.
- Some grant opportunities require extensive staff time that makes it difficult for smaller jurisdictions to compete.
- It is challenging for jurisdictions with limited staff to deal with multiple responsible agencies for implementing bike and pedestrian projects

### **Conflicts with other public agencies**

- In some areas, the best opportunities for new bicycle and pedestrian facilities are on rights-of-way such as canals, creeks, and railroad corridors, which are controlled by other agencies. Projects in such locations tend to be more challenging to implement than those on property owned by the jurisdiction, so they tend not to be prioritized or are abandoned altogether.
- Projects that need federal environmental clearance require more and specially trained staff, which many agencies do not have.
- The perpetual state budget crisis sometimes slows the implementation of projects receiving state funding.

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## EISEN | LETUNIC

TRANSPORTATION, ENVIRONMENTAL AND URBAN PLANNING

## MEMORANDUM

**To** Diane Stark and Rochelle Wheeler, Alameda CTC  
**From** Victoria Eisen  
**Date** November 15, 2010  
**Project** Alameda Countywide Bicycle and Pedestrian Plan Updates  
**Subject** **Vision, Goals & Objectives Chapters – Comparison to 2006 Plans**

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The Vision, Goals & Objectives chapters of the Countywide Bicycle and Pedestrian Plans set the stage for the Priority Projects & Programs chapters, which follow. The vision statements provide the overarching mission of each plan, while the goals and supporting objectives lay out the overall direction on the areas in which Alameda CTC is recommended to concentrate its efforts to support and encourage bicycling and walking in Alameda County.

As described in the preamble to the Vision & Goals chapters of both plans, proposed language is based on the 2006 plans, and was updated to reflect information gathered for the Existing Conditions and Institutional Practices chapters, and recent policy changes affecting the practices of pedestrian and bicycle planning. This memo highlights the differences between the 2006 Vision & Goals chapters and the updated versions that PAPCO, Plans Working Group (PWG) and BPAC will be discussing at their November 22, December 8 and December 9 meetings.

### **Alameda Countywide Pedestrian Plan**

There are five primary areas in which the proposed Pedestrian Plan update diverges from the 2006 Plan:

1. The new plan updates the horizon year from 2030 to 2040.
2. The new plan builds on the vision statement by expanding the list of the many benefits of walking to the county and its residents.
3. The new plan collapses the seven original goal areas into five, which now parallel the updated ones in the bicycle plan (walk trips; safety; infrastructure and design; connectivity; planning and research; staffing and training; and funding became infrastructure; safety, education and enforcement; encouragement; planning and design; and funding and implementation).
4. “Strategies” in the old plan are renamed “objectives” in the updated plan.
5. The new plan updates the numeric objectives on walk trips and collisions, and creates a new numeric objective on physical activity, as described in the chapter.

### **Alameda Countywide Bicycle Plan**

There are six primary differences between the proposed updated Vision, Goals & Objectives Bicycle Plan chapter and the 2006 version of this chapter:

1. The new goals and objectives reflect a number of policies and programs, including emerging areas such as active transportation, complete streets/routine accommodation and greenhouse gases, as well as more established concepts such as traffic calming and safe routes to schools.
2. Three of the five goals in the old plan explicitly revolved around the Countywide Bicycle Network (establish a network, integrate it into planning activities and promote its implementation). The remaining two goals were to promote bicycling for transportation and to promote bicycle safety and education. The new plan still has five goals (which parallel the pedestrian plan goals), but these have been established along more functional or programmatic lines: infrastructure; safety, education and enforcement; encouragement; planning and design; and funding and implementation.
3. The old plan did not include quantitative objectives. The new plan includes quantitative objectives for bicycle trips, bicycle collisions and physical activity.
4. The vision, goals and objectives in the updated plan have a horizon year of 2040. The old plan did not have a horizon year.
5. The goals and objectives in the updated plan place greater emphasis on supporting and encouraging local jurisdictions and on collaborating with them and other agencies to implement the plan.
6. In the 2006 Plan, the vision and goals were presented in the Introduction chapter, whereas the Plan update gives them their own chapter, consistent with the Pedestrian Plan.

#### **Committee feedback requested**

Members of PAPCO, PWG and BPAC are requested to provide any comments on the Vision, Goals & Objectives chapters of the Countywide Bicycle and Pedestrian Plans by December 15, 2010. These include points that need clarification, ways to bring the two chapters into better alignment, where appropriate, or other suggestions to improve the chapters. Editorial comments (e.g., typographical errors, wording choices) are welcome, and preferred in writing using the comment sheets or mark-ups on the chapters. In particular, we are looking for input and guidance on:

- how to increase the measurability of the objectives in both plans,
- the new walking and biking mode share goals and collision reduction goals, and
- suggestions for other quantitative measures that correspond to other goals and objectives proposed in the plans.

# Alameda Countywide Pedestrian Plan Vision, Goals and Objectives

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November 15, 2010

## Introduction

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This chapter establishes a vision, a set of five goals and nearly 40 objectives to guide the actions and decisions of the Alameda CTC in implementing the plan and, more generally, in supporting walking in the county. The vision statement is an ambitious yet achievable description of what walking in Alameda County could be like by 2040. The goals are broad statements of purpose meant to support realization of the vision. Under each goal is a set of more specific and detailed objectives (called “strategies” in the 2006 Countywide Pedestrian Plan) that could enable the Alameda CTC to attain that goal. Together, the goals and strategies generally define the roles and responsibilities of the Alameda CTC—and, to a lesser extent, of other agencies and organizations—in implementing the Pedestrian Plan.

The vision, goals and strategies in the 2006 plan were developed over a period of months with significant participation from the Pedestrian Plan Working Group, ACTIA’s Bicycle and Pedestrian Advisory Committee and the Paratransit Advisory and Planning Committee. In summary, the 2006 goals were to, (1) increase the number and percentage of walking trips; (2) improve pedestrian safety and security; (3) improve pedestrian infrastructure; (4) make key destinations accessible to pedestrians; (5) support planning and research on walking; (6) inform and train public-agency staff and officials on pedestrian issues; and, (7) maximize funding for pedestrian projects, programs and plans. In general, ACTIA’s pedestrian-related decisions and priorities since 2006 have been guided by these broad, overarching goals. More specifically, the 2006 plan included three quantitative objectives. Below are these objectives, including a summary of progress made toward accomplishing them.

- 1.a *Increase the percentage of walking trips for all trip purposes, from 12 percent to 14 percent by 2010 and to 18 percent by 2020, by replacing vehicle trips whenever possible.*

This objective was made based on data from MTC’s Bay Area Travel Survey from 2000.

Unfortunately, comparable data is not yet available for 2010. However, data from the U.S. Census Bureau indicate that the percentage of commute trips made on foot in Alameda County has not changed substantially over the past decade: it was 3.2% in 2000 (according to the U.S. Census 2000) and 3.4% +/- 0.35% (according to the 2009 American Community Survey).

- 2.d *Reduce annual pedestrian collision rate by 50 percent by 2030.*

The number of pedestrian collisions per capita remained essentially unchanged between 2006 (0.53) and 2008 (0.52). The number of collisions per pedestrian commuter ranged from 0.032–0.036 in 2006 to 0.028–0.033 in 2008 (the range is due to the margin of error in the estimates of pedestrian

commuters from the one-year American Community Surveys). The number of pedestrians killed in the county and the proportion of pedestrian fatalities to all traffic fatalities declined steadily between 2004 and 2007. However, in 2008 both figures increased dramatically for reasons that are unclear.

*4.c Increase countywide pedestrian access share to BART by 6.5 percent, from 22 percent in 1998 to 23.5 percent in 2010.*

The 2008 BART Station Profile Report indicated that 43 percent of all trips to BART stations in Alameda County were made on foot. This represents an increase from the 1998 rate of 21 percentage points.

This plan update builds on the vision and goals from the 2006 plan by assuming them as its starting point. The former vision and goals were reviewed closely for validity, relevance and applicability in the context of this plan update, in particular against background information gathered for the “Existing Conditions” and “Evaluation of Current Practices” chapters. The seven goals from the 2006 plan have been consolidated into a more manageable and memorable set of five; also, they have been revised to ensure, to the extent practicable, that they can be monitored. In the process, overlapping strategies were combined and collapsed. Lastly, the vision was expanded and the goals and strategies were updated to reflect recent policy changes discussed in the chapter on Evaluation of Current Practices affecting the practice of pedestrian planning. These policy changes include recent efforts to promote active transportation and public health, and to address climate change.

## The vision for 2040

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The vision is a long-range statement expressing what walking will be like in Alameda County roughly 30 years from now, in 2040, if the Pedestrian Plan is successfully implemented. The 2006 vision statement was brief and incorporated the desire for safe, attractive, accessible and connected facilities and pedestrian districts, and the importance to walkability of public transit and development patterns. The updated vision statement retains the entire 2006 vision statement (as the first sentence) and strengthens it by incorporating new policies and priorities that have emerged in importance over the past five years. The new vision also incorporates three quantitative objectives for the 2010–2035 period. The Pedestrian Plan’s vision is:

Alameda County is a community that inspires people to walk for everyday transportation, recreation and health, and where development patterns, connections to transit and interconnected pedestrian networks offer safe, attractive and widely accessible walking routes and districts. More people walking more often has replaced car trips and reduced traffic congestion, air pollution and the county’s carbon footprint while promoting active, healthy lifestyles, fostering social interaction and making the transportation system balanced, equitable and sustainable. Between 2010 and 2035, (i) the percentage of trips made by walking has increased to 15% of all trips; (ii) the number of pedestrian injuries and



fatalities has dropped by half; and, (iii) the daily amount of time spent per person on active transportation (walking or biking) has increased to 10 minutes.

Below is a more detailed description of the three quantitative objectives:

*(i) Increase the percentage of trips made by walking to 15% of all trips.*

This objective borrows from, and adapts, an objective in Caltrans' 2002 "California Blueprint for Bicycling and Walking" calling for a 50 percent increase in walking trips between 2000 and 2010. According to MTC's Bay Area Travel Survey from 2000—the latest year for which such data exists—walking represented 11 percent of all trips in Alameda County.

*(ii) Reduce the number of pedestrian injuries and fatalities by half.*

Similarly, this objective borrows from, and adapts, the safety objective in Caltrans' 2002 "California Blueprint for Bicycling and Walking" (50 percent decrease in pedestrian fatality *rates* between 2000 and 2010) and a target being considered by MTC for the 2040 Regional Transportation Plan ("reduce by 50 percent the *number* of injuries and fatalities from all collisions").

*(iii) Increase the daily amount of time spent walking or biking per person to 10 minutes.*

This objective emphasizes the benefits of walking, as a form of active transportation, to individual and public health. The objective is a streamlined version of a target being considered by MTC for the 2040 Regional Transportation Plan, to increase the average time walking or biking per person per day by 50 percent from 2000 levels to 10.5 minutes. The regional average in 2000 was approximately 7 minutes per person. A 50 percent increase equals 10.5 minutes. This is roughly one-third the 30 minutes of physical activity recommended per day by the U.S. Surgeon General.

Attaining the vision will require a strong and sustained commitment of finances, resources and political will by not only the Alameda CTC but also other agencies, advocates and local jurisdictions in the county.

## Goals and objectives

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The goals provide guidance to the Alameda CTC and set the overall directions on the general areas in which the agency should concentrate its efforts related to walking. Under each goal is a set of objectives detailing the efforts needed to achieve that goal. The objectives serve as the basis for specific tasks, actions and prioritization criteria developed later, in the chapter on implementation; as such, they are the bridge between the general goals and implementable actions.

As mentioned earlier, the goals, objectives and actions define the Alameda CTC's roles and responsibilities in implementing the Pedestrian Plan. The Alameda CTC has considerable influence in the realm of pedestrian planning and project implementation by allocating funds, providing technical

assistance and coordinating the efforts of local jurisdictions. Nevertheless, the Alameda CTC relies on the cooperation of other agencies—especially Caltrans, the County, its cities and various special districts—to accomplish the goals and objectives outlined here. It is these agencies, rather than the Alameda CTC, that are primarily responsible for planning, designing and constructing pedestrian facilities and for carrying out support programs. For this reason, the goals and objectives in the Pedestrian Plan are meant to support those adopted by other relevant agencies and are not limited to areas over which the Alameda CTC has jurisdiction. This recognizes that other agencies play a critical role in implementing the Pedestrian Plan and achieving its vision.

As mentioned earlier, each goal deals with a separate topic area. The goals in the 2006 plan addressed seven areas: (1) walk trips; (2) safety; (3) infrastructure and design; (4) connectivity; (5) planning and research; (6) staffing and training; and, (7) funding. In the current plan, these goals have been consolidated into the following five programmatic areas: (1) infrastructure; (2) safety, education and enforcement; (3) encouragement and support; (4) planning; and, (5) funding and implementation. The new goals, outlined below, mirror those in the updated Countywide Bicycle Plan, as appropriate, as a way to stress the complementarity and synergies between the two plans.

## ❶ Infrastructure

**Create and maintain safe, convenient, well-designed and inter-connected pedestrian infrastructure, with an emphasis on routes that serve transit and other major activity centers and destinations.**

- 1.1 Focus countywide funding on pedestrian improvements that provide access to key destinations including transit, downtowns, commercial areas, employment centers, schools, parks, healthcare facilities and other community services, particularly in higher-density, transit-oriented areas.
- 1.2 Support the design and construction of pedestrian infrastructure that serves a broad range of travel purposes, abilities and ages, including school-aged children, seniors and people with disabilities.
- 1.3 Focus funding for pedestrian infrastructure, including support facilities such as bus shelters and pedestrian-scaled lighting, on those improvements that are most effective at increasing walking.
- 1.4 Provide funding and technical assistance to local jurisdictions for the implementation of pedestrian projects of countywide significance that create seamless facilities by eliminating major physical barriers or impediments.
- 1.5 Support local agency compliance with provisions of the Americans with Disabilities Act related to public access.
- 1.6 Establish a network of multi-use urban pathways by building the East Bay Greenway and completing the San Francisco Bay Trail, the Iron Horse Trail and other paved inter-jurisdictional trails that serve populated areas.
- 1.7 Promote collaboration between local jurisdictions and transit operators to improve walking routes to stations and stops, and provide funding for such projects.
- 1.8 Encourage and support the construction of “complete streets” throughout Alameda County that incorporate best practices in pedestrian design and minimize conflicts between pedestrians and other travel modes.

1.9 Support maintenance of the existing pedestrian infrastructure with countywide funds when no other maintenance funds are available.

1.10 Collaborate with and promote coordination among Caltrans and local agencies to implement pedestrian infrastructure of countywide significance.

## ② Safety, education and enforcement

**Improve pedestrian safety and security through engineering, education and enforcement, with the aim of reducing the number of pedestrian injuries and fatalities, even as the number of people walking increases.**

2.1 Collect and analyze data on traffic collisions involving pedestrians to determine trends, rates, hot spots and impacted communities, and use this information to guide funding decisions to focus on areas and communities with the greatest need.

2.2 Provide funding for intersection enhancements, traffic calming, improved lighting and other pedestrian safety and security projects that address deficiencies in those locations with the highest collision rates and security issues.

2.3 Provide technical assistance and other tools to local jurisdictions for selecting priority areas for pedestrian safety improvements, and planning and designing safer streets and facilities.

2.4 Promote collaboration among local, county and other agencies to deliver effective pedestrian safety education programs for a variety of audiences, including drivers, and provide support for such strategies.

2.5 Support and encourage efforts by state, County and local agencies to enforce laws that aim to protect pedestrians from collisions with motor vehicles.

## ③ Encouragement

**Provide support for programs that encourage people to walk for everyday transportation and health, including as a way to replace car trips, with the aim of raising the number and percentage of trips made by walking.**

3.1 Work with all levels of public agencies, non-profits and advocacy groups to implement effective encouragement programs that promote walking as a safe and convenient form of transportation among a broad range of potential users, including seniors and people with disabilities.

3.2 Enhance public awareness of the health benefits of walking and of walking as a physically active form of transportation and an environmentally sustainable transportation option that can help Alameda County and its jurisdictions meet their greenhouse gas reduction goals.

3.3 Provide funding for informational and promotional materials such as walking maps and trip-planning services.

3.4 Support the expansion of the countywide Safe Routes to Schools program to every elementary school in the county and to high schools, and encourage local school districts and jurisdictions to implement projects, activities and events that promote walking to school among both students and staff.

- 3.5 Create a countywide campaign targeted to increase walking by seniors that coordinates and expands on the many existing local walking clubs, safety programs and travel trainings for seniors.
- 3.6 Promote integration of walking into broader countywide transportation demand management programs and serve as a resource to employers on promotional information and resources related to walking to work.

#### ④ Planning and Design

**Integrate pedestrian needs into transportation planning activities, and support local planning efforts to encourage and increase walking.**

- 4.1 Update this plan every four years to ensure that current pedestrian priorities are incorporated into the Countywide and Regional Transportation Plans.
- 4.2 Between plan updates, make technical amendments to the plan as needed to incorporate revisions to the project and program priorities and to the list of proposed projects.
- 4.3 Ensure that all local jurisdictions have a current pedestrian master plan by providing adequate countywide funding.
- 4.4 Incorporate pedestrian needs into Alameda CTC plans and studies, as appropriate, and move toward using transportation models that are sensitive to walking demand and to the supply of pedestrian infrastructure and programs.
- 4.5 Improve the state of the practice of pedestrian infrastructure design so that all transportation facilities are well-designed and standardized, including by encouraging local agencies to develop and follow pedestrian design guidelines and amend local ordinances as appropriate to reflect them.
- 4.6 Strongly encourage local jurisdictions to adopt policies, guidelines, standards and regulations that result in pedestrian-friendly communities, and, where applicable, transit-oriented land use development, and provide them with technical assistance and resources to do so.
- 4.7 Promote and provide training programs for city and county staff on pedestrian planning and engineering best practices.
- 4.8 Inform elected and appointed officials about the importance of creating walkable communities, and the opportunities and constraints for doing so.
- 4.9 Encourage all local jurisdictions to designate a pedestrian coordinator or primary contact, and to establish a pedestrian advisory committee or provide other meaningful opportunities for public input on pedestrian issues.
- 4.10 Continue to serve as a forum for local agencies and other stakeholders—including through the Pedestrian and Bicycle Working Group—to plan multi-jurisdictional projects and countywide programs and to share information about pedestrian-related issues of mutual concern.
- 4.11 Support and fund research into pedestrian planning and program implementation when it has a direct benefit for Alameda County.

- 4.12 Continue to collect and analyze data on pedestrian trips and travel behavior, and encourage other public agencies, special districts and transit agencies to do so as well.
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## 5 Funding and implementation

### Maximize the capacity for implementation of pedestrian projects, programs and plans.

- 5.1 Encourage and support local and countywide agencies in adopting and implementing complete streets policies.
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- 5.2 Continue to work on securing maximum funding for pedestrian projects and programs from countywide, regional, state and federal sources and also on attracting funding from private and non-traditional sources.
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- 5.3 Provide timely information to local jurisdictions on funding opportunities for pedestrian projects and provide assistance to these jurisdictions, as appropriate, in submitting applications for project funding.
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- 5.4 Collaborate with local agencies and others on identifying and securing sustainable funding streams for the construction and, in particular, maintenance, of pedestrian infrastructure.
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- 5.5 Develop and maintain a prioritized list of diverse pedestrian projects and programs throughout the county to position Alameda County to maximize funding opportunities as they arise.
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- 5.6 Support and encourage sufficient funding to implement this plan.
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# Alameda Countywide Bicycle Plan

## Vision, Goals and Objectives

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November 15, 2010

### Introduction

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This chapter establishes a vision, a set of five goals and nearly 40 objectives to guide the actions and decisions of the Alameda CTC in implementing the plan and, more generally, in supporting bicycling in the county. The vision statement is an ambitious yet achievable description of what bicycling in Alameda County could be like by 2040. The goals are broad statements of purpose meant to support realization of the vision. Under each goal is a set of more specific and detailed objectives that could enable the Alameda CTC to attain that goal. Together, the goals and strategies generally define the roles and responsibilities of the Alameda CTC—and, to a lesser extent, of other agencies and organizations—in implementing the Bicycle Plan.

The 2006 Countywide Bicycle Plan established five goals to guide the actions and decisions of the Congestion Management Agency (CMA; now the Alameda CTC) to support bicycling in the county. In summary, the goals were to, (1) establish a countywide bicycle network; (2) integrate bicycling in transportation plans and projects; (3) encourage bicycling for transportation; (4) improve bicycling safety; and, (5) maximize the use of resources toward implementation of the plan. In general, the CMA's pedestrian-related decisions and priorities since 2006 have been guided by these broad, overarching goals.

This plan update acknowledges the existing vision, goals and objectives as its starting point, rather than starting from scratch. This policy framework was updated to reflect data and insights gathered from the "Existing Conditions" and "Evaluation of Current Practices" chapters. The updated Bicycle Plan generally reaffirms the original policy framework but refines it in three main ways. First, the goals have been reorganized in ways that parallel those in the updated Countywide Pedestrian Plan, to stress the complementarity and synergies between the two plans. Second, the vision was expanded and the goals and objectives were updated to reflect recent policy changes affecting the practice of bicycle planning (these policy changes include recent efforts to promote active transportation and public health, and to address climate change). Third, the vision now incorporates quantitative objectives, which were not present in the 2006 Plan.

### The vision

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The vision is a long-range statement expressing what bicycling will be like in Alameda County in 2040, roughly 30 years after adoption of this plan. The vision statement for the 2006 Plan, while brief, incorporated the concept of bicycling as a safe and viable form of transportation integrated with other

modes and the importance of multi-jurisdictional coordination in implementing bicycle projects. The updated vision statement strengthens these concepts while incorporating new ones that have emerged in importance to bicycle planning. The new vision also incorporates three quantitative objectives for the 2010–2040 period. The updated vision for the Bicycle Plan is provided below.

Bicycling in Alameda County is a mainstream form of transportation for people of all abilities with an extensive network of safe, convenient and interconnected facilities linked to transit that inspire people to bike for everyday transportation and for recreation. More people bicycling is reducing traffic congestion, air pollution and the county's carbon footprint while promoting active, healthy lifestyles, fostering social interaction and making the transportation system balanced, equitable and sustainable. Between 2010 and 2040, (i) the percentage of trips made by biking has increased to 5% of all trips; (ii) the number of bicycle injuries and fatalities has dropped by half; and, (iii) the daily amount of time spent per person on active transportation (walking or biking) has increased to 10 minutes.

Below is a more detailed description of the three quantitative objectives:

*(i) Increase the percentage of trips made by biking to 5% of all trips.*

According to MTC's Bay Area Travel Survey from 2000—the latest year for which such data exists—biking represented 2 percent of all trips in Alameda County. Meeting this objective of 5% of all trips will be a 150% increase over 40 years. The Caltrans' 2002 "California Blueprint for Bicycling and Walking" called for a 50 percent increase in bicycling trips over a ten year period (between 2000 and 2010).

*(ii) Reduce the number of bicycle injuries and fatalities by half.*

This objective borrows from, and adapts, the safety objective in Caltrans' 2002 "California Blueprint for Bicycling and Walking" (50 percent decrease in bicycle fatality *rates* between 2000 and 2010) and a target being considered by MTC for the 2040 Regional Transportation Plan ("reduce by 50 percent the *number* of injuries and fatalities from all collisions").

*(iii) Increase the daily amount of time spent walking or biking per person to 10 minutes.*

This objective emphasizes the benefits of bicycling, as a form of active transportation, to individual and public health. The objective is a streamlined version of a target being considered by MTC for the 2040 Regional Transportation Plan, to increase the average time walking or biking per person per day by 50 percent from 2000 levels to 10.5 minutes. The regional average in 2000 was approximately 7 minutes per person. A 50 percent increase equals 10.5 minutes. This is roughly one-third the 30 minutes of physical activity recommended per day by the U.S. Surgeon General.

Attaining the vision will require a strong and sustained commitment of finances, resources and political will by not only the Alameda CTC but also other agencies, advocates and local jurisdictions in the county.



## Goals and objectives

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The goals provide guidance to the Alameda CTC, and set overall directions, on the general areas in which the agency should concentrate its efforts related to bicycling. Under each goal is a set of objectives detailing the efforts needed to achieve that goal. The objectives serve as the basis for any specific tasks, actions and prioritization criteria developed later, as part of the chapter on implementation; as such, they are the bridge between the general goals and implementable actions.

Together, the goals, objectives and actions define the Alameda CTC's role and responsibilities in implementing the Bicycle Plan. The Alameda CTC influences bicycle planning by allocating funds, providing technical assistance and coordinating the efforts of local jurisdictions. Nevertheless, the Alameda CTC relies on the cooperation of other agencies—especially Caltrans, the County, its cities and towns, and various special districts, and bicycling advocates—to accomplish the goals and objectives outlined here. It is these agencies and entities, rather than the Alameda CTC, that are responsible for planning, designing and constructing bicycle facilities and for carrying out support programs. For this reason, the goals and objectives in the Bicycle Plan are meant to support those adopted by other relevant agencies and are not limited to areas over which the Alameda CTC has jurisdiction. This recognizes that other agencies play a critical role in implementing the Bicycle Plan and achieving the plan's vision.

As mentioned earlier, each goal deals with a separate topic area. The five goals in the 2006 plan have been reorganized into the following areas: (1) facilities; (2) safety, education and enforcement; (3) encouragement and support; (4) planning; and, (5) funding and implementation.

### ① Infrastructure

**Create and maintain a safe, convenient and continuous countywide bicycle network, with finer-grained connections around transit and other major activity centers.**

- 1.1 Designate appropriate bicycle facilities on routes and important corridors that serve transit stations, employment and shopping centers, schools, parks and other key destinations, and that connect cities within the county and to neighboring counties.
- 1.2 Support the design and construction of bicycle facilities that serve a broad range of travel purposes, abilities and experience levels, including school-aged children, families, seniors, recreational riders and commuters.
- 1.3 Provide funding and technical assistance to local jurisdictions for the implementation of bicycle projects of countywide significance that create seamless facilities by eliminating major physical barriers or impediments.
- 1.4 Collaborate with and promote coordination among Caltrans and local agencies to implement facilities on the countywide bicycle network.
- 1.5 Establish a network of multi-use urban pathways by building the East Bay Greenway and completing the San Francisco Bay Trail, the Iron Horse Trail and other paved inter-jurisdictional trails that serve populated areas.

- 1.6 Encourage transit operators to improve bicycle routes to stations and stops in collaboration with local jurisdictions, to meet current and future demand for bicycle parking at stations and to maximize opportunities for on-board bicycle access, and provide funding for such projects.
- 1.7 Encourage and support the construction of “complete streets” throughout Alameda County that incorporate best practices in bicycle design and minimize conflicts between cyclists and other travel modes.
- 1.8 Provide technical assistance to local jurisdictions on bicycle parking best practices; and encourage them to install parking to meet current and future demand, and to require it as part of new developments.
- 1.9 Support and encourage the development of effective, coordinated bicycle wayfinding signage systems that are seamless across jurisdictional boundaries.

## ② Safety, education and enforcement

**Improve bicycle safety through engineering, education and enforcement, with the aim of reducing the number of bicycle injuries and fatalities.**

- 2.1 Collect and analyze data on traffic collisions involving bicyclists to determine trends, rates, hot spots and impacted communities, and use this information to guide funding decisions to focus on areas and communities with the greatest need.
- 2.2 Provide funding for intersection improvements, traffic calming and other projects that address safety deficiencies for bicyclists.
- 2.3 Provide technical assistance and other tools to local jurisdictions for selecting priority areas for bicycle safety improvements, and planning and designing safer streets and facilities.
- 2.4 Support the delivery of effective bicycle safety education programs for a variety of audiences, including drivers.
- 2.5 Support and encourage efforts by state, County and local agencies to enforce laws that aim to protect bicyclists from collisions with motor vehicles.

## ③ Encouragement

**Provide support for programs that encourage people to bicycle for everyday transportation, including as a way to replace car trips, with the aim of raising the percentage of trips made by bicycling.**

- 3.1 Work with all levels of public agencies, non-profits and advocacy groups to implement effective encouragement programs that promote bicycling as a safe and convenient form of transportation among a broad range of potential users, including children, people with disabilities and seniors.
- 3.2 Provide funding for informational and promotional materials such as bicycle route maps; and trip-planning services.

- 3.3 Enhance public awareness of bicycling as a physically active form of transportation that improves individual and public health, and also as an environmentally sustainable transportation option that can help Alameda County and its jurisdictions meet their greenhouse gas reduction goals.
- 3.4 Support the expansion of the countywide Safe Routes to Schools program to every elementary school in the county and to high schools, and encourage local school districts and jurisdictions to implement projects, activities and events that promote walking to school among both students and staff.
- 3.5 Promote integration of bicycling into broader countywide transportation demand management programs and serve as a resource to employers on promotional information and resources related to biking to work.

#### ④ Planning and Design

**Integrate bicycling needs into transportation planning activities, and support local planning efforts to encourage and increase bicycling.**

- 4.1 Update this plan every four years to ensure that current bicycle priorities are incorporated into the Countywide and Regional Transportation Plans.
- 4.2 Between plan updates, make technical amendments to the plan as needed to incorporate revisions to the project and program priorities, to the list of proposed projects and to the map of the countywide bicycle network.
- 4.3 Ensure that all local jurisdictions have a current bicycle master plan by providing adequate countywide funding.
- 4.4 Incorporate bicycling needs into Alameda CTC plans and studies, as appropriate, and move toward using transportation models that are sensitive to bicycling demand and to the supply of bicycle infrastructure and programs.
- 4.5 Improve the state of the practice of bicycle infrastructure design so that all transportation facilities are well-designed and standardized, including by encouraging local agencies to develop and follow bicycle design guidelines and amend local ordinances as appropriate to reflect them.
- 4.6 Strongly encourage local jurisdictions to adopt policies, guidelines, standards and regulations that result in bicycle-friendly communities, and, where applicable, transit-oriented land use development, and provide them with technical assistance and resources to do so.
- 4.7 Promote and provide training programs for city and county staff on bicycle planning and engineering best practices.
- 4.8 Inform elected and appointed officials about the importance of creating bikeable communities, and the opportunities and constraints for doing so.
- 4.9 Encourage all local jurisdictions to designate a bicycle coordinator or primary contact, and to establish a bicycle advisory committee or provide other meaningful opportunities for public input on bicycling issues.

- 4.10 Continue to serve as a forum for local agencies and other stakeholders—including through the Pedestrian and Bicycle Working Group—to plan multi-jurisdictional projects and countywide programs and to share information about bicycle-related issues of mutual concern.
- 4.11 Support and fund research into bicycle planning and program implementation when it has a direct benefit for Alameda County.
- 4.12 Continue to collect and analyze data on bicycle trips and travel behavior, and encourage other public agencies, special districts and transit agencies to do so as well.

## **5 Funding and implementation**

### **Maximize the capacity for implementation of bicycle projects, programs and plans.**

- 5.1 Encourage and support local and countywide agencies in adopting and implementing complete streets policies.
- 5.2 Continue to work on securing maximum funding for bicycle projects and programs from countywide, regional, state and federal sources and also on attracting funding from private and non-traditional sources.
- 5.3 Provide timely information to local jurisdictions on funding opportunities for bicycle projects and provide assistance to these jurisdictions, as appropriate, in submitting applications for project funding.
- 5.4 Collaborate with local agencies and others on identifying and securing sustainable funding streams for the construction and, in particular, maintenance, of bicycle infrastructure.
- 5.5 Develop and maintain a prioritized list of diverse bicycle projects and programs throughout the county to position Alameda County to maximize funding opportunities as they arise.
- 5.6 Support and encourage sufficient funding to implement this plan.

# 3. Vision and Goals

## CHAPTER GUIDE

**TOPIC:** Description of what the pedestrian environment in Alameda County could look like in 2030, as well as goals and strategies to enable this vision to be realized.

**AUDIENCE:** Locally-elected officials, transportation planners and commissioners, land use planners and planning commissioners.

**USES:** To establish clear steps towards creating a more walkable County and to link the findings of the *Existing Conditions* and *Obstacles* chapters to any opportunities that ACTIA and the ACCMA have to influence the pedestrian environment in Alameda County.

## INTRODUCTION

The information contained in the *Existing Conditions* and *Institutional Obstacles* chapters has informed the remainder of the Pedestrian Plan, in particular the Plan's vision and goals.

The vision is an ambitious, but achievable, description of what the Alameda County pedestrian environment could be like in 2030. Attaining this vision will require a strong commitment by all of the communities and agencies in the County, and a significant investment of time and resources. The goals describe improvements in particular topic areas that, together, will allow this vision to be realized. Under each goal are corresponding strategies that detail the efforts, by multiple agencies and organizations, needed to achieve these goals.

Local agencies and others already have adopted many good plans and policies to improve walkability. The goals contained in this Plan are meant to support these

local activities. Although neither ACTIA nor the ACCMA have direct control over the planning, design or implementation of most pedestrian-related projects or programs in Alameda County, the two agencies wield considerable influence by way of coordination efforts, training opportunities, and the allocation of funds.

## PROCESS OF DEVELOPING THE VISION AND GOALS

The challenge in developing a vision and goals is to produce language that is specific and useful, while respecting the diversity of geographic locations, walking environments, and pedestrians in Alameda County. The Plan's vision was developed over a period of months in collaboration with the Pedestrian Plan Working Group, ACTIA's Bicycle and Pedestrian Advisory Committee, and the Paratransit Advisory and Planning Committee. It builds upon ACTIA's previously adopted vision statement for bicycling and walking in Alameda County.



Together the groups listed above wanted a vision statement that would encompass the concepts of safety, attractiveness, accessibility and connectivity. Furthermore, they wanted the vision to go beyond providing just a description of the physical pedestrian environment, by incorporating the concept of how that environment could inspire more walking. Finally, they

# Vision and Goals

wanted the statement to highlight the importance to walkability of public transit and development patterns.

With a vision statement in place, the same groups developed a list of seven goals with corresponding strategies that identify how the goals are to be reached. Goals are typically much more specific than vision statements and, where possible, progress toward goals can be measured. These goals are relevant in all parts of the County, regardless of the existing pedestrian environment or the current level of walking. They are also relevant at the countywide level, but are not limited to areas over which ACTIA and the ACCMA have direct control; rather, these agencies can influence these goals through funding, coordination, and the direct provision of technical resources, such as the *Toolkit*, the Plan's companion document.

## THE VISION

Alameda County will be a community that inspires people to walk for everyday trips, recreation and health, where development patterns, connections to transit, and interconnected pedestrian networks offer safe, attractive, and widely accessible walking routes and districts.

## GOALS AND STRATEGIES

### 1. Number and Percentage of Walk Trips

Increase the number and percentage of walking trips with the intention of reducing motor vehicle use, preserving air quality, and improving public health.

- a. Increase the percentage of walking trips for all trip purposes, from 12 percent to 14 percent by 2010<sup>1</sup> and

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<sup>1</sup> The "current" walking rate of 12% is from the 2000 U.S. Census. The 2010 walking rate goal of 14% is, in fact, the actual walking rate in 1990.

to 18 percent by 2020,<sup>2</sup> by replacing vehicle trips whenever possible.

- b. Focus countywide funding on pedestrian improvements in high density transit-dependent areas.
- c. Encourage incorporating walking into everyday activities to increase physical fitness.
- d. Enhance public awareness about the health benefits of walking, particularly for obese individuals and those at risk for diabetes, heart disease and stroke.

### 2. Safety

Improve actual and perceived pedestrian safety and security.

- a. Significantly improve methods of collecting and analyzing data on collisions and collision rates, using geographic information systems (GIS) and other analysis tools to ensure funding is focused on projects of greatest need.
- b. Implement pedestrian safety and security improvements in locations with the highest collision rates and security issues.
- c. Improve pedestrian safety, especially for the young, elderly, and disabled.
- d. Reduce annual pedestrian collision rate by 50 percent by 2030.<sup>3</sup>
- e. Improve driver awareness of pedestrian rights.

### 3. Infrastructure and Design

Improve Alameda County's pedestrian environment through additional infrastructure, better design and maintenance.

- a. Improve the state of the practice of pedestrian infrastructure design so that all transportation

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<sup>2</sup> The 2020 walking rate goal is based on Caltrans' 2002 California Blueprint for Bicycling and Walking, which called for a 50 percent increase in walking trips between 2000 and 2010, a ten year period, while this Plan calls for a similar increase over a 20 year period.

<sup>3</sup> The safety rate goal is based on Caltrans' 2002 California Blueprint for Bicycling and Walking, which called for a 50 percent decrease in pedestrian fatality rates between 2000 and 2010, a ten year period, while this Plan calls for a similar decrease over the life of the Plan, a 25 year period.

facilities are well-designed and standardized, where appropriate.

- b. Support efforts to ensure that pedestrians are fully considered in all transportation projects, to the extent feasible, including by supporting the Routine Accommodation policies of regional, State and federal agencies.
- c. Encourage local agencies to develop and follow pedestrian design guidelines and amend local ordinances as appropriate to reflect them.
- d. Support local agency compliance with provisions of the Americans with Disabilities Act related to public access.
- e. Support maintenance of the existing pedestrian infrastructure with countywide funds when no other maintenance funds are available.
- f. Support efforts to plan, design and fund transportation facilities that minimize conflicts between pedestrians and other travel modes (i.e., bicycles, transit, autos).
- g. Support a mix of land uses and activities in development and redevelopment projects that will maximize pedestrian travel.



## 4. Connectivity

Ensure that essential pedestrian destinations throughout Alameda County—particularly public transit—have direct, safe and convenient pedestrian access.

- a. Encourage the prioritization of pedestrian projects that provide access to essential destinations such as commercial districts, schools, healthcare facilities, senior centers, grocery stores, and parks and trail systems, particularly in high density, transit-dependent areas.

- b. Support investment in the creation of convenient, safe pedestrian routes to transit, including to bus stops, ferry terminals and rail stations.
- c. Increase countywide pedestrian access share to BART by 6.5 percent, from 22 percent in 1998 to 23.5 percent in 2010.<sup>4</sup>
- d. Encourage development that is designed to optimize access by public transit and on foot.
- e. Complete the San Francisco Bay Trail and paved inter-jurisdictional EBRPD trail systems that serve populated areas in Alameda County.
- f. Support the acquisition and conversion of abandoned railroad corridors for multi-use trails where there is potential for frequent pedestrian use.

## 5. Planning and Research

Support planning and research to improve understanding of the benefits of walking, how best to encourage walking, and the need for improved facilities.

- a. Ensure that all Alameda County jurisdictions have a current pedestrian plan by 2012 by providing adequate countywide funds.
- b. Support the collection of data on pedestrian trips, facilities and collisions by local, countywide and transit agencies.
- c. Support research and implementation of multi-modal—including pedestrian—level of service (LOS) standards and other methods to minimize conflicts between modes.
- d. Encourage coordination of pedestrian research and planning efforts among transportation planning agencies in Alameda County, and the region.

## 6. Staffing and Training

Ensure that public agency staff and elected and appointed officials are well-informed and well-trained in the pedestrian realm.

- a. Inform elected and appointed officials about issues of importance to pedestrian planning and funding.

<sup>4</sup> BART Station Access Guidelines (April 2003).



## Vision and Goals

- b. Work with public agency staff to develop and provide training in pedestrian planning, design and engineering.
- c. Provide Alameda County public agencies with successful models of innovative land use and transportation policies aimed at improving pedestrian conditions.
- d. Work with law enforcement agencies on pedestrian safety, enforcement of traffic laws, and the collection of collision data.

## 7. Funding

**Maximize the amount of funding for pedestrian projects, programs and plans in Alameda County, with an emphasis on implementation.**

- a. Work creatively and diligently to obtain maximum levels of countywide, regional, state and federal pedestrian funds and to attract non-traditional funding sources.
- b. Support and encourage sufficient funds to implement this Plan.
- c. Encourage local agencies to pursue competitive funding, beyond what is administered by ACTIA and the ACCMA.
- d. Work with local agencies to identify additional funding sources for pedestrian facility maintenance and upgrades to meet current codes.



## **VISION STATEMENT**

“To establish and maintain bicycling as a viable mode of transportation and integrate it with other modes of transportation; to assure that bicycling is safe for bicyclists of all abilities; and to encourage multijurisdictional coordination to plan, fund, design and construct bicycle projects.”

The purpose of the Bike Plan is to increase the potential for bicycle transportation by integrating bicycling into the Alameda County transportation system. This plan was developed through input from the bicycling public, in coordination with local, regional, state and federal agencies.

Alameda County’s transportation infrastructure is in the midst of change. With a population of 1.45 million, the study area encompasses high-density communities near the San Francisco Bay and medium to low density suburban and rural areas in the Tri-Valley communities of Dublin, Pleasanton and Livermore. Providing transportation choices is an important feature of the region’s current transportation philosophy.

## **SETTING**

Alameda County is well-suited for accommodating bicycles as transportation as it has long dry summers and is relatively flat for most of its urbanized areas. These two conditions along with California’s general interest in outdoor sports and the environment combine to make bicycling one of the most popular outdoor recreational activities. Bicycling as transportation is therefore a logical next step.

The 2004 *Countywide Transportation Plan* has two policy goals that promote bicycling: improving mobility and improving air quality. The functional requirements for fulfilling these goals include: “A balanced transportation system that employs a continuous network of freeways, parkways, major arterials, transit services and bicycle and pedestrian facilities to move people and goods as efficiently as possible”. This bicycle plan will present the best choice of bicycle projects as a network for the future transportation system as well as to encourage bicycling.

In November 2000, voters in Alameda County sanctioned “Measure B”. Measure B is the half-cent sales tax and is the continuation of an existing sales tax measure that expired in 2002. According to the voter-approved Expenditure Plan, Measure B will generate \$1.4 billion in transportation funding over the 20 year life of the Measure (2002 and 2022), including \$70 million for bicycle and pedestrian improvements. However, actual revenue is anticipated to be much higher. Of this, 25 percent will be available to the county for implementation of the countywide bicycle plan developed by the Alameda County Congestion Management Agency (ACCMA) and the countywide pedestrian plan developed by the Alameda County Transportation Improvement Authority (ACTIA).

## **GOALS AND OBJECTIVES**

The Alameda Countywide Bicycle Plan establishes the following goals and objectives to construct a countywide bicycle network, provide countywide connections to transit, foster bicycling as a mode of travel, promote bicycle safety and education and implement the Countywide Bicycle Plan. The detailed goals and objectives are listed below.

### **Establish a Countywide Bicycle Network**

*Create and maintain an inter-county and intra-county bicycle network that is safe, convenient and continuous.*

#### **Objectives**

- Increase the potential for bicycle transportation by closing gaps in existing bikeways.
- Designate appropriate bicycle facilities to serve routes which link major activity centers, including transit stations, schools, parks and employment and shopping centers, as well as routes which serve major corridors.
- Designate appropriate bicycle facilities on routes linking schools, after-school child care facilities, libraries, parks, and recreational sites to facilitate the mobility of school-aged children.
- Consider the needs of bicyclists for smooth and level pavement in all roadway maintenance practices.
- Include bike/pedestrian facilities in all transportation projects where feasible and appropriate.

### **Integrate Countywide Bicycle Network**

*Integrate bicycle travel in transportation planning activities and in transportation improvement projects.*

#### **Objectives**

- Include a bicycle and pedestrian element in all transportation studies.
- Encourage and facilitate multimodal interface by including bike parking at multimodal transfer points and by supporting bikes-on-board transit vehicles.
- Coordinate with other local, regional, state, and federal agencies to plan, design, fund and construct bicycle projects.
- Utilize transportation models based on person-trips and estimate future bike trips and walking trips.
- Develop a checklist of guidelines that address bicycle and pedestrian access to be used in the planning and programming of all CMA-funded transportation projects.

## **Foster Bicycling as a Mode of Travel**

*Encourage policies and actions that foster bicycling as a mode of travel.*

### **Objectives**

- Encourage land use plans to include bicycle/pedestrian connections.
- Promote pavement management programs that encourage bicycle/pedestrian travel.
- Encourage bike parking facilities at employment sites, schools, and shopping areas.
- Encourage bicycling as a means to reduce traffic congestion, particularly in local TDM plans.
- Address impacts of development or transportation projects on bicycle/pedestrian access, circulation and safety.
- Establish guidelines that encourage:
  - Bicycle parking ordinances
  - Bicycle parking facilities
  - Showers/lockers ordinances
  - City bicycle fleets
  - Bicycle/car-pooling/transit programs (e.g. through the implementation of financial incentive programs)
- Encourage the establishment of citation diversion programs for bicyclists.
- Promote bicycle planning and engineering training programs for city and county staff.

## **Promote Bicycle Safety and Education**

*Improve bicycle safety through facilities, education and enforcement.*

### **Objectives**

- Identify primary bicycle accident types, locations and ages of individuals involved in the bicycle accidents by periodically reviewing the Statewide Integrated Traffic Record System (SWITRS) and determine measures to mitigate these collisions.
- Develop a proactive program to identify and eliminate obstacles, including deferred maintenance.
- Encourage bicycle safety education programs targeted at the following audiences in order to reduce bicycle accident rates, improve public awareness of bicycling and increase bicycle mode share:
  - adult cyclists
  - elementary school students

- middle and high school students
- motorists
- general public
- Develop safety programs and design guidelines for multimodal facilities that will alleviate conflicts between bicyclists and other users such as pedestrians, roller bladers, joggers, and equestrians.
- Encourage enforcement efforts on the most common motorist and bicyclist violations.

## **Promote Implementation of the Countywide Bicycle Plan**

*Maximize the use of public and private resources in establishing the bikeway network.*

### **Objectives**

- Maintain designated bikeways as well as all roadways as part of a regularly scheduled maintenance program.
- Consider bicycle volumes and bicycle routing in the prioritizing of roadways in the pavement management system.
- Incorporate bicycle/pedestrian access in non-freeway roadway projects to provide such facilities most cost-effectively.
- Develop a prioritized list of bicycle projects to be able to maximize funding opportunities.
- Encourage public/private, inter-jurisdictional and intra-jurisdictional partnerships in designing, funding and constructing new projects.

## **BIKEWAY DESCRIPTIONS**

The following descriptions of bicycle-related terms are provided to assist readers who are unfamiliar with bicycle terminology. The terms bicycle and bike are interchangeable. See Appendix C-1 for a more detailed description.

### **Bikeway**

A thoroughfare suitable for bicycles—it may either exist within the right-of-way of other modes of transportation, such as highways, or along a separate and independent corridor.

### **Bicycle Facilities**

A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking facilities, maps, all bikeways and shared roadways.



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## MEMORANDUM

**Date:** October 7, 2010

**To:** Bicycle and Pedestrian Advisory Committee

**From:** Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator  
 Tess Lengyel, Programs and Public Affairs Manager

**Subject:** **San Leandro Slough Bridge Project: Unused Grant Funds**

### Recommendations

Staff recommends that the BPAC make a recommendation to the Alameda County Transportation Commission (Alameda CTC) on the use of the \$975,000 in unused Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) from the San Leandro Bay Trail Slough Bridge Project.

### Summary

The City of San Leandro completed their grant-funded San Leandro Bay Trail Slough Bridge project significantly under budget, resulting in \$975,000 in unspent Measure B CDF funds. The City has requested that these funds be re-allocated to three items: (1) design costs for the Slough Bridge (2) construction of an additional portion of the Bay Trail in San Leandro along the marina and (3) supplementing the East Bay Greenway grant-funded project. Alameda CTC staff have discussed these options with the City of San Leandro staff and reviewed the different funding options for moving forward. Staff recommends that at least a portion of the funds be re-allocated to the Marina Bay Trail segment and the East Bay Greenway project, as well as \$65,000 for matching funds for the BikeMobile Project, which was awarded a grant by the Metropolitan Transportation Commission (MTC); and requests that BPAC discuss and recommend an approach for this re-allocation.

### Background

The San Leandro Bay Trail Slough Bridge Project was funded by ACTIA to close a critical gap in the Bay Trail between two existing trail segments – the Port of Oakland/Oakland Airport area and Oyster Bay Regional Shoreline in San Leandro. The project consisted of a 300-foot bridge and approximately 600-feet of new trail. ACTIA allocated a total of \$1.0 million over two CDF grant funding cycles: Cycle 1 (in 2004) for \$250,000 and Cycle 3 (in 2007) for \$750,000. The initial Measure B grant of \$250,000 in 2004 was awarded to assist the City in attracting funding

to construct the project. Ultimately, the City was extremely successful and used the \$250,000 to leverage over \$1.5 million dollars in state and federal funds.

The project was completed and the new bridge opened in May 2010. The final project cost was significantly lower than anticipated, due to the economic climate. While the project cost \$2,010,000 to construct, the City accrued \$2,984,940 in funding, as described in Attachment 05A. This left \$975,000 in unspent funds.

The City wisely expended their federal, state and regional funds first, since any unspent funds would return to the federal or state level and not necessarily benefit Alameda County. This resulted in only \$25,000 in CDF funds being spent and \$975,000 in unexpended grant funds. The City of San Leandro has requested, in Attachment 05A, that the Alameda CTC re-allocate these unspent funds as follows:

- 1) Allow **\$125,000** of the funds to be used to pay back the City for design costs incurred for the bridge project.
- 2) Allow **\$364,500** to be allocated for design and construction of a Bay Trail segment in San Leandro (along their Marina, south of Fairway Drive, as shown in Attachment 05B), which connects to the bridge project further to the north.
- 3) Allow **\$485,500** (the remaining amount) to be allocated to supplement the current East Bay Greenway CDF grant (for Preliminary Engineering, Environmental Clearance and Implementation Strategy).

#### *Precedent of Re-Allocating Funding*

This level of unspent grant funds is unprecedented for the CDF program. Therefore, there is also no precedence for determining how to re-allocate this amount of funding. To date, \$5.5 million has been allocated to *completed* CDF projects (a total of 26 projects). Of this amount only \$111,000 was left unspent (not including the San Leandro Slough Bridge project), which is 2% of all allocated funds. This amount was spread over 8 projects and the largest single amount was about \$53,000. All of these funds were returned to the CDF program to be allocated in a future grant funding cycle.

Only once have unspent CDF funds been re-allocated. Approximately \$3,000 in unspent funds from the Bicycle Education Programs project (with Cycles of Change) from Cycle 1 was re-allocated to the Safe Routes to Schools program in Cycle 3. This was done because the projects were very similar in focus.

#### *Re-allocation Options and Recommendations*

Staff have considered several options for how to proceed, and request that the BPAC discuss these and make a recommendation to the Alameda CTC.

1. *Request for recouping San Leandro Slough Bridge design costs (\$125,000)*  
Staff does not recommend paying for previously expended design costs for the bridge, since funds were already used for this (local Measure B pass-through). The City has indicated that the “freed up” local pass-through funding would be used to fully fund the



Marina Bay Trail segment. Therefore, these funds could augment the second part of the City's request, further described below in #2 and the federal matching funds for the BikeMobile as described in #4.

2. *Request for funding the Marina Bay Trail Segment (\$364,500 to \$424,500 [if \$60,000 from #1 above is added])*

Staff recommends re-allocating funding to this segment of the Bay Trail. This would keep some of the funding in San Leandro, as the funds were intended, while also serving the county and region since the Bay Trail is a regional facility. It would also relate directly to the grant-funded Slough Bridge project, as it would construct a segment of the Bay Trail near the bridge, and would further improve this portion of the Bay Trail. The Bay Trail is included in both the Countywide Pedestrian and Bicycle Plans.

The northern point of the project begins approximately 2.6 miles south of the Slough Bridge (following the existing trails and roadways), and could be designed and constructed by the end of 2011 with the higher funding amount. The project, as shown in Attachment 05B, would convert an existing dirt/gravel pathway that is not ADA accessible, into a 12-foot wide Class I multi-use pathway for 2400 linear feet. The new pathway would run along the Bay, and would include striping. Signage and benches would be included, as budget allows.

3. *Request for funding the East Bay Greenway (\$485,500)*

Staff recommends re-allocating some amount of funding to the East Bay Greenway (EBG) project for project development activities, including the environmental document. (The background and status of the project is described below in more detail.) The City has requested that the remaining unspent funds, after making the other requested re-allocations, go towards the needs of the East Bay Greenway Environmental Clearance, Preliminary Engineering and Implementation Strategy project, which was funded in the CDF grant program's most recent funding cycle. The project was the highest scoring of all submitted capital projects. This major capital project of countywide significance would benefit immensely from additional funding, as described below. Multiple efforts have been made to secure additional funds to move the project forward, including a federal appropriations request, a Caltrans planning grant application, a federal earmark request, and federal (TIGER II) grant application. The only successful effort to date has been for TIGER II funding, which was submitted by the East Bay Regional Park District as part of a much larger grant request (more details are provide below).

The City of San Leandro has indicated that it is not requesting that the funding be spent solely on that portion of the project within San Leandro. Staff believe there are several approaches to funding the East Bay Greenway: (1) allocate the full \$485,500 to supplement the EBG project and complete the environmental review; or (2) allocate only the proportion of funds corresponding to San Leandro's percentage of the overall EBG trail mileage for the EBG project environmental review (28% or \$140,000 in funding), return the remaining funds to the CDF program, and request the other cities along the EBG to contribute their share.

*Status of East Bay Greenway Project*

This major capital project will build a 12-mile trail below the BART tracks through Oakland, San Leandro, Unincorporated Areas, and Hayward. The project begins at 18<sup>th</sup> Avenue in Oakland and extends south to the Downtown Hayward BART Station. This project was initiated by Urban Ecology which developed a Concept Plan for the trail in 2008. In the last Countywide Discretionary Fund call for projects, Urban Ecology was awarded \$527,000 to conduct the environmental review for the EBG project and to develop an implementation strategy. However, due to severe staffing shortages at Urban Ecology that arose immediately after the project was funded, and the importance of having skilled project managers move this large-scale project forward, along with its overall importance as a countywide facility, ACTIA (now Alameda CTC) entered into an agreement with Urban Ecology to partner in the delivery of the grant-funded project. Urban Ecology's role was to provide outreach services, while ACTIA was to provide project management and procure a consultant team. Most recently, Urban Ecology has requested to end their agreement with Alameda CTC, since they no longer are providing fee-for-services work, and are only focusing on volunteer efforts. The Alameda CTC is now fully managing the delivery of the grant-funded project, and the completion of the EBG.

Recently, a consultant team was selected through a competitive process to conduct the required work outlined in the grant. As a result of professional team evaluations of the project and its size and complexity, it has been determined that the \$527,000 in grant funds is not adequate to complete the environmental phase, nor the remaining elements of the grant. The current funding would result in a Draft Environmental document only. Completion of the environmental phase is crucial to be able to compete successfully for grant funding opportunities to secure construction funding for this project, which is anticipated to cost about \$35 million to build.

The project will require an estimated \$1,000,000 for the environmental clearance, preliminary engineering and implementation strategy, including \$100,000 for outreach activities to ensure that the community supports the final project. Given the current EBG grant funding amount of \$527,000, approximately \$500,000 in additional funding is needed to complete the environmental and preliminary engineering phases and implementation strategy. Without additional funding, the consultant will complete the draft environmental document by Summer 2011, and the project will not move forward until further funding is found. Staff and the consultant are working to identify and compete for new funding sources.

Additionally, Alameda CTC's completion of the environmental phase is leveraging the recently acquired federal TIGER II funding, which will be used for design and construction of one segment of the EBG. As mentioned earlier, the EBRPD application for TIGER II funding was for a range of projects. However, the EBRPD received just 40% of its overall funding request, and all proposed projects are being re-scoped. The EBRPD is proposing to allocate \$1.7 million to design and construct the EBG project, as part of a

\$2.1 million project to construct the first segment between Coliseum BART and 85<sup>th</sup> Avenue in Oakland by 2013.

4. *Request for Federal Matching Funds (\$65,000 from #1 above)*

Staff recommends that \$65,000 be used as the matching funds for the BikeMobile competitive grant. This grant was approved by MTC in October, and will leverage \$500,000 in additional funds for the Alameda County Safe Routes to Schools Program. The \$65,000 would be taken from the request for design costs, under item #1. At the last BPAC meeting, the committee recommended approval of matching funds for a BikeMobile grant application that was submitted to MTC in August. BPAC requested that the Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF) funds only be used as a last resort. Staff sought approval for the use of Transportation Development Act (TDA) and Transportation Funds for Clean Air (TFCA) funds for this match; however, recipient cities of TDA funds were not comfortable with this approach and did not approve the TDA funds for the match. Staff evaluated using the TFCA funds as a match and found that only approximately \$40,000 would qualify on this project and that the significant reporting requirements for the TFCA funds would be overly burdensome. Instead, staff recommended that \$65,000 in TFCA funds be provided to San Leandro's Lynx Shuttle, which transports passengers from BART to the industrial area of the city. San Leandro already must do reporting for TFCA funds for this project and the project actually results in a higher TFCA fund eligibility amount. Therefore, staff recommends \$65,000 of the San Leandro Slough unexpended funds be used as the required match. This use of funds would not affect the general CDF funding account.

5. *Return all funds to the CDF program to be allocated in a future grant cycle.*

Staff does not recommend this option, since it would harshly penalize the City of San Leandro for doing an exemplary job of using Measure B funds to leverage other funding, and would remove money from San Leandro (and Central County) that had previously been allocated. Staff is also recommending against this option since it would keep a significant amount of funding from being put to use on walking and bicycling improvements until after July 2013, as described below.

Staff has taken into consideration the fact that the amount of funding for the next grant funding cycle is lower than in the past. At this time, it is anticipated that the next call for projects would be in Fall 2012, after the Countywide Bicycle and Pedestrian Plans are adopted. The funds from this cycle would be available to the sponsors in July 2013. Staff anticipates that about \$2.5 million in funding would be available at that time (this accounts for the Safe Routes to Schools matching funding that was approved this year). While less than the previous two funding cycles, this would be a fair amount of funding for a call for projects.

*Consideration of Other Projects*

Staff considered whether other bicycle/pedestrian projects could immediately use any of the unexpended funds. Since a formal call for projects would be time-intensive, staff simply reviewed the unfunded capital projects from the last CDF funding cycle (completed in April

2009) along with the unfunded bicycle and/or pedestrian capital projects from the recent Metropolitan Transportation Commission “Block Grant” program (completed in July 2010). None of these projects still needed funding, were included in Countywide Bicycle and Pedestrian Plans, were high-scoring, and/or met project readiness criteria.

**Fiscal Impacts**

While any recommendation will have fiscal implications, the funds under discussion have already been allocated, and therefore no new funding is being requested.

**Attachments**

- A. Letter Request from San Leandro
- B. Map of Marina Bay Trail

City of San Leandro  
Civic Center, 835 E. 14th Street  
San Leandro, California 94577



August 3, 2010

Tess Lengyel, Programs and Public Affairs Manager  
ACTIA  
426 - 17<sup>th</sup> Street, Suite 100  
Oakland, CA 94612

FILE COPY

**RE: Request for Funding – ACTIA Project No. A04-0017**

Dear Ms. Lengyel:

The City of San Leandro has successfully completed the San Leandro Bay Trail Slough Bridge, Project No. A04-0017. The Alameda County Transportation Improvement Authority (ACTIA) support of this project was a major reason for its completion. The Authority's willingness to allow extensions and award additional support were important keys in the success of the project. The ACTIA grant awards leveraged the projects ability to assemble a fully funded program to allow construction of the project. What was not expected where the extremely favorable economic conditions that allowed the project to be constructed well within budget and in fact not require the use of all of the ACTIA awarded grant funds. However without the awarded ACTIA grant funds, the project would have never been able to successfully attract awards from other sources and therefore ACTIA's pledge of funds help secure and construct the project.

Considering the fortunate circumstance, the City would like to request that with the remaining funds that the City be allowed to recoup cost from the design phase. The Slough Bridge design cost the City would like to recoup is \$125,000. Additionally we respectfully request that the remaining funds be used for additional Bay Trail construction and supplement the Engineering, Environmental Clearance and Implementation Strategy for the East Bay Greenway Project. The City would use the recouped bicycle and pedestrian project funds specifically for completing portions of the Bay Trail between San Leandro Slough Bridge and our Marina Park. We would also advocate for using the remaining funding for the East Bay Greenway Project that is currently being managed by ACTIA. The additional funds for the East Bay Greenway Project will allow for stronger community outreach and consensus building for a project that has incredible potential to increase active transportation in our community. This work will benefit Oakland, San Leandro, Hayward and Alameda County residents by ensuring that their input is consistently including in this important project.

The tables below review our funding and expenditures for the Slough Bridge project and reflect the project savings during the construction phase.

Tony Santos, Mayor

City Council:	Michael J. Gregory;	Jim Prola;	Ursula Reed;
	Diana M. Souza;	Joyce R. Starosciak;	Bill Stephens

Funding		Expenses	
ABAG	\$175,000.00	Civil Consultant	\$203,365.45
City (Meas. B)	\$125,000.00	Environmental Consultant	\$137,543.00
EBRPD	\$144,428.00	City Staff	\$77,611.25
		EBRPD Staff	\$6,885.00
		Permits & Misc.	\$19,023.30
<b>Total</b>	<b>\$444,428.00</b>	<b>Total</b>	<b>\$444,428.00</b>

Following is the project's preliminary Construction Phase accounting:

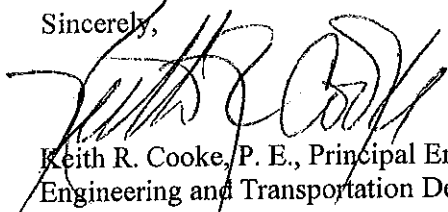
Funding		Expenses	
CMAQ	\$750,000	Construction	\$1,825,000
TEA-LU	\$539,940	Consultant	\$77,000
RTP	\$395,000	Special Inspection	\$20,000
ABAG	\$300,000	City Admin/Inspect	\$74,000
ACTIA	\$1,000,000	Misc	\$10,000
<b>Total</b>	<b>\$2,984,940</b>	<b>Total</b>	<b>\$2,006,000</b>

Therefore the remaining balance = \$979,000

Again the City respectfully request that \$125,000 be reimbursed for project expenses and \$364,500 be allocated for design and construction of Bay Trail segments for a total of \$489,500. The entire \$489,500 will be used for the design and construction of the adjacent Bay Trail segment from the Slough Bridge to the City's Marina Park. The improvements will include new paved path way striping, signage and other enhancements to the City's portion of the Bay Trail that would improve the connection to the new bridge. We recommend that the remaining half of the balance be used to supplement the Engineering, Environmental Clearance and Implementation Strategy for the East Bay Greenway Project.

We see this proposed funding alternative as an excellent way of using the awarded funds for not only the benefit of the residents of the City of San Leandro but also the surrounding citizen in the communities of Oakland, Hayward and Alameda County. If you have any questions, please feel free to contact me at 510-577-3439.

Sincerely,



Keith R. Cooke, P. E., Principal Engineer  
Engineering and Transportation Department

Attachment: Sketch

cc: K. Joseph, J. O'Driscoll, T. Peterson, U. Udemezue

GA\_PDBay Trail Slough Bridge\3. Financial Documents\3.4 Billings\ACTIA\Request for Funding Use.doc





# Bay Trail Extension



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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

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

## MEMORANDUM

**Date:** December 2, 2010

**To:** Bicycle and Pedestrian Advisory Committee

**From:** Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator  
 Tess Lengyel, Programs and Public Affairs Manager

**Subject:** **Countywide Bicycle and Pedestrian Program Funding Request**

### Recommendations

Staff recommends that the Countywide BPAC recommend that the Alameda County Transportation Commission (Alameda CTC) authorize the use of \$30,000 from the Countywide Bicycle and Pedestrian Safety Funds to:

- Contribute \$10,000 to the local and regional funding for Alameda County's 2010 Bike to Work Day promotion,
- Contribute up to \$5,000 to leverage additional funding for promoting the new Step into Life pedestrian campaign, and
- Conduct bicycle and pedestrian counts at a minimum of 30 locations throughout Alameda County for \$15,000, as part of the annual countywide count program.

### Summary

***Bike to Work Day:*** The \$10,000 in funding would contribute toward implementing the countywide "Get Rolling" advertising campaign, which has been coordinated with Bike to Work Day over the past three years and promotes bicycling for all purposes (see Attachment A for 2010 ads). The Alameda CTC (both ACTIA and ACCMA) contributed toward this effort in each of the previous three years. The requested \$10,000 in Measure B funds would be combined with \$10,000 in Transportation Fund for Clean Air (TFCA) funding that the ACCMA committed last year for the 2011 effort, for a total of \$20,000 from Alameda CTC. Alameda CTC staff also would provide in-kind support, through staffing and existing consultant contracts, which would be dedicated primarily to the advertising campaign and to media outreach. Also through TFCA funding and as directed by the ACCMA Board, the Alameda CTC is evaluating the effectiveness of the Bike to Work Day effort and the Get Rolling campaign via telephone and web-based surveys. The results of the surveys will guide improvements to the 2011 and future Bike to Work Day efforts, including the promotion of bicycling in Alameda County.

**Step into Life Walking Campaign:** Up to \$5,000 in funding would be used to further implement and enhance the new Step into Life walking campaign, which was launched in October 2010 with a new website (RideStrideArrive.org) and a promotional handout. The overall campaign, developed to encourage adults to walk more, is proposed to include an advertising campaign, an enhanced website, and more outreach. The proposed funding amount would be used to leverage additional funding from outside sources to implement this effort.

**Countywide Bicycle/Pedestrian Annual Count Program:** The \$15,000 in funding would be used to conduct bicycle and pedestrian counts at a minimum of 30 sites throughout the county in 2011. The Alameda CTC has conducted bicycle and pedestrian counts annually since 2008 in coordination with other partners. This, now annual, count program is helping the County to better understand bicycling and walking trends over time, and to estimate the effectiveness of Measure B funding for these modes. For 2010, the former ACTIA Board allocated \$20,000 for the counts, which were conducted in September and October. These count results should be available soon. After its experience with conducting these counts in 2010, Alameda CTC believes that \$15,000 should be sufficient to conduct these counts and analyze the data in 2011.

## Background

### ***Bike to Work Day & Get Rolling Campaign***

On May 12, 2011, Alameda County residents and employees will participate in the region's 17th annual Bike to Work Day promotion. This statewide event encourages people to bicycle to work and school, and promotes safe bicycle riding. Based on counts at energizer stations, the number of bicyclists participating in Bike to Work Day in Alameda County has grown 160 percent since 2006, as shown below:

- 4,235 cyclists in 2006
- 5,350 cyclists in 2007
- 6,682 cyclists in 2008
- Over 10,000 cyclists in 2009
- About 11,000 cyclists in 2010

Bike to Work Day (BTWD) 2010 and the many of other events leading up to it were a big success:

- Increase in East Bay and all Bay Area bicyclists by 10% from 2009 to 2010.
- Increase in the number of energizer stations available to bicycle commuters throughout the East Bay by over 20%, from 83 in 2009 to 101 in 2010.
- Increase in sponsorship support by 20% from 2009 to 2010, amounting to \$68,000.
- Increase in web hits by 10% from 2009 and a significant increase in Facebook fans.
- Pioneered Bike to Market Day, with over 20 participating East Bay markets.
- The largest Bike Away from Work Party yet, with approximately 600 cyclists.
- Debuted Bike-In Movie Nights, a popular set of events leading up to BTWD.
- Introduced the Bike-Friendly Business Awards and the Bay Bridge Bike Commuters Feature.

- Record-breaking number of bicyclists at UC Berkeley's Sproul Plaza energizer station - over 700 bicycle commuters came out in the morning, surpassing all previous East Bay energizer station counts.
- Bicyclists accounted for 25% of vehicle traffic at the intersection of Telegraph and Bancroft, adjacent to UC Berkeley.

A base amount of funding for BTWD is provided by MTC to the Bay Area Bicycle Coalition (BABC) to organize the regional Bike to Work Day activities. In turn BABC provides funding to each County to organize county-level promotional activities such as energizer stations, the Team Bike challenge and outreach. Each county must designate a "lead agency" to be responsible for these county-level activities. In Alameda County, the East Bay Bicycle Coalition (EBBC) is the lead agency. EBBC organizes many safety, encouragement and fun activities to promote bicycling in the months leading up to BTWD, and on BTWD.

For the past three years EBBC and the Alameda CTC have worked collaboratively on an advertising campaign that runs parallel with BTWD and promotes bicycling for all purposes. This ad campaign, called "Get Rolling," was started in 2008, and runs for the four weeks leading up to BWTD. Each year, EBBC has raised more funding for this campaign than in the past: \$68,000 in 2010, \$57,000 in 2009 and \$30,000 in 2008. These funds, plus in-kind staffing from Alameda CTC and EBBC, covered the development of the print advertising campaign, plus the purchase of ad space.

For 2011, the Alameda CTC has already committed to provide \$10,000 in TFCA funding (this action was taken by the former ACCMA Board). In addition, staff proposes to provide \$10,000 in Measure B Bicycle/Pedestrian Safety funds. Over the past three years, ACTIA provided \$10,000 each year, which was targeted to the Get Rolling campaign. In 2010, the CMA also provided \$10,000 in TFCA funding. As in the previous years, Alameda CTC's funding for this year's Bike to Work Day program is aimed at purchasing ad space for the "Get Rolling" advertisements on bus shelters, buses, billboards, street pole banners, etc. In addition to staff time working on the ad campaign, Alameda CTC staff and consultants will also assist with media outreach for the county, which includes reaching out to television and radio contacts, promoting the Bike Commuter of the Year Award, and reaching out to local agencies, including transit agencies.

The Countywide Bicycle and Pedestrian Plans both identify the promotion of bicycling and walking as priorities for the county. Bike to Work Day is a regionally and statewide recognized effort with Alameda CTC as a key participant. At the request of the former ACCMA Board, Alameda CTC staff are working with a consultant to evaluate the effectiveness of Bike to Work Day and the Get Rolling ad campaign. Two sets of random countywide telephone surveys and web-based surveys of BTWD participants will be conducted (once in 2010 and once in 2011). The recommendations resulting from this evaluation will be brought to the BPAC for input once completed, and will be used to make adjustments and improvements to the 2011 and future Get Rolling ad campaigns.

***“Step into Life” Walking Campaign***

Alameda CTC recently developed a countywide walking promotional campaign, called “Step into Life,” the first phases of which were launched in 2010. The campaign is targeted to adults, a population that walks at a significantly lower rate than children and seniors. In addition, unlike for the other age groups, there are no efforts that promote walking to adults. This countywide campaign, which was brought to BPAC several times in 2010 for feedback, has five proposed elements: an ad campaign (envisioned to be similar to Get Rolling), incentives/giveaways, a walking challenge, a Facebook page, and a website.

In October, Alameda CTC launched a new “Step into Life” website, which is currently housed within the ACTIA website. It has tools for walking more, links to places to walk, and a variety of links to walking events in Alameda County. There is also information about taking the “Step into Life Challenge” to walk more. The website can be found using RideStrideArrive.org, which is an overall brand “tagline” developed for the Get Rolling campaign, the Step into Life campaign and for Safe Routes to Schools.

Also in October, Alameda CTC released the Step into Life promotional flyer, which has tips for walking more, reasons to walk, information about the Challenge, and a link to the website. It includes a ruler as a way to make the piece more useful and something that people will hold onto. These promotional pieces are being distributed by Alameda CTC at events, via the Safe Routes to Schools program (to parents, teachers, etc), and by other partners.

Staff are recommending that up to \$5000 be designated to be used to leverage outside funding to launch the advertising campaign and to enhance the overall campaign (for example, to develop a stand-alone website). Staff will approach foundations and apply for grants to gather funding to implement the ad campaign and to promote the overall program. It is hoped that having some “seed” money will make receiving outside funding more likely.

***Countywide Bicycle/Pedestrian Annual Count Program***

Anecdotal reports suggest that walking and bicycling have increased in Alameda County; however, there is little consistent data on bicycle and pedestrian volumes, unlike for motor vehicle traffic. Consistent data on bicycling and walking volumes will help accurately measure trends and levels of walking and bicycling in the county. Count data would benefit countywide planning efforts, and local and regional agencies. The Countywide Bicycle and Pedestrian Plans both identify the need for count data.

In 2007, the former ACTIA Board approved the use of \$25,000 from the Countywide Bicycle and Pedestrian Safety Funds to augment a Caltrans grant held by UC Berkeley’s Traffic Safety Center (now called SafeTREC) to perform bicycle and pedestrian counts at specific locations throughout Alameda County. Counts were conducted at 50 intersections in 2008. ACTIA used some of this funding to acquire four portable bicycle and pedestrian automated counters and two in-pavement automated bicycle counters that are being used by Alameda CTC and local agencies to collect continuous data at selected locations (one automated counter was stolen and will be replaced).

In 2009, volunteers who were trained by SafeTREC, conducted a set of bicycle and pedestrian counts at some of the same locations counted in 2008. While these counts provided usable data, staff does not recommend using volunteers for future counts, in order to save staff time, and to ensure that accurate and consistent counts are collected.

In 2010, the former ACTIA Board approved \$20,000 to be used to hire a contractor to conduct bicycle and pedestrian counts at a minimum of 30 locations throughout the county. Alameda CTC had the opportunity to partner with MTC in a regional count effort that they were implementing. Alameda CTC was able to have 50 count locations added to the 13 that MTC was conducting in the county (along with another 87 around the region), for a far more cost effective price than had been anticipated. The counts were done in September and October, and the results should be available soon. The designated funding will also be used to analyze the data and develop a report comparing the 2010 data to previous year count data. This report will be brought to the BPAC when it is completed.

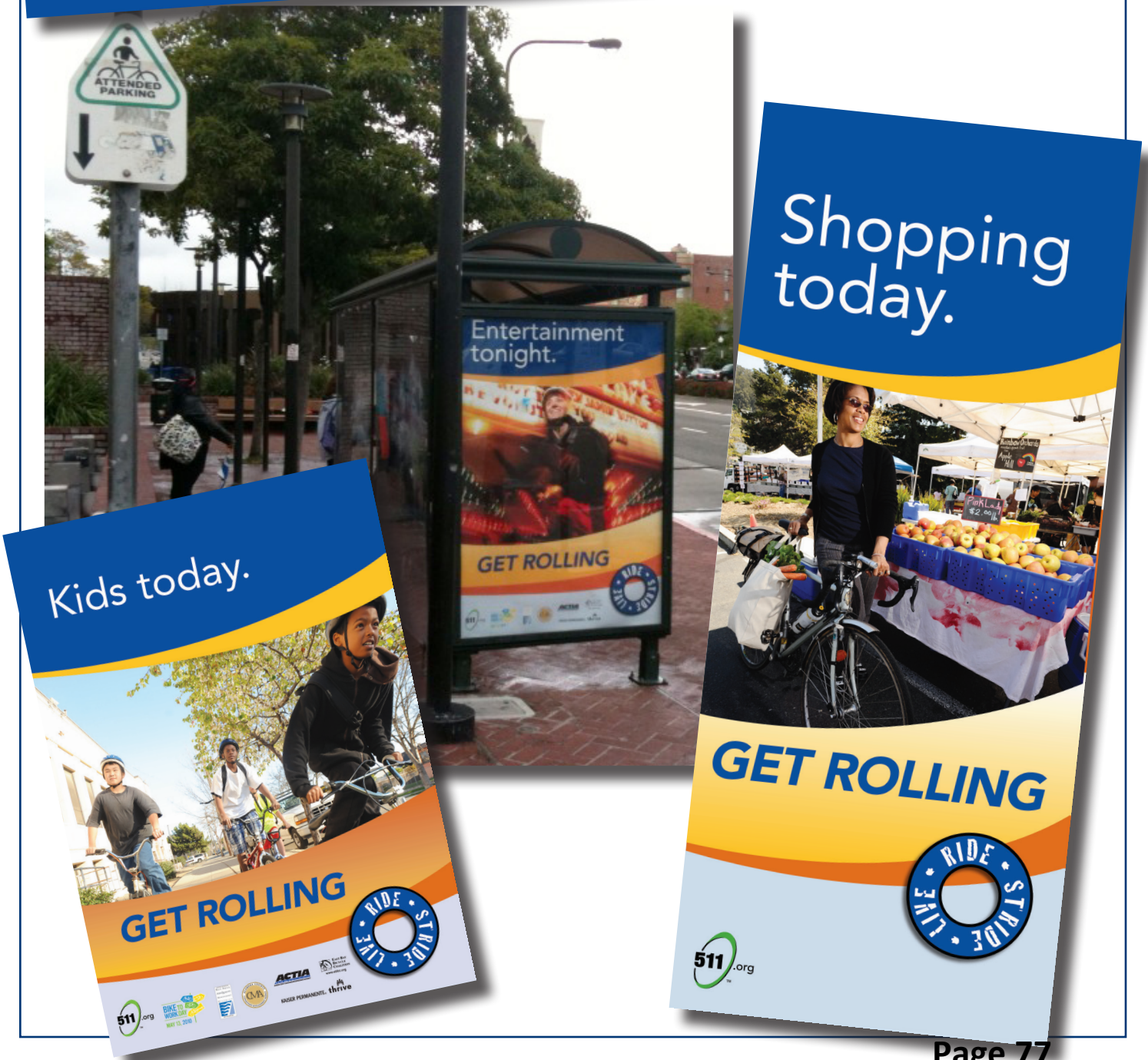
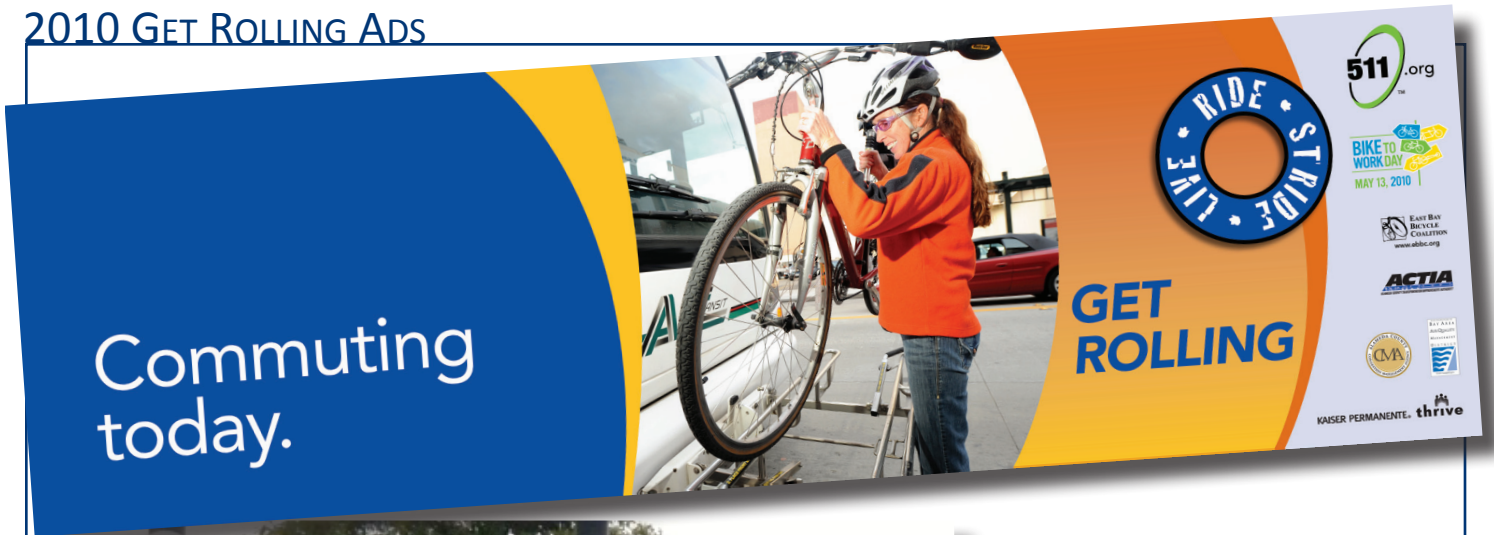
Alameda CTC recommends continuing this annual bicycle/pedestrian count program, to have long-term trend data for the county. For 2011, staff recommends \$15,000 to be used to do counts at a minimum of 30 locations. If possible, Alameda CTC will again partner with MTC which will save money by resulting in a lower price per count location and eliminating the need for Alameda CTC to do a procurement process. Staff believes that the requested \$15,000 should be sufficient, even if the cost per count location is higher in 2011 than 2010, which is likely.

**Attachments**

- A. Get\_Rolling\_Photos\_2010.pdf

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## 2010 GET ROLLING ADS



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

## MEMORANDUM

**Date:** October 21, 2010  
**To:** Alameda County Transportation Commission  
**From:** Planning, Policy and Legislation Committee  
**Subject:** Update on Alameda CTC Pass-through Fund Program and Grant Programs

### Recommendations:

This is an information item to provide an overview and status update on Alameda CTC's Pass-through Fund Program and Grant Programs.

### Summary:

Approximately 60 percent of the net revenues received from the Measure B half-cent transportation sales tax in Alameda County fund programs. Alameda CTC allocates these funds throughout the County for essential services and projects. On a monthly basis, Alameda CTC disburses pass-through program funds to 19 agencies/jurisdictions, via formulas, percentages, and grants, for five programs: bicycle and pedestrian safety, local streets and roads, mass transit including express bus services, services for seniors and people with disabilities (paratransit), and transit-oriented development. Pass-through programs are required to submit annual independent compliance audits and accompanying annual descriptive compliance reports which are due at the end of each calendar year. Grants are required to submit progress reports every six months. This document summarizes the status of pass-through programs as reported for 08/09, and grant programs as reported through July 2010.

### Background:

#### Summary of Pass-Through Fund Program

Since sales tax collection began for the 2000 Measure B on April 1, 2002, Alameda CTC/ACTIA has collected and distributed over \$488 million in pass-through funds, along with grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes. In fiscal year 2008–2009 (FY 08/09), ACTIA allocated over \$54.5 million in pass-through program funds. In comparison to FY 07/08, Measure B allocations decreased by more than \$8 million for FY 08/09 allocations.

Overall agency/jurisdiction expenditures also decreased from \$71.2 million in FY 07/08 by almost \$5.9 million to 65.3 million in FY 08/09. These expenditures include Measure B reserves from previous years. The agencies/jurisdictions reported earnings of just over \$10.4 million in interest/other income, and after expenditures, a remaining balance of just over \$49 million in unspent FY 08/09 funds. Staff is working with jurisdictions to address the fund balances.

Revenue Totals for All Programs for Each Agency/Jurisdiction					
Agency/Jurisdiction:	07/08 Unspent MB Balance	08/09 MB Revenues	Interest/Other Income	Measure B Expended in 08/09	Ending MB Balance
AC Transit	\$0	\$20,732,615	\$0	\$20,733,189	\$0
BART	\$0	\$1,441,700	\$7,774,276	\$1,441,700	\$0
LAVTA	\$0	\$805,234	\$82,911	\$875,393	\$0
Alameda County	\$7,181,187	\$2,522,090	\$124,443	\$1,128,005	\$8,699,714
ACE	\$16,720	\$2,050,108	\$60,971	\$1,951,999	\$2,298,073
City of Alameda	\$3,947,093	\$2,415,168	\$154,961	\$2,669,867	\$4,006,850
City of Albany	\$45,012	\$363,397	\$1,864	\$402,119	\$8,162
City of Berkeley	\$1,563,957	\$2,558,241	\$37,492	\$2,543,113	\$1,561,157
City of Dublin	\$967,487	\$423,203	\$59,496	\$135,593	\$1,314,593
City of Emeryville	\$319,592	\$237,731	\$8,340	\$297,387	\$268,272
City of Fremont	\$5,835,376	\$2,857,399	\$90,632	\$3,903,455	\$4,970,273
City of Hayward	\$3,358,834	\$2,613,749	\$911,739	\$4,856,243	\$2,020,295
City of Livermore	\$1,464,229	\$960,297	\$96,170	\$647,589	\$1,873,134
City of Newark	\$1,025,245	\$595,505	\$50,628	\$401,052	\$154,326
City of Oakland	\$18,305,524	\$9,967,904	\$661,425	\$17,629,229	\$14,670,812
City of Piedmont	\$184,338	\$349,966	\$0	\$125,793	\$408,511
City of Pleasanton	\$1,893,924	\$828,594	\$160,345	\$1,042,056	\$1,840,807
City of San Leandro	\$2,552,507	\$1,476,533	\$53,891	\$1,133,818	\$2,104,526
City of Union City	\$2,239,279	\$1,314,517	\$90,774	\$3,389,457	\$2,863,248
<b>Total</b>	<b>\$50,900,305</b>	<b>\$54,513,950</b>	<b>\$10,420,358</b>	<b>\$65,307,056</b>	<b>\$49,062,752</b>

Note: ACE, City of Dublin, and City of Newark reported 08/09 MB revenues that vary slightly from ACTIA's audited numbers. The expenditures throughout this report also vary slightly due to number rounding.

### **Pass-through fund program facts:**

- The 19 agencies/jurisdictions leveraged \$65.3 million in Measure B funds to cover total overall project costs in FY 08/09 of over \$322 million.
- Of the total \$65.3 million in Measure B expenditures, \$26.1 million (40 percent) funded 173 local streets and roads projects; \$22.9 million (35 percent) funded 16 mass transit projects; \$9.8 million (15 percent) funded 30 paratransit programs/projects; and \$6.4 million (10 percent) funded 68 bicycle and pedestrian projects.
- Data from the 19 agencies/jurisdictions shows expenditures of about 52 percent of Measure B funds on operations, with the remaining funds spent on construction (13 percent), maintenance (10 percent), “other” projects (10 percent), project completion

(8 percent), plans, specifications, and estimates (6 percent), and just over 1 percent of expenditures went to project scoping, feasibility, and planning.

- Approximately \$3.2 million (5 percent) in Measure B funds covered staffing costs. Of these staffing dollars, 68 percent went to local streets and roads, 27 percent to mass transit, 5 percent to bicycle and pedestrian safety, and less than 1 percent to paratransit projects.

Jurisdictions rely on Measure B funds for numerous types of projects, a few of which are: street resurfacing; installation of signage, guardrails, and traffic signals; sidewalk and ramp repairs; pedestrian crossing improvements; bikeway feasibility studies; bus transportation; education and awareness about transportation safety; and paratransit services and travel training for seniors and peoples with disabilities.

### **Summary of Grant Programs**

Alameda CTC/ACTIA also distributes grant funds to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes through the following four grant programs. In FY 08/09, ACTIA reimbursed project sponsors over \$4.7 million.

- **Bicycle and Pedestrian Countywide Discretionary Fund (CDF):** ACTIA has allocated over \$9.5 million over four funding cycles to 41 capital projects, programs, and master plans. To date, 23 projects are complete, 17 are active, and one was superseded. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$854,670.
- **Express Bus Service Fund:** The Expenditure Plan includes \$10 million (1998 dollars) for Express Bus Service programs. To date, ACTIA has allocated just under \$6.7 million over two grant cycles to six express bus service projects. Two projects are complete, one was superseded, and three are active. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$2,043,397.
- **Measure B Special Transportation for Seniors and People with Disabilities Fund (Paratransit Gap):** ACTIA has allocated over \$9.8 million over five funding cycles to 52 transportation projects and programs for seniors and people with disabilities. To date, 27 projects are complete, 24 are active, and one was canceled. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$1,731,748. Over \$800,000 was approved as stabilization funding from the Gap Grant program to address the funding declines in the base programs supported by the Pass-through funds.
- **Transit Oriented Development Fund:** The Expenditure Plan includes \$2.7 million (1998 dollars) for Transit Center Development (TCD). To date, ACTIA has allocated over \$1.5 million to eight TOD/TCD projects throughout Alameda County, four of which are complete. In FY 09/10, ACTIA reimbursed grant project sponsors a total of \$110,716.

Before grant programs are awarded to project sponsors, all grants are evaluated by the Alameda CTC. The CDF grants are recommended to the Commission by the Bicycle and Pedestrian Advisory Committee (BPAC), and Paratransit Gap grants are recommended to the Commission by the Paratransit Advisory and Planning Committee (PAPCO).

Some interesting grant program facts:

- As of August 2010, ACTIA has funded 107 grant projects in the amount of \$27,188,212.
- These grant programs have leveraged Measure B funds to cover total grant program costs of over \$109.3 million.
- Currently, 48 grants are active, two were superseded, and one was cancelled.

Overall, the four grant programs have been successful, meeting and exceeding performance measures and other markers of success. The 56 complete projects have improved transportation in Alameda County in a number of ways for each type of grant program as described in the following.

**Bicycle and Pedestrian Safety:** The 23 complete bicycle and pedestrian safety projects have helped close gaps for pedestrians and bicyclists, and improved safety and access for people throughout Alameda County:

- Project sponsors completed 13 capital projects that enhance bicycle and pedestrian travel. These include three streetscape enhancement projects; a bikeway project; four trails; three feasibility studies, including a feasibility study for a highway undercrossing, a feasibility study for an estuary crossing and a feasibility and engineering study; and bicycle lockers at a BART Station.
- Six successful plan projects include updates to two bicycle plans for Alameda County and U.C. Berkeley; a Pedestrian and Bicycle plan for the City of Pleasanton; two pedestrian plans for the Alameda County and the City of Alameda; and a railroad corridor improvement plan for the Union Pacific Railroad.
- Four programs provided education and outreach: A bicycle education program provided comprehensive on-road bicycle safety training for local youth, grades five through 12; a travel outreach program provided personalized travel information for approximately 20,000 people; bicycle safety education classes educated several thousand adults, teenagers, and children about bicycle safety; and a Safe Routes to Schools program at over 80 schools helped to ensure bicycle and pedestrian safety for youth going to and from school.

**Express Bus Service:** ACTIA approved three new projects on September 24, 2009. Two projects in Cycle 1 are complete:

- AC Transit Bus Connectivity – Major Hubs: This project consisted of planning and design activities related to providing enhanced access and public information to passengers at important express bus access points.
- Ardenwood Express Bus Park and Ride Improvements (AC Transit): This project included property acquisition and construction of an expanded Express Bus park-and-ride lot to 350 free parking spaces and 50 reserved parking spaces. The AC Transit Ardenwood Park and Ride Lot was rehabilitated and re-opened in late August 2009, at which time the entire lot became available for public use. Changes in the project scope

allowed for the addition of a restroom, bus shelters, and next-bus signage in the shelters, as well as signage on the freeway and in the lot itself with instructions on accessing the lot. The reserved parking spaces are beginning to sell regularly.

**Paratransit:** The 28 complete projects have improved transportation access for seniors and people with disabilities in a variety of ways: through Countywide mobility coordination, shuttle and taxi services, transportation to and from medical and non-medical appointments, group trips, special transportation services for individuals with dementia, rider care assistance, fare assistance, software to improve communication between riders and shuttle drivers, outreach and travel training, safety awareness, and travel assistance through travel escorts and volunteers. For many, this program has been a lifeline. Due to the reduction in Measure B sales tax revenue, ACTIA did not issue a Cycle 5 gap grant call for projects in fiscal year 2009/2010. However, in late June 2010, ACTIA executed amendments for Board-approved supplemental funding and extensions and also used Gap Grant funds to stabilize the base paratransit programs funded with the pass-through funds.

Although the total FY 09/10 numbers are not yet available, the mid-year total of trips to seniors and persons with disabilities is 885,924.

**Transit-Oriented Development (TOD):** The three complete projects have made transit more convenient and accessible for the general public through transit development in the following ways:

- ACTIA funded local match requirements for planning and capital projects for the Metropolitan Transportation Commission's Transportation for Livable Communities Capital (TLC), as well as the Alameda CTC/ACCMA TOD-TAP (Technical Assistance Program).
- Three projects completed through the MTC TLC matching program include the following station improvement plans: the Alameda Point Station Area Plan, the Downtown San Leandro Bus Rapid Transit Station Plan, and the Pleasanton Hacienda Business Park Station Area Plan.

### **Measure B Grant Programs General Findings and Recommendations**

Overall, Alameda CTC grant programs are competitive, reported as valuable, and improve transportation for youth, adults, seniors, and people with disabilities throughout the County. The result of these programs is transportation access for the diverse population that lives in, works in, or travels through Alameda County. These Measure B grant programs will continue to fund access to transportation, innovative programs, safety improvements and encouragement efforts for more people to walk, bike, and take public transportation.

The majority of grant program project sponsors have been vigilant about meeting compliance reporting requirements; 62.5 percent of them submitted their most recent six-month progress no later than July 31, 2010, with 14.5 percent of them submitted within the following week of the due date. However, 23 percent were late. Final reports from the completed grants indicate that the project sponsors adhered to their agreement and amendments and sought to have their projects follow the agreement's original intent.

Staff has completed full evaluations of specific grant cycles to improve these grant programs, facilitate efficient grant administration, and adjust the programs for the ever-changing transportation needs of the people of Alameda County. Staff has documented some of the specific challenges with projects due to the following: project delays or delays in legislation that guide certain projects, project sponsors miscalculating the dollar amount necessary to complete the project, use of incorrect reporting forms, and a large percentage of project sponsors requesting extensions in specific grant cycles.

Based on the data collected, Alameda CTC has extended certain grant cycles, and as in the case of some Paratransit gap grants, provided additional funding. Every effort is made to forge consistent communication with grant recipients to ensure projects are on track (and that project sponsors are using the correct forms when reporting progress, requesting reimbursement, etc.), and to continue to ensure program area equity, so that future monies are distributed to projects widely through Alameda County.

### **Expanded Grant Program Summary**

The following expanded summary of all Measure B grants is listed by programmatic funding source. The attachments provide additional detail, including the grant summary list in Attachment A.

### **Bicycle and Pedestrian Countywide Discretionary Fund Grants Status**

ACTIA has allocated the Countywide Discretionary Fund for Bicycle and Pedestrian Grants through four funding cycles to date. The grant period for Cycle 1 began February 26, 2004, Cycle 2 began April 28, 2005, Cycle 3 began July 1, 2007, and Cycle 4 began July 1, 2009. All four cycles are for two-year funding periods. The Cycle 1 and 2 project sponsors have all completed their projects. See Attachment B for a detailed summary of the progress made for all four cycles of Bicycle and Pedestrian CDF grants. This grant program supports three different types of bicycle and pedestrian projects: capital projects, master plans, and programs.

- *Cycle 1 Countywide Discretionary Funds – Grant Period Began: February 2004*  
ACTIA funded seven projects in the first funding cycle. Six projects are complete, and one project was superseded with a Cycle 3 grant (three capital projects, three master plans, and one program).  
**Total Measure B Funds:** \$1,500,000  
**Total Projects Value:** \$7,494,119
- *Cycle 2 Countywide Discretionary Funds – Grant Period Began: April 2005*  
ACTIA funded eight projects in the second funding cycle. All projects are complete (six capital projects and two master plans).  
**Total Measure B Funds:** \$1,000,000  
**Total Projects Value:** \$2,125,993
- *Cycle 3 Countywide Discretionary Funds – Grant Period Began: July 2007*  
ACTIA funded 14 projects in the third funding cycle. All projects are moving forward, nine are complete, and of the other four, two will be complete in 2010 and two will be complete in 2011 (10 capital projects, one master plan, and three programs).  
**Total Measure B Funds:** \$3,257,292  
**Total Projects Value:** \$17,689,127

- *Cycle 4 Countywide Discretionary Funds – Grant Period Began: July 2009*  
ACTIA funded 12 projects in the fourth funding cycle. Many projects have started to move forward (five capital projects, three master plans, and four programs).  
**Total Measure B Funds:** \$4,000,000  
**Total Projects Value:** \$8,247,792

### ***Bicycle and Pedestrian Grant Extension Summary***

ACTIA gave the following grant extensions for a number of reasons. Some of the reasons were uncontrollable, such as weather or dependence on other entities to provide their service in a timely manner. Other reasons were due to a desire to maximize the scope, such as wanting to coordinate with components of an even more comprehensive and expanded master plan. There were also cursory delays due to project review and data analysis, and communication amongst key stakeholders, causing projects to progress more slowly than anticipated.

- Of the seven projects ACTIA sponsored in Cycle 1, six project sponsors requested extensions for completion (86 percent).
- In Cycle 2, six of the eight projects requested extensions for completion (75 percent).
- In Cycle 3, eight of the 14 projects requested extensions for completion (57 percent).
- In Cycle 4, four of the 12 projects requested extensions for task deliverable submission, and one of the 12 requested an extension for completion (42 percent).

### **Express Bus Service Grants Status**

ACTIA allocated the first-year Express Bus Service Grants in fiscal year 2006 to 2007. The grant period for Cycle 1 began July 1, 2006, and expired October 31, 2009. Cycle 2 began in July 2009. See Attachment C for a detailed summary.

- *Cycle 1 Express Bus Funds – Grant Period Began: July 2006*  
ACTIA funded three projects in the first funding cycle. One active project from this cycle is moving forward, and two are complete. All three have requested extensions for project completion.  
**Total Measure B Funds:** \$3,170,843  
**Total Projects Value:** \$12,198,850
- *Cycle 2 Express Bus Funds – Grant Period Began: July 2009*  
ACTIA funded three projects in the second funding cycle. Two of the projects from this cycle are active. The third project has been superseded by one of the previous two projects.  
**Total Measure B Funds:** \$3,528,157  
**Total Projects Value:** \$5,069,679

### ***Express Bus Grant Extension Summary***

Requested completion extensions were due to scope expansion, fund shortfall for recommended improvements, and delays in final design approval.

- Of the three projects ACTIA sponsored in Cycle 1, all requested extensions for completion (100 percent).
- In Cycle 2, one of the two projects, the third having been superseded, requested an extension for completion (50 percent).

**Paratransit Gap Fund Grants Status**

ACTIA has allocated Paratransit Gap Fund Grants through four funding cycles to date. The grant period for Cycle 1 began July 1, 2004; Cycle 2 began July 1, 2005; Cycle 3 began July 1, 2006; and Cycle 4 began July 1, 2008. Cycles 1 and 2 were one-year funding periods, whereas Cycles 3 and 4 are two-year funding periods. See Attachment D for a detailed summary of the progress made for Cycles 1 through 4 Paratransit Gap Fund Grants.

- *Cycle 1 and 2 Gap Grant Projects – Grant Periods Began: July 2004 and July 2005*  
ACTIA funded 16 projects in the first and second funding cycles. These projects are complete.  
**Total Measure B Funds:** \$1,523,920  
**Total Projects Value:** \$1,616,365
- *Status of Cycle 3 Projects – Grant Period Began: July 2006*  
ACTIA funded 16 projects in the third funding cycle. Twelve projects are complete; the remaining four have either requested or have been granted extensions. These projects are scheduled for fall 2011 completion except for one which will end in fall 2010.  
**Total Measure B Funds:** \$3,630,000  
**Total Projects Value:** \$4,311,352
- *Status of Cycle 4 Projects – Grant Period Began: July 2008*  
ACTIA funded 20 projects for the fourth funding cycle. All projects are proceeding as outlined in the ACTIA Grant Funding Agreement, except for one cancelled project. Those projects granted Board-approved extensions are expected to be complete in fall 2011.  
**Total Measure B Funds:** \$4,470,610  
**Total Projects Value:** \$6,753,326

**Paratransit Gap Grant Extension Summary**

Of the 16 projects ACTIA sponsored in Cycles 1 and 2, two project sponsors requested extensions for completion (13 percent); in Cycle 3, 12 of the 16 projects requested extensions for completion (75 percent); in Cycle 4, all except one of the 20 projects requested or received Board-approved extensions (53 percent).

**Transit-oriented Development Grants Status**

ACTIA has allocated Transit-oriented Development Grants through two funding cycles to date. The grant period for Cycle 1 began in 2005; Cycle 2 began in 2007. In 2009, ACTIA allocated additional funding for technical assistance. See Attachment E for a detailed summary of the progress made for Cycles 1 and 2 Transit-Oriented Development Grants.

- *Cycle 1– Grant Periods Began: 2005*  
The four projects funded in this cycle are complete.  
**Total Measure B Funds:** \$340,390  
**Total Projects Value:** \$1,662,175
- *Cycle 2 – Grant Period Began: 2007*  
The four projects funded in this cycle are moving forward and some are making significant progress.  
**Total Measure B Funds:** \$767,000  
**Total Projects Value:** \$42,199,000



***Transit-oriented Development Grant Extension Summary***

Of the four active projects, two of them have requested extensions (50 percent), because of construction delays due to inclement weather and a delay in securing STIP/TE funding.

**Fiscal Impact**

There is no fiscal impact associated with this update; this item is for information only.

**Attachments**

- A. Alameda CTC Programs Grants Summary
- B. Bicycle and Pedestrian Countywide Discretionary Fund Grants
- C. Express Bus Service Grants
- D. Paratransit Gap Fund Grants
- E. Transit-oriented Development Grants

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Grant Program	Cycle	Agreement No.	Location	Grant Project Sponsor	Grant Project Name	ACTIA Measure B Funds	Other Funds	Total Project Cost	Project Status	
Bicycle and Pedestrian	1	A04-0016	N	City of Oakland	Eastlake Streetscape and Pedestrian Enhancement Project	\$262,000	\$2,827,600	\$3,089,600	Complete	
		A04-0018	N	City of Oakland Public Works Agency	Oakland Bicycle Master Plan Update	\$134,000	\$166,440	\$300,440	Complete	
		A04-0017	C	City of San Leandro	San Leandro Bay Trail Slough Bridge	\$250,000	\$1,399,027	\$1,649,027	Superseded	
		A04-0019	C, E	County of Alameda Public Works Agency	Alameda County Pedestrian Master Plan for Unincorporated Areas	\$120,000	\$50,000	\$170,000	Complete	
		A04-0022	N, C, S	East Bay Asian Youth Center	Bicycle Education Programs	\$222,750	\$170,000	\$392,750	Complete	
		A04-0021	E	East Bay Regional Park District	Iron Horse Trail	\$450,000	\$1,381,052	\$1,831,052	Complete	
		A04-0023	N	University of California (Berkeley)	UC Berkeley Bicycle Plan	\$61,250	\$0	\$61,250	Complete	
				Cycle 1 Grants (7) Subtotal				\$1,500,000	\$5,994,119	\$7,494,119
	2	A05-0030	CW	Alameda County Congestion Mangement Agency	Countywide Bicycle Plan Update	\$30,000	\$20,000	\$50,000	Complete	
		A05-0036	N	Alameda County Public Works Agency	Coliseum BART to Bay Trail Connector Environmental Study	\$100,000	\$15,000	\$115,000	Complete	
		A05-0031	N	City of Alameda	City of Alameda Pedestrian Master Plan	\$36,000	\$9,000	\$45,000	Complete	
		A05-0035	N	City of Albany	Buchanan and I-80/I-580 Intersection Alternative Bicycle/Pedestrian Connector Trail	\$75,000	\$35,000	\$110,000	Complete	
		A05-0034	N	City of Oakland	Market Street Bikeway Project	\$235,000	\$441,993	\$676,993	Complete	
		A05-0032	S	City of Union City	11th Street Enhancement Project	\$300,000	\$497,000	\$797,000	Complete	
		A05-0033	E	East Bay Regional Park District	Alamo Canal Trail Undercrossing of I-580 Feasibility Study	\$50,000	\$50,000	\$100,000	Complete	
		A05-0037	CW	San Francisco Bay Area Rapid Transit District	BART Station Electronic Bicycle Lockers	\$174,000	\$58,000	\$232,000	Complete	
			Cycle 2 Grants (8) Subtotal				\$1,000,000	\$1,125,993	\$2,125,993	
	3	A07-0004	N, C, S	Alameda County Public Works Agency	Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Plan	\$75,000	\$75,000	\$150,000	Complete	
		A07-0003	N, C, S	Alameda-Contra Costa Transit District	Bike Racks for New Buses	\$20,000	\$100,000	\$120,000	Active	
		A07-0005	N	Berkeley Redevelopment Agency	Aquatic Park Connection Streetscape Improvement Project - Phase 1 Bike & Ped Improvements	\$65,000	\$1,160,000	\$1,225,000	Active	
		A07-0006	N	City of Alameda	Alameda-Oakland Estuary Crossing Feasibility Study	\$100,000	\$310,797	\$410,797	Complete	
		A07-0007	N	City of Albany	Buchanan Bicycle/Pedestrian Path	\$266,000	\$51,600	\$317,600	Active	
		A07-0008	N	City of Berkeley	Ashby BART Station/Ed Roberts Campus Pedestrian and Bicycle Access and Safety Project	\$136,000	\$6,914,000	\$7,050,000	Active	
		A07-0009	N	City of Berkeley	Travel Choice - Berkeley	\$190,000	\$447,000	\$637,000	Complete	
		A07-0010	E	City of Livermore	Iron Horse Trail Feasibility & Engineering Study	\$70,000	\$98,000	\$168,000	Complete	
		A07-0011	N	City of Oakland	MacArthur Transit Hub Streetscape Improvement Project	\$215,000	\$2,608,000	\$2,823,000	Complete	
		A07-0012	E	City of Pleasanton	Pleasanton Pedestrian & Bicycle Master Plan	\$111,000	\$0	\$111,000	Complete	
		A07-0013	C	City of San Leandro	Bay Trail Slough Bridge	\$1,000,000	\$2,030,000	\$3,030,000	Active	
		A07-0015	CW	East Bay Bicycle Coalition	Bicycle Safety Education Classes	\$38,000	\$3,250	\$41,250	Complete	
		A07-0014	E	East Bay Regional Park District	I-580 Undercrossing, Alamo Canal Trail	\$235,000	\$100,000	\$335,000	Complete	
		A07-0016	CW	Transportation and Land Use Coalition	Safe Routes to School (SR2S) Alameda County Partnership	\$736,292	\$534,188	\$1,270,480	Complete	
				Cycle 3 Grants (14) Subtotal				\$3,257,292	\$14,431,835	\$17,689,127
	4	A09-0023	CW	Alameda County Congestion Management Agency	Alameda Countywide Bicycle Plan Update	\$130,000	\$35,000	\$165,000	Active	
		A09-0021	N	City of Albany	Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan	\$130,000	\$30,000	\$160,000	Active	
		A09-0018	E	City of Dublin	Alamo Canal Regional Trail Undercrossing of I-580: Construction	\$891,000	\$1,760,000	\$2,651,000	Active	
		A09-0020	S	City of Fremont	Irvington Area Pedestrian Improvements	\$342,000	\$58,000	\$400,000	Active	
		A09-0026	S	City of Fremont	Tri-City Senior Walk Clubs	\$52,000	\$15,000	\$67,000	Active	
		A09-0022	S	City of Newark	Newark Pedestrian and Bicycle Master Plan	\$119,000	\$30,000	\$149,000	Active	
		A09-0017	N	City of Oakland	Lakeshore/Lake Park Avenue Complete Streets Project	\$573,599	\$633,992	\$1,207,591	Active	
		A09-0025	CW	East Bay Bicycle Coalition	Bicycle Safety Education Program	\$215,401	\$4,800	\$220,201	Active	
		A09-0019	E	East Bay Regional Parks District	Iron Horse Trail Feasibility Study - Dublin BART to Santa Rita Road	\$25,000	\$25,000	\$50,000	Active	
		A09-0024	CW	TransForm	Safe Routes to Schools Alameda County Partnership	\$820,000	\$1,075,000	\$1,895,000	Active	
		A09-0027	CW	TransForm	TravelChoice New Residents	\$175,000	\$178,000	\$353,000	Active	
		A09-0016	N, C	Urban Ecology	East Bay Greenway Environmental Review and Implementation Strategy	\$527,000	\$403,000	\$930,000	Active	
				Cycle 4 Grants (12) Subtotal				\$4,000,000	\$4,247,792	\$8,247,792
			41 Bicycle and Pedestrian - Cycles 1 - 4 Grants Total				\$9,757,292	\$25,799,739	\$35,557,031	
Express Bus	1	A06-0039	S	Alameda-Contra Costa Transit District	Ardenwood Express Bus Park and Ride Improvements	\$1,500,000	\$6,700,000	\$8,200,000	Complete	
		A06-0038	CW	Alameda-Contra Costa Transit District	Express Bus Connectivity - Major Hubs	\$21,843	\$16,600	\$38,443	Complete	
		A06-0040	E	Livermore Amador Valley Transit Authority	LAVTA Bus Rapid Transit	\$1,649,000	\$2,311,407	\$3,960,407	Active	
				Cycle 1 Grants (3) Subtotal				\$3,170,843	\$9,028,007	\$12,198,850
	2	Pending	CW	Alameda-Contra Costa Transit District	Alameda County Countywide Express Bus Plan (from Cycle 1 funding)	\$0	\$0	\$0	Superseded	
		A09-0035	C, N	Alameda-Contra Costa Transit District	1R International Rapid Weekday and Weekend Operations (funding rolled over from superseded)	\$2,028,157	\$1,171,522	\$3,199,679	Active	
		A09-0036	E	Livermore Amador Valley Transit Authority	LAVTA Express Bus Operating Assistance	\$1,500,000	\$370,000	\$1,870,000	Active	
				Cycle 2 Grants (3) Subtotal				\$3,528,157	\$1,541,522	\$5,069,679
		6 Express Bus - Cycles 1-2 Grants Total				\$6,699,000	\$10,569,529	\$17,268,529		
Paratransit	1 & 2	A04-0027	N	City of Alameda	Medical Return Trip Improvement Program (MRTIP)	\$64,514	\$0	\$64,514	Complete	
		A04-0026	N	City of Albany	Medical Return Trip Improvement Program (MRTIP)	\$11,480	\$0	\$11,480	Complete	
		A04-0028	N	City of Berkeley	Medical Return Trip Improvement Program (MRTIP)	\$76,163	\$0	\$76,163	Complete	
		A04-0029	N	City of Emeryville	Medical Return Trip Improvement Program (MRTIP)	\$10,080	\$0	\$10,080	Complete	
		A04-0033	S	City of Fremont	Paratransit Fare Assistance Program	\$52,388	\$0	\$52,388	Complete	
		A04-0033	S	City of Fremont	Travel Escort Program	\$77,836	\$0	\$77,836	Complete	
		A04-0033	S	City of Fremont	Medical Outreach Transportation Program (South County)	\$89,599	\$50,000	\$139,599	Complete	
		A04-0031	C	City of Hayward	Pre-scheduled Non-Medical Trips	\$93,700	\$0	\$93,700	Complete	
		A04-0031	C	City of Hayward	Same Day Medical Trips	\$164,650	\$0	\$164,650	Complete	
		A04-0031	C	City of Hayward	Joint Medical Transportation Outreach Project	\$26,023	\$0	\$26,023	Complete	
		A04-0031	C	City of Hayward	Group Recreational Trips	\$93,700	\$0	\$93,700	Complete	
		A04-0030	N	City of Oakland	Medical Return Trip Improvement Program (MRTIP)	\$397,783	\$0	\$397,783	Complete	
		A04-0030	N	City of Oakland	Accessible Home Improvement Paratransit Program (AHIPP)	\$90,317.98	\$42,445	\$132,763	Complete	
		A04-0032	C	City of San Leandro	Joint Medical Transportation Outreach Project	\$7,500	\$0	\$7,500	Complete	
		A04-0032	C	City of San Leandro	San Leandro Out of Town Medical Trips	\$126,975	\$0	\$126,975	Complete	
		A04-0036	E	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Tri-Valley Taxi Study for Seniors and Disabled	\$141,211	\$0	\$141,211	Complete	
				Cycles 1 & 2 Grants (16) Subtotal				\$1,523,920	\$92,445	\$1,616,365
	3	ACTIA-3	CW	Alameda County Transportation Improvement Authority	Countywide Mobility Coordination Program	\$500,000	\$0	\$500,000	Complete	
		ACTIA-2 (A06-0044)	S	Alameda County Transportation Improvement Authority/City of Fremont	South County Taxi Pilot Project	\$455,700	\$0	\$455,700	Active	
		ACTIA-1 (A06-0044)	E	Alameda County Transportation Improvement Authority/City of Fremont	Tri-City Travel Training Pilot Project	\$170,000	\$60,000	\$230,000	Active	
		A06-0030	CW	Alameda-Contra Costa Transit District	East Bay Paratransit Mobile Data Computer/Automatic Vehicle Location Pilot Program	\$500,000	\$61,645	\$561,645	Complete	
		A06-0036	N, C	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$300,000	\$348,743	\$648,743	Complete	
		A06-0028	N	Bay Area Community Services	Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion	\$102,576	\$52,798	\$155,374	Active	
		A06-0034	N	Bay Area Community Services	North Alameda County Group Trip Program	\$240,454	\$17,447	\$257,901	Complete	
		A06-0035	N	Center for Independent Living/USOAC	Outreach and Travel Training Project of North Alameda County	\$239,976	\$18,888	\$258,864	Complete	
		A06-0027	N	City of Berkeley/Ed Roberts Campus	Ashby BART Station/Ed Roberts Campus	\$141,000	\$16,000	\$157,000	Active	
		A06-0044	S	City of Fremont	Older Driver Safety Awareness Program	\$36,000	\$0	\$36,000	Complete	
		A06-0044	S	City of Fremont	Volunteers for Independence Program	\$70,000	\$0	\$70,000	Complete	
		A06-0032	C	City of Hayward	Hayward Ride-Today!	\$355,700	\$0	\$355,700	Complete	
		A06-0031	S	City of Newark	Fare Assistance for AC Transit Circulator Routes	\$93,026	\$0	\$93,026	Complete	
		A06-0033	E	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	LAVTA Paratransit Customer Service Software	\$175,000	\$26,000	\$201,000	Complete	
		A06-0037	E	Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Tri-Valley Travel Training Program	\$123,800	\$57,460	\$181,260	Complete	
		A06-0029	CW	San Francisco Bay Area Rapid Transit District	East Bay Paratransit Rider Care Specialist	\$126,768	\$22,371	\$149,139	Complete	
				Cycle 3 Grants (16) Subtotal				\$3,630,000	\$681,352	\$4,311,352
	4	ACTIA-4 A08-0027	C, S	Alameda County Transportation Improvement Authority	Central County Taxi Program Expansion and "Guaranteed Ride Home" for Travel Training Participants	\$35,000	\$0	\$35,000	Cancelled	
		ACTIA-5 A08-0028	CW	Alameda County Transportation Improvement Authority	Countywide Mobility Coordination	\$374,000	\$0	\$374,000	Active	
		A08-0025	N, C, S	Alameda-Contra Costa Transit District	Interactive Voice Response (IVR)/Web-based Scheduling Software	\$200,000	\$0	\$200,000	Active	
		A08-0026	CW	Alameda-Contra Costa Transit District	New Freedom Fund Grant Match	\$36,000	\$144,000	\$180,000	Active	
		A08-0024	N, C, S	Alameda-Contra Costa Transit District	EBP Mobile Data Terminal/Automatic Vehicle Locator Project	\$306,000	\$300,000	\$606,000	Active	
		A08-0029	N, C, S	Alzheimer's Services of the East Bay	Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia	\$440,000	\$992,820	\$1,432,820	Active	
		A08-0030	N	Bay Area Outreach and Recreation Program	BORP North County Youth/Adults with Disabilities Group Trip Project	\$344,200	\$153,230	\$497,430	Active	
		A08-0031	N, C	Centers for Independent Living	Mobility Matters!	\$376,209	\$123,395	\$499,604	Active	
		A08-0032	N	City of Albany	Albany Senior Center Community Shuttle Bus	\$161,600	\$30,900	\$192,500	Active	
		A08-0033	N	City of Emeryville	94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	\$232,000	\$18,000	\$250,000	Active	
		A08-0034	S	City of Fremont	VIP Rides Program	\$154,665	\$73,483	\$228,148	Active	
		A08-0035	C	City of Hayward	Hayward Round About - Paratransit Shuttle Service	\$440,000	\$0	\$440,000	Active	
		A08-0036	N	City of Oakland	GRIP - Grocery Return Improvement Program +	\$275,885	\$50,000	\$325,885	Active	
		A08-0037	N	City of Oakland - Department of Human Resources	TAXI - UP & GO Project!	\$143,472	\$260,840	\$404,312	Active	
		A08-0038	E	City of Pleasanton	Downtown Route	\$387,739	\$75,208	\$462,947	Active	
		A08-0039	E	City of Pleasanton	Rider Assessment Service	\$9,200	\$8,927	\$18,127	Active	

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## Attachment B: Bicycle and Pedestrian Countywide Discretionary Fund Grants Status Update

### Bicycle and Pedestrian Grants: Status of Cycle 1 Projects

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Grant Period Began: February 2004

ACTIA funded seven projects in the first funding cycle. Six of the projects from this cycle are complete, and one was superseded.

- **Alameda County Pedestrian Master Plan** (County of Alameda): Completed August 2006, the Pedestrian Master Plan for communities within unincorporated Alameda County includes policy recommendations, an implementation plan, and a prioritized list of proposed ADA curb/sidewalk improvement projects, as well as other valuable resources. The successful development of this plan ultimately facilitates the development of walkable streets, ADA accessibility, and pedestrian safety and access.
- **Bicycle Education Program** (East Bay Asian Youth Center): Completed June 2007, the educational goal of this program was to provide comprehensive on-road bicycle safety training for local youth, grades five through twelve. Although this was a two-year program, its success is evidenced by the continued training and use of this program as a model.
- **Eastlake Streetscape and Pedestrian Enhancement Project** (City of Oakland): Completed January 2005, this \$3 million project's goals were to enhance the quality of life for residents and business owners. These goals were met by way of calming traffic, improving pedestrian safety, and encouraging alternate travel modes such as public transit, walking, and bicycling.
- **Iron Horse Trail in Pleasanton** (East Bay Regional Park District): Completed June 2008, this successful \$1.8 million project entailed constructing an approximately one-mile, 16-feet-wide, paved trail to connect the City of Pleasanton's local trail system to the main roads leading into a local business park and the Dublin/Pleasanton BART station, in addition to connecting to an existing bicycle trail.
- **Oakland Bicycle Plan Master Update** (City of Oakland): Completed February 2008, this Master Plan includes a focused programmatic environmental impact report and facilitates the expeditious evaluation and implementation of priority bicycle projects for the City, with the development of several prototype street classifications, ultimately enabling safer travel and better parking accommodations for cyclists.
- **San Leandro Bay Trail Slough Bridge** (City of San Leandro): Completed July 2008, ACTIA combined the grant funds for this project with an additional Cycle 3 grant, which superseded the original project (see Cycle 3 projects).
- **UC Berkeley Bicycle Plan** (UC Berkeley): Completed August 2006, this comprehensive Bicycle Plan addresses the entire UC Berkeley campus, portions of the hill campus, adjacent areas in the City of Berkeley, in addition to the City of Oakland and Eastbay

Regional Parks District. It focuses on tackling issues of bicycle access, circulation, and amenities, ultimately increasing the number of bicycle commuters and their safety.

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**Bicycle and Pedestrian Grants: Status of Cycle 2 Projects**

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Grant Period Began: April 2005

ACTIA funded eight projects in the second funding cycle. All are complete.

- **11th St Enhancements** (Union City): Completed March 2008, the 11th Street Enhancements project exponentially improved bicycle and pedestrian safety and provided high-quality pedestrian and bicycle access to the Union City Intermodal Station, as well as nearby planned developments.
- **Alamo Canal Trail Undercrossing of I-580 Feasibility Study** (East Bay Regional Park District): Completed January 2007, this feasibility study will facilitate the closure of a 600-foot gap in the existing Alamo Canal Trail, which has advanced toward the construction phase.
- **BART Station Electronic Lockers** (BART): Completed March 2009, the installation of 66 new electronic “shared-use” bicycle lockers at three Alameda County BART stations, and the relocation of 16 existing metal lockers provides a variety of benefits, including reducing the fire hazard created by existing plastic lockers, reducing or eliminating the waiting list for lockers, and increasing bicycle storage capacity at three BART stations.
- **Buchanan and I-80/I-580 Intersection Alternative Bike/Ped Connector Trail** (City of Albany): Completed July 2007, this project provides a safer, alternative route for bicyclists and pedestrians to cross the Interstate 80/580 interchange. This trail is a primary access route to the Bay Trail.
- **City of Alameda Pedestrian Master Plan** (City of Alameda): Fully completed January 2009, this Pedestrian Plan is a component of the citywide Transportation Master Plan. Some of its elements include development of goals and policies, review of existing conditions in school zones and identifying improvement needs, and development of an implementation plan.
- **Coliseum BART to Bay Trail Environmental Clearance** (Alameda County): Completed June 2007, this comprehensive report concludes that the construction of this proposed one-mile long BART to Bay Trail project would not have a significant effect on the environment.
- **Countywide Bicycle Plan Update** (Alameda County Congestion Management Agency): Completed May 2007, ACCMA conducted a focused update of the original countywide Bicycle Plan that was adopted in 2001, improving the accuracy and usability of the plan. The success of this plan can be seen in the connected and continuous network amongst local jurisdiction in the county, facilitating priority bicycle project across jurisdictional boundaries. This plan is being utilized in the coordination of the Countywide Strategic Pedestrian Plan.

- **Market Street Bikeway** (City of Oakland): Completed December 2008, this nearly \$5 million project improved bicycle and pedestrian safety and access with the construction of a two-mile bikeway that connects with an existing one-mile bikeway, utilizing crack and slurry seal to improve visibility and encourage longevity.

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**Bicycle and Pedestrian Grants: Status of Cycle 3 Projects**

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Grant Period Began: July 2007

ACTIA funded 14 projects in the third funding cycle. Nine projects are complete, and the remaining five have requested amendments for extensions. The updates below are based on information the Project Sponsors reported through their most recent progress reports (submitted at the end of July 2010).

- **Alameda-Oakland Estuary Crossing Feasibility Study** (City of Alameda): The Project Sponsor completed this in February 2010, and provided a final presentation to the Bicycle Pedestrian Advisory Committee in March 2010. As part of this project, the Sponsor:
  - Developed and evaluated alternatives for an improved bicycle and pedestrian connection between Alameda's west end and Oakland, which are separated by the Oakland Estuary.
  - Developed of a feasibility study, identifying recommended preferred alternatives warranting further study, design work, and an environmental analysis.
  - Made extensive public outreach to generate strong support for the final preferred alternative.
- **Aquatic Park Connection Streetscape Improvement Project** (Berkeley Redevelopment Agency): ACTIA has approved four amendments, one of which extended the grant completion date to September 30, 2010.
  - With the bid coming in under the 83 percent project cap, staff anticipates including additional thermoplastic bike treatments that connect the Aquatic Park Connection Route to the existing Bike Boulevards as endorsed by the Berkeley Bike Plan.
  - The Project Sponsor has installed bike racks/tree guards, pedestrian lighting, wayfinding, seating, and new sidewalks, as well as two of three remaining signs manufactured with funding from ACTIA.
- **Ashby BART Station/Ed Roberts Campus Ped/Bike Access and Safety Project** (City of Berkeley): ACTIA approved one amendment, which extends the grant completion date to June 30, 2010.
  - The Project Sponsor had not submitted the current Project Progress Report at the time of this report.
  - An amendment request is pending to revise deliverables and milestones due to the two-stage contractor selection process requiring more time than anticipated.
  - Construction of the overall Ed Roberts Campus project is 70 percent complete.

- **San Leandro Bay Trail Slough Bridge** (City of San Leandro): ACTIA approved an amendment to extend the grant completion date to September 30, 2010, because of a delay due to the Project Sponsor's inability to secure federal funding and due to protection of endangered species limits.
  - The Project Sponsor had not submitted the current Project Progress Report at the time of this report; however, this project is in the closeout process.
- **Bicycle Racks for New Buses** (AC Transit): AC Transit received bids for the new bike racks and had placed procurement on hold, pending the approval of changes to state code to allow bike racks holding three bikes to be installed on buses. ACTIA approved an amendment due to this delay that extends the grant completion date to October 31, 2011.
  - The Project Sponsor reports that the review of bids will begin in the subsequent reporting period.
  - AC Transit issued an Invitation for Bid (IFB) in May 2010 that closed in July 2010.
- **Bicycle Safety Education Classes** (East Bay Bicycle Coalition): The Project Sponsor completed this project, and ACTIA staff closed it out in October 2009.
  - The Project Sponsor completed all six contractually required tasks, from preparing maps and training materials, to marketing and conducting Family Cycling Workshops to Police Department outreach.
  - Although there was difficulty during the first year, the project exceeded all performance measures during the second year. The Project Sponsor:
    - Provided three Day 2 course maps.
    - Exceeded the Police Diversion Programs performance measure target.
    - Exceeded Family Cycling Workshop target attendees by almost 20.
    - Mapped four Day 2 bicycle safety courses in four cities when only three were required.
- **Buchanan Bicycle/Pedestrian Path – Preliminary Engineering and Environmental Phase** (City of Albany): ACTIA approved a third amendment, which extends the grant completion date to October 31, 2011.
  - The Project Sponsor anticipates submission of a National Environmental Policy Act (NEPA) document in November 2010.
  - The City obtained a federal construction grant of \$1.7 million for the construction of the Buchanan Path from San Pablo Avenue to the Buchanan Bridge.
  - The Project Sponsor reports that the right-of-way agreements with stakeholders were drafted in April 2010.
  - In January 2010, the City filed CEQA documentation with the State Clearinghouse.
- **I-580 Undercrossing, Alamo Canal Trail – Plans, Specifications and Estimates (PS&E)** (East Bay Regional Parks District): The Project Sponsor completed this design project in February 2010 that included PS&E preparation for the Alamo Canal Trail undercrossing.



- The Project Sponsor created a request for proposal (RFP) for consultant design services, selected and managed the PS&E consultant, and executed the consultant contract.
- The consultant produced the 65 percent PS&E package and produced the final PS&E package.
- **Iron Horse Trail Feasibility & Engineering Study** (City of Livermore): This project was completed late-summer 2009.
  - This project entails development of a multi-use trail feasibility and engineering study for an approximately 1.5-mile gap in the Iron Horse Trail in Pleasanton, between Dublin/Pleasanton BART and Santa Rita Road. The Public Draft of the Feasibility Study was completed in January 2009.
  - The City approved the Final Feasibility Study and the associated Mitigated Negative Declaration in August 2009.
- **MacArthur Transit Hub Streetscape Improvement Project** (City of Oakland): This project was completed in 2009.
  - The project addressed pedestrian and bicycle access at and around the MacArthur BART station focused on improvements along 40th Street between Telegraph and Martin Luther King, Jr. Way.
  - Construction began in January 2008, and was completed in mid-July 2009.
- **Pleasanton Pedestrian & Bicycle Master Plan** (City of Pleasanton): A third amendment request was brought to the Board to extend the project completion date of this project to June 2010.
  - The Pleasanton City Council approved this project, developed to address concerns about trail access for people with disabilities, on February 16, 2010.
  - The Project Sponsor submitted the Final Report in April 2010, officially closing out this project.
- **Safe Routes to Schools (SR2S) Alameda County Partnership** (TransForm, formerly the Transportation and Land Use Coalition): The project, completed in June 2009, was closed out fall 2009.
  - In two years, the program, launched on International Walk to School Day in October 2007, developed comprehensive programs in 54 schools, which had a total of almost 23,000 students. Of these, 20,000 students attended a SR2S assembly program and over 3,000 received in-classroom presentations.
  - Another 51 schools in the county received resources and technical assistance in implementing SR2S programs.
  - Over 2,000 elementary and middle school students received training in safe, on-the-road bicycling, as part of their physical education curriculum.
  - Walk audits and resulting conceptual plans for infrastructure improvements were completed at 21 schools.
  - Other examples of school programs implemented include:
    - Monthly “Walk and Roll to School” days
    - Walking School Bus Trainings

- Daily walking school buses
  - “Breath of Fresh Air” Safe Routes Puppet Show
  - Pollution Punchcard contest
- **Travel Choice – Berkeley** (City of Berkeley): The project is complete.
    - TravelChoice provided travel options to City of Berkeley residents with the goal of increasing walking, bicycling, and transit use in targeted neighborhoods.
    - The Project Sponsor completed outreach to over 18,000 households in Berkeley.
    - The Project Sponsor distributed transportation information materials and rewards to over 9,600 households.
    - An independent consultant, hired by the sponsor, evaluated project effectiveness, and found reduced numbers of vehicle trips.
  - **Union Pacific RR Corridor Improvement Plan** (Alameda County Public Works Agency): ACTIA approved an amendment, which extended the grant completion date to December 31, 2009, and the grant funding expiration to April 2010. The project is complete.
    - This project identified the opportunity to create nearly 18 miles of multi-use pathway in the heart of the East Bay, following the existing Union Pacific Railroad (UPRR) Oakland Subdivision.
    - The Project Sponsor finalized the UPRR Corridor Improvement Study in December 2009.

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**Bicycle and Pedestrian Grants: Status of Cycle 4 Projects**

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Grant Period Began: July 2009

ACTIA funded 12 projects in the fourth funding cycle, which are all underway.

- **Alameda Countywide Bicycle Plan Update** (Alameda CTC): The Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan with a completion goal of 2011.
  - The Project Sponsor reported development of timeline and processes, and review of early deliverables in June 2010.
  - Selected in May 2009, the consultant, Eisen/Letunic, is leading the plan update effort.
- **Alamo Canal Regional Trail – Interstate 580 Undercrossing (Construction)** (City of Dublin): Environmental work is underway for this project to construct a 3.6-mile, multi-use trail segment, under Interstate 580, connecting two existing trails and closing a critical gap between the cities of Dublin and Pleasanton.
  - The Project Sponsor contracted TYLin to prepare the NEPA document and acquire approval from Caltrans, a prerequisite for use of federal funds.
  - In May 2010, the City was awarded \$1.021 million in federal funds through the Alameda County Congestion Management Agency’s 2010 Regional Transportation Improvement Program (RTIP) for construction in FY 10/11.

- **Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan**  
(City of Albany): This project began in January 2010 to develop the City of Albany's first Pedestrian Plan and update its current Bicycle Plan originally published in 2003. Currently, an amendment request is pending to extend the date for NTP issuance.
  - Fehr and Peers began collecting data immediately beginning with the Green and Arts Festival in early May and at the Bike to Work Day 2010.
  - The City selected the consultant Fehr and Peers to spearhead the plan in April 2010.
- **Bicycle Safety Education Program** (East Bay Bicycle Coalition): The comprehensive bicycle safety education program has the goal of teaching 4,000 people to safely ride bicycles over the two years of its Measure B grant.
  - The Project Sponsor has conducted Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, and provided Police Diversion outreach.
  - The Project Sponsor has also developed Spanish translation materials.
- **East Bay Greenway Environmental Review and Implementation Strategy**  
(Urban Ecology): Due to changes in Urban Ecology staffing, this project that proposed to build a 12-mile walking and biking path under the elevated BART tracks between Oakland and Hayward, was delayed. In June 2010, the agreement was finalized for Urban Ecology, under the direction of ACTIA, to provide development services.
  - The Project Sponsor reports it has extended the term for the Coastal Conservancy grant agreement.
  - The Project Sponsor is holding meetings regarding federal grant support.
  - In July 2010, the Project Sponsor selected the top-ranked consultant firm and has begun contract negotiations.
- **Iron Horse Trail Feasibility Study – Dublin BART to Santa Rita Road**  
(East Bay Regional Parks District): This project entails development of a multi-use trail feasibility study for an approximately 1.5-mile gap in the Iron Horse Trail in Pleasanton, between Dublin/Pleasanton BART and Santa Rita Road. ACTIA executed an amendment in April 2010 to extend the executed consultant contract due date.
  - The Project Sponsor reports that it executed the consultant agreement with Callander Associates Landscape Architecture, Inc. in February 2010.
- **Irvington Area Pedestrian Improvements** (City of Fremont): This improvement project, which includes six intersections along Fremont Boulevard in the Irvington District, is currently under design. ACTIA executed an amendment request in early April 2010 to extend the dates for final design, ad-bid-award for construction, and construction commencement and completion.
  - The Project Sponsor reports that the project will go out to bid September 2010.
  - Design is at 95 percent.
  - The field survey is complete.

- **Lakeshore/Lake Park Avenue Complete Streets Project** (City of Oakland): Design has begun on the coordinated improvements to create a “complete street” near Lakeshore and Lake Park Avenues.
  - Design is at the 50 percent completion stage.
  - The City has presented the landscape design alternatives to the community.
- **Newark Pedestrian and Bicycle Master Plan** (City of Newark): ACTIA executed a second amendment in March 2010 to revise project milestones due to a staffing reduction.
  - In June 2010, the Project Sponsor selected the consultant Fehr & Peers to assist in the plan preparation.
  - In December 2009, the City released an RFP, received five proposals, and shortlisted two of them.
- **Safe Routes to Schools Alameda County Partnership** (TransForm): This successful program is continuing for an additional two years. TransForm continues to expand and strengthen its program in East and South Alameda County areas. The Project Sponsor has:
  - Celebrated Bike to School Day with over 3,000 youth.
  - Reached 7,000 students in 15 elementary schools with puppetshow assemblies.
  - Surveyed students and parents for post-show data.
  - Gave 50 parent presentations to a total of 800 parents.
  - Launched the International Walk to School Day in October 2007, with over 65 participating schools and approximately 30,000 participating students.
  - Trained 1,810 students in bicycle safety/riding through in-school and after-school programs.
- **TravelChoice New Residents** (TransForm): Due to acquisition of matching funds and miscommunication with the Air District over which funding source was eligible for the program, the program has moved forward at a slower pace than expected. ACTIA approved an administrative amendment to amend milestones, including the project end date, to allow for securing funds or plan modification should those funds not be secured.
  - In July 2010, the Project Sponsor garnered in full the outstanding amount of matching funds needed for this project. The Alameda CTC unanimously approved the proposed TFCA Regional Manager program, which included a recommendation of \$165,000 in matching funds for TravelChoice New Residents.
- **Tri-City Senior Walk Clubs** (City of Fremont) Four sites have completed their 20-week program that began in July 2009. The Project Sponsor has:
  - Added two new walking sites: the Fremont Community Center, and Wisteria Place senior housing in Union City.
  - Revised the 20-week Walk This Way curriculum and participant workbook covering four major topic areas: physical activity, nutrition, health education, and “getting around town.”
  - Conducted Day 1, Week 8, and Week 16 assessments.
  - Determined that a Walk This Way fitness instructor was needed to provide structure and continuity.

- Identified five new program sites identified.
- Contracted a project partner for coordinated program development and implementation with the City.
- Conducted outreach to individuals and groups interested in Walk This Way.
- Established four program sites.
- Conducted assessments with each participant to evaluate the Walk This Way program.
- Identified and trained six peer leaders recruited to continue program activities after the initial 20-week program concluded.

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

**Meeting Schedule  
for  
2010/2011 Fiscal Year**

*Created: July 27, 2010*

*Updated: November 12, 2010*

	Meeting Date	Meeting Purpose
1	September 9, 2010	<ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: General Status Update. (<i>Bring consolidated list of comments on scope of work/plan updates to this meeting; overall schedule</i>)</li> <li>Review of matching funding for SR2S Climate Initiatives Program competitive grant project (Action)</li> <li>Update on CDF Grants: Sponsor Presentations, as needed</li> <li>CDF Grants, Cycles #3&amp;4: Semi-Annual Progress Reports (Info)</li> <li>Report on Walking Campaign</li> <li>Report on Bike/Ped Counts</li> <li>Update on Active Transportation Legislative Effort</li> </ul>
2	October 14, 2010 - <b>CANCELLED</b>	<p><i>CANCELLED due to lack of quorum. Written input requested on:</i></p> <ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: Input on Existing Conditions and Priorities/Network Approach</li> <li>Review of Complete Streets Checklists</li> </ul>
3	December 9, 2010	<ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: Input on Evaluation of Current Practices and Vision/Goals</li> <li>Review of San Leandro Slough un-used grant funding (Action)</li> <li>Input on Half-Day Bike/Ped Conference</li> <li>Input on Alameda CTC 2011 Legislative program</li> <li>Report on Walking Campaign Launch</li> <li>Funding request for Bike to Work Day 2011, annual bike/ped count program and Step Into Life campaign (Action)</li> <li>Grant Summary Report (Fall) for Commission (Info)</li> <li>Report on Bike to Work Day/Get Rolling Evaluation (Info)</li> </ul>
4	February 10, 2011	<ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: Input on Projects/Program Priorities</li> <li>Discuss proposed policy on matching funds (Action)</li> <li>Discuss timing of CDF Grant Cycle 5</li> <li>Update on CDF Grants: Sponsor Presentations, as needed (San Leandro Slough?)</li> <li>Input on evaluation of Bike to Work Day and Get Rolling campaigns</li> <li>Discuss configuration of BPAC under Alameda CTC and BPAC Bylaws</li> <li>CDF Grants, Cycles #3&amp;4: Semi-Annual Progress Reports (Info)</li> <li>Review TDA Article 3 Projects (as requested)</li> </ul>
5	April 14, 2011	<ul style="list-style-type: none"> <li>Countywide Pedestrian and Bicycle Plan Updates: Input on Projects/Program Priorities</li> <li>Update on CDF Grants: Sponsor Presentations, as needed</li> <li>Preview of June officer elections</li> <li>Grant Summary Report (Spring) for Commission (Info)</li> <li>Summary of Local Pass-Thru (75%) Expenditures (Board report + Bike/Ped summary)</li> </ul>

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

		<ul style="list-style-type: none"><li>• Report on Bike to Work Day activities</li></ul>
6	June 9, 2011	<ul style="list-style-type: none"><li>• Countywide Pedestrian and Bicycle Plan Updates: General Status Update</li><li>• Committee Training (?)</li><li>• Update on CDF Grants: Sponsor Presentations, as needed</li><li>• CDF Grant Cycle 5: Input on Program Guidelines (if planning a Fall Call for Projects)</li><li>• Admin: Distribute BPAC Action Log: 2010</li><li>• Admin: Presentation on ACTIA's Bike/Ped Work Program for 11/12</li><li>• Admin: Plan Agendas for 11/12 BPAC Meetings</li><li>• Admin: Election of Chair &amp; Vice-Chair for FY 11/12</li><li>• Admin: Review Bylaws</li></ul>



Meeting Date: December 9, 2010

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 '10*
1	Ms.	Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10	0
2	Mr.	Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	1
3	Mr.	Boyer	David	Union City	Mayor Mark Green, Union City	Nov-06	Nov-08	Nov-10	0
4	Mr.	Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	1
5	Ms.	Gigli	Lucy	Alameda	Supervisor Alice Lai-Bitker, District 3	Jan-07	Jan-09	Jan-11	0
6	Mr.	Johansen	Jeremy	San Leandro	Mayor Anthony Santos, San Leandro	Sep-10		Jan-12	0
7	Mr.	Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12	0
8	Mr.	Kirby	Glenn	Hayward	Supervisor Steele, District 2	Oct-03	Jan-10	Jan-12	1
9	Mr.	Salomone	Anthony	Union City	May Marshall Kamena, Livermore	Jan-10		Jan-12	0
10	Ms.	Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	0
11		Vacancy			Mayor Beverly Johnson, Alameda				