ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

Bicycle and Pedestrian Advisory Committee Meeting Agenda

Thursday, April 11, 2013, 5:30 to 7:45 p.m.

Meeting Outcomes:

- Receive an update on the Coordinated Funding Program Call for Projects
- Provide input on Metropolitan Transportation Commission (MTC) Complete Streets Checklists
- Discuss and recommend Continuation of the Bicycle Safety Education program
- Review and provide input on Alameda County Transportation Development Act (TDA) Article 3 Projects
- Receive an update on the Complete Streets Policy adoption

5:30 – 5:35 p.m. Midori Tabata	**1. Welcome and Introductions**	
5:35 – 5:40 p.m. Public	**2. Public Comment**	
5:40 – 5:45 p.m. Midori Tabata	**3. Approval of February 7, 2012 Minutes** *03_BPAC_Meeting_Minutes_020713.pdf* – **Page 1**	A
5:45 – 6:50 p.m. Matt Todd Vivek Bhat Rochelle Wheeler	**4. Coordinated Funding Program Call for Projects** **A. Discuss BPAC Review Process and Summary of Applications Received** *04A_Memo_and_Attachments_for_Complete_Streets_Checklists_and_Project_Review.pdf* – **Page 5** **B. Develop Questions on MTC Complete Streets Checklists for One Bay Area Grant Projects** *04B_Consolidated_List_of_First_Round_Questions_from_BPAC.pdf* – **Page 25**	I
6:50 – 7:15 p.m. Rochelle Wheeler	**5. Recommend Continuation of Bicycle Safety Education Program** *05_Memo_and_Attachments_for_Bicycle_Safety_Education_Program.pdf* – **Page 31**	A
7:15 – 7:30 p.m. Rochelle Wheeler	**6. Review of TDA Article 3 Projects** *06_TDA_Memo_and_Attachments.pdf* – **Page 47**	I
7:30 – 7:35 p.m. Rochelle Wheeler	**7. Update on Complete Streets Local Policy Adoption** *07_Memo_Complete_Streets_Policy.pdf* – **Page 79**	I

7:35 – 7:40 p.m. Staff — **8. Board Actions/Staff Reports** — I

A. General

08A_BPAC_Roster.pdf – **Page 83**
08A1_BPAC_Meeting_Schedule_FY12-13.pdf – **Page 85**
08A2_AlamedaCTC_Outreach_Events.pdf – **Page 87**

7:40 – 7:45 p.m. BPAC Members — **9. BPAC Member Reports** — I

7:45 p.m. — **10. Meeting Adjournment**

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date: May 2, 2013 (Tentative)
Time: 5:30 to 7:30 p.m.
Location: 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

Beth Walukas, Deputy Director of Planning
(510) 208-7405
bwalukas@alamedactc.org

Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
(510) 208-7471
rwheeler@alamedactc.org

Location Information: Alameda CTC is located at 1333 Broadway in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: http://www.alamedactc.org/directions.html.

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

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

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Thursday, February 7, 2013, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

P	Midori Tabata, Chair	P	Lucy Gigli
P	Ann Welsh, Vice Chair	P	Jeremy Johansen
P	Mike Ansell	P	Preston Jordan
P	Mike Bucci	P	Heath Maddox
P	Alex Chen	A	Sara Zimmerman

Staff:

P	Beth Walukas, Deputy Director of Planning	P	Matt Todd, Principal Transportation Engineer
P	Rochelle Wheeler, Bicycle and Pedestrian Coordinator	P	Vivek Bhat, Senior Transportation Engineer
		P	Angie Ayers, Acumen Building Enterprise, Inc.

1. **Welcome and Introductions**
   Midori Tabata, BPAC Chair, called the meeting to order at 5:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

   ***Guests Present*:** Matt Bomberg, Alameda CTC; Sean Co, Metropolitan Transportation Commission (MTC); Arun Goel, Alameda CTC; Brett Hondorp, Alta Planning and Design; Lawrence Lau, Mark Thomas and Company; Robert Prinz, East Bay Bicycle Coalition (EBBC); Renee Rivera, EBBC

2. **Public Comment**
   There were no public comments.

3. **Approval of November 15, 2012 Minutes**
   Mike Bucci moved to approve the November 15, 2012 minutes as written. Mike Ansell seconded the motion. The motion passed unanimously (9-0).

4. **Alameda County Safe Routes to Schools Program Update**
   Arun Goel gave a presentation on the Alameda County Safe Routes to Schools Program (SR2S). He provided information on the program history and growth, selection process for schools to participate in the program, program activities in elementary and middle schools, and the high school pilot program. Arun listed the partners of the SR2S program and described their roles within the program:
   - Alameda CTC
   - Alta Planning and Design (lead consultant team)
   - Cycles of Change

- EBBC
- TransForm

Overall, BPAC members stated they are impressed with how the SR2S program has evolved. Discussion from the members centered on the school selection process and the relationship between the various program partners. The committee also inquired if any of the schools developed a successful, self-sustaining program. Arun stated that the City of San Leandro has applied for and received a state grant to greatly expand the program in their city.

5. One Bay Area Grant Funding Program, Coordinated Call for Projects, and Priority Development Area Planning Update

Beth Walukas gave an update on the Priority Development Area (PDA) Investment and Growth Strategy. She stated that the document was released for public comment on February 1st. Beth noted that based on feedback from BPAC and others in November, Alameda CTC lowered the thresholds to generate a larger number of active PDAs. Using the new adopted criteria, 17 PDAs are identified as active, 13 are identified as near active, and 13 are identified as needing planning support. Beth requested BPAC members provide comments on the draft PDA Investment and Growth Strategy by February 20, 2013. She noted that the draft document will go to the Commission later in February and is scheduled for Commission approval in March.

Matt Todd informed the committee that the Alameda CTC Fiscal Year 2012-2013 Coordinated Funding Program Call for Projects information was posted to the Alameda CTC website on February 4th. He told the committee that a workshop took place today (February 7, 2013) at 1:30 p.m. to assist the jurisdictions with the application process. Matt stated that one goal of the coordinated programming is to minimize the number of applications required from project sponsors. He stated that the program will provide approximately $65.2 million in funding for transportation projects from the One Bay Area Grant (OBAG) program, Measure B, and Vehicle Registration Fee (VRF) funding. He listed the coordinated funding sources as:

- OBAG: PDA Supportive Transportation Investments
- Measure B: Bicycle/Pedestrian Countywide Discretionary Fund
- Measure B: Countywide Express Bus Service Fund
- VRF: Pedestrian and Bicycle Access and Safety Program
- VRF: Transit for Congestion Relief Program
- OBAG: Local Streets and Roads

Vivek Bhat presented the Coordinated Funding Program Call for Projects guidelines with a focus on the Bicycle and Pedestrian sections. He noted that Alameda CTC will select projects for available funding based on project eligibility, merit, and deliverability.

Sean Co of MTC reviewed the MTC Complete Streets checklist template, formerly known as the Routine Accommodations Checklist, with the committee in detail. Beth informed the committee that the Alameda CTC will forward the Complete Streets checklists to BPAC in March for its review.

Discussion took place regarding BPAC's role in the application review process. The members requested staff provide them with specific details on their role in reviewing the applications and the Complete Streets checklists. Staff provided this detail:

- BPAC will review all of the MTC Complete Streets checklists and may develop input and questions on them, which will be forwarded to the applicants.
- BPAC input and questions on the checklists will be reviewed by Alameda CTC staff as they evaluate and score the applications.
- BPAC will review a staff-prepared draft and final list of projects to receive funding, which will include providing input on how the different funding sources are allocated between the projects.
- BPAC will make a recommendation to the Commission on the draft and final lists of projects.

In this cycle, BPAC will not score or rank the project applications. Staff will review all applications, apply the scoring criteria and use the scores to develop the draft and final list of projects and recommendation on which type of funds should fund each project. Alameda CTC staff will begin the evaluation of the project applications after March 15, 2013, which is the application deadline.

Staff noted that a Complete Streets Checklist is only required and filled out for applications that will use federal (i.e. OBAG) funds. Projects using local funds (i.e. Measure B and VRF) are not required to complete the checklists. BPAC requested to be able to see and review all of the full applications. Staff stated that this request would be considered.

To minimize the number of checklists the BPAC members will evaluate and ensure a thorough review of each one, the members suggested dividing the checklists by planning area and establishing a subcommittee in each area. Rochelle Wheeler was tasked with taking the lead on dividing the checklists and establishing the subcommittees.

Preston Jordan moved to approve that the BPAC establish four subcommittees, by planning area, and divide the checklists to evaluate the Coordinated Funding Program projects. Ann Welsh seconded the motion. The motion passed unanimously (9-0). It was noted that Midori Tabata is willing to be involved in any subcommittee that does not have enough members.

6. Discussion and Input on the Bicycle Safety Education Program

Rochelle requested BPAC provide early input on the development of a draft scope of work for a Request for Proposals (RFP) for the Bicycle Safety Education Program. Alameda CTC is considering changing this program from grant-funded to be funded through an agency contract.

Renee Rivera and Robert Prinz with EBBC were asked by BPAC to answer questions about a new Citation Diversion Program. They stated that it was launched on December 1, 2012 with the Alameda Police Department to assist in the effort to promote bicycle safety. Renee and Robert also mentioned that the Bicycle Safety Education classes are now being offered in Cantonese and Spanish.

BPAC stated that overall, the Bicycle Safety Education Program is beneficial, and members are in favor of going to an RFP. Rochelle requested BPAC members send any further comments to her at rwheeler@alamedactc.org.

7. Board Actions/Staff Reports

A. General

Rochelle stated that the Bicycle and Pedestrian Plans are being printed. She noted that the plans are also available electronically on the Alameda CTC website.

Rochelle stated that almost all jurisdictions have adopted local complete streets policies. Alameda CTC will provide an update to the Commission in March.

Rochelle informed the committee that Alameda CTC is providing $30,000 this year in support of Bike to Work Day and the Ride into Life advertising campaign, led by EBBC.

Rochelle mentioned that a list of upcoming outreach events is in the agenda packet, and she requested the members contact Krystle Pasco to sign up to help staff at any bicycle and pedestrian events.

Preston Jordan said he read in the paper that the Commission approved $400,000 to cover maintenance for the East Bay Regional Park District. He asked where this money had come from. Staff will research this and provide a response later.

8. BPAC Members Reports

None

9. Meeting Adjournment

The meeting adjourned at 8:10 p.m.

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

MEMORANDUM

Date: April 4, 2013

To: Bicycle and Pedestrian Advisory Committee

FROM: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Matt Todd, Principal Transportation Engineer
Beth Walukas, Deputy Director of Planning

SUBJECT: **Coordinated Funding Program: BPAC Review Process and Summary of Applications Received**

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

Summary
A total of 68 project applications were submitted for funding on March 15, 2013 in response to the Alameda CTC Fiscal Year 2012/13 Coordinated Call for Projects. Approximately $65.2 million is available from five funding sources in this funding cycle, and $122 million in funding was requested. Of the 68 project applications, 35 applicants requested federal funding (which requires the completion of the Complete Streets checklist), and 59 checklists were submitted.

At its February meeting, the BPAC voted to establish four subcommittees, based on area of the county, to review the submitted MTC Complete Streets Checklists. The Subcommittee member assignments, the list of projects, and instructions for reviewing the checklists were emailed to all BPAC members on March 30th. These same items are included as Attachments A through E.

Members in each Subcommittee were encouraged to connect via phone or email and determine how to divide the projects within their Subcommittee for review. BPAC members were notified that they may review and provide questions on any checklist, whether it is assigned to their Subcommittee or not. A first round of questions was solicited from BPAC by Wednesday, April 3rd. A summary of these questions will be emailed to BPAC members before their April meeting. At the April meeting, BPAC members are encouraged to provide any further questions and input on the submitted checklists, or on the remaining projects, which requested local funding and were not required to complete a checklist.

Background

One of the roles of the BPAC is to review the Metropolitan Transportation Commission (MTC) Complete Streets checklists for Alameda County projects that receive funding through MTC. (These were formerly named the "Routine Accommodation" checklists.) MTC passed a resolution in 2006 requiring that projects funded all or in part with regional funds must consider the accommodation of bicyclists and pedestrians. MTC developed an online checklist to be completed before projects are submitted to MTC for funding. One of the requirements is that the Congestion Management Agencies (CMA's) make the checklists available to the countywide BPACs. (Alameda CTC is a CMA.) To date, the BPAC has reviewed four sets of checklists for various federal funding cycles.

The most recent funding for which the MTC Complete Streets checklists are required is the new One Bay Area Grant (OBAG) program created by MTC. The OBAG funding is the largest piece of the Coordinated Funding Program Call for Projects that Alameda CTC released in early February, which also includes Measure B and Vehicle Registration Fee (VRF) Funding.

In previous federal funding cycles, only those projects selected by Alameda CTC to receive funding were required to submit an MTC Complete Streets Checklist. BPAC typically reviewed these checklists after the Alameda CTC had selected and approved the projects to recommend for funding, and before this recommendation had been approved by MTC. With the OBAG funding, MTC has required that all project applicants requesting federal funding must complete an MTC Checklist as early in the process as possible. For this reason, the BPAC is reviewing checklists for **all** projects requesting the federal OBAG funding.

Also in the past, BPAC provided an intensive review of all projects submitted for Measure B Bicycle/Pedestrian Countywide Discretionary Funding and provided the recommendation for funding to the Commission. In this funding cycle, staff will review and score all project applications, however, BPAC may provide questions and input on any submitted project (whether it is requesting OBAG, Measure B or VRF funding), and will provide input on the overall draft and final lists of projects recommended for funding.

Attachments

Attachment A:	BPAC Complete Streets Checklist and Project Review Instructions and Timeline
Attachment B:	Subcommittee Overview
Attachment C:	List of Projects Requesting Federal Funding
Attachment D:	List of Projects Requesting Local Funding
Attachment E:	Expanded Project Descriptions

Instructions & Timeline

Instructions

At its February meeting, the BPAC voted to establish four subcommittees, based on area of the county, to review the MTC Complete Streets Checklists that were submitted as part of the Alameda CTC Fiscal Year 2012/13 Coordinated Call for Projects. A total of $65.2 million dollars is available in this funding cycle from five funding sources.

A total of 68 project applications were submitted and accepted as eligible for funding on March 15, 2013, requesting $122 million. Of this total, 35 applicants requested federal OBAG funding for "Local Streets & Roads" or for "Priority Development Area (PDA) Supportive Transportation Investments" projects. Per MTC requirements, each of these 35 project applicants must complete MTC's Complete Streets Checklists. These checklists must be shared with each county BPAC, as early in the process as possible, for its review. The BPAC may develop questions and input for the project applicants about these projects. Alameda CTC will forward these questions to the applicants, and then bring the responses back to BPAC. Alameda CTC will also consider these questions and input during staff's evaluation of the applications. (See timeline further below.)

In order to reduce the burden of reviewing many checklists on each BPAC member, at its February meeting, BPAC requested that staff divide members into four Subcommittees by planning area, and assign the checklists accordingly. The Subcommittee members are listed in **Attachment B**. Members in each Subcommittee may connect via phone or email and determine how to divide the projects within their Subcommittee for review. Note that BPAC members may review and provide questions for **any** checklist, whether it is assigned to their Subcommittee or not.

Federal Projects with Checklists:

While there are 35 project applications requesting federal OBAG funding, there are a total of 59 Complete Streets checklists. This is because most applicants for OBAG Local Streets & Roads funding submit one project for funding, but must fill out one checklist for each roadway segment that will be improved, since each roadway segment will have different improvements. These 59 checklists, sorted by BPAC Subcommittee, are shown in **Attachment C**. This spreadsheet includes the following columns:

- Index #: There is one index number for each checklist. This number was assigned by Alameda CTC as a reference number and does NOT appear on the MTC website.
- Jurisdiction/Agency: This is the agency/organization that submitted the application and checklist.
- Project Title on Checklist: This title will appear on the MTC website, but it may be different from the project title on the application submitted to Alameda CTC.
- Checklist Title: This title will appear on the MTC website.
- Sort Year: For all but three projects, this is 2013. You can use this year to find the projects on the MTC website.

- Application #: This is the reference number given to the application by Alameda CTC. You can use this number to find further information about the project in the Expanded Project Descriptions document (**Attachment E**). Local Streets and Roads applications were not numbered and are all named "LSR".
- Project Title on Application: This is the title the applicant used on the application submitted to Alameda CTC. As noted above, it may be different from the project title on the checklist.
- Requested Funds by Source: Applicants had to select the type of funding that they feel their project is eligible for and that they would like to receive. Alameda CTC staff may recommend a different type of funding for a project, in order to provide the most effective overall program.
- Total Requested: All funding requested by the applicant in this funding cycle.
- Total Project Cost: This includes any "other funding".
- Other Funding: This could be any local funds or funds secured from other grants, and is the difference between total project cost and the total requested.

Note that while most of the OBAG funding is competitive, the OBAG Local Streets and Roads (LSR) funding functions more like a target. Therefore, the 15 OBAG-LSR applications received by the agency (which total 39 of the checklists) are more than likely to be funded. Based on discussion at the February meeting regarding the limited review time and the limited time of BPAC members, some BPAC members may wish to prioritize the review of the LSR projects, since they are most likely to be funded.

Viewing the Checklists:

MTC has responsibility for developing and maintaining the checklist format and website, therefore, BPAC members may view the checklists on the MTC website. Due to the large number of checklists, individual binders of printed checklists were not created.

1. To view the checklists, go to the MTC website: http://completestreets.mtc.ca.gov/checklists. This website includes all checklists submitted around the region since 2010, so you will need to sort this list to find the checklists you want to review.
2. You can find a checklist listed in **Attachment C** using the search tool on the left side of the screen. There are many ways to search, as shown. To find a checklist by checklist title or project title, you can simply type in a key word – it does not have to be the full title. Or, you may search by jurisdiction name and year.
3. If you sort by year, note that all projects are listed under "2013" except for three projects with a highlighted year in the "Sort Year" column of **Attachment C**.
4. Remember that each project may have multiple checklists.
5. You can view the checklist one of two ways:
    a. By clicking on the hyper-linked checklist name itself, which will show *all of the possible options* for each checklist question, with the selected one(s) highlighted, OR
    b. By clicking on the printer icon next to the checklist name, which will show only those *selected* items for each question.
6. To start a new search, click on *"Clear"* in the sorting area on the left side of the screen.

Remaining Projects Requesting Local Funding:

The remaining 33 submitted projects requested "local" funds (i.e. Measure B or Vehicle Registration Fee funding) which are administered by Alameda CTC and do not require completion of a Complete Streets checklist. These projects are listed in **Attachment D**, and have similar columns as the table of federal projects. Questions and input on these remaining projects requesting local funding should be directed to Alameda CTC staff.

Further Project Information:

Additional information about all submitted applications (except the OBAG Local Streets and Roads projects) is included in **Attachment E**. Projects that have checklists are highlighted in blue. This information, taken directly from the project applications, includes the general project location, a brief project description and an expanded project description. Additional information about the applications is anticipated to be made available by late April.

Timeline and Due Dates

Date	Task	Notes
03/15/13	All applications and checklists submitted. • 68 applications were received for a total of $122 million.	
03/20/13	Link to MTC Complete Streets Checklist web page emailed to BPAC for early review	
03/30/13	Instructions and Timeline, Projects lists and Subcommittee assignments emailed to BPAC	
04/03/13	**DUE from BPAC: First round of questions and input for applicants on completed Checklists. This round of questions and input will be considered during staff's initial project evaluation.**	**Send your questions and input to Rochelle Wheeler, rwheeler@alamedaCTC.org by end of day 04/03/13**
04/05/13	Staff will email BPAC members a consolidated list of all BPAC questions/input on Checklists, to be used in 04/11 BPAC meeting.	
04/11/13	At its meeting, BPAC may provide any further questions/input on completed Checklists. This will be incorporated into staff project evaluation.	
Late April	Applicant responses provided to BPAC, for information at May meeting.	
Early May	Draft list of projects to be funded provided to BPAC to review	Exact date TBD

Date	Task	Notes
05/02/13	Currently scheduled BPAC Meeting to consider **draft** list of projects	BPAC may want to move their May meeting to be later, which would allow for more time to review the draft list and for BPAC's input to be provided to the Commission's Committee. Two possible dates are: - Tuesday, May 7 - Wednesday, May 8
Late May	Final Draft list of projects to be funded provided to BPAC to review	Exact date TBD
06/13/13	Currently scheduled BPAC Meeting to consider **final draft** list of projects	BPAC may want to move their June meeting to be earlier, which would allow BPAC's input to be provided to the Commission's Committee. Two possible dates are: - Wednesday, June 5 - Thursday, June 6
06/27/13	Alameda CTC Commission adopts final program of projects to be funded	

BPAC Subcommittees for Complete Streets Checklist Project Review

	Last Name	First Name	City	MTC Complete Streets Checklists		Cities/Agencies Covered
				# of Checklists	# of Projects	
Central County:				**7**	**4***	San Leandro, Hayward, Unincorporated (Central County)
	Johansen	Jeremy	San Leandro			
	Tabata, Chair	Midori	Oakland			
East County:				**13**	**10***	Dublin, Pleasanton, Livermore, Unincorporated (East County)
	Ansell	Mike	Livermore			
	Welsh, Vice-Chair	Ann	Pleasanton			
North County:				**23**	**17**	Albany, Berkeley, Emeryville, Oakland, Piedmont, Alameda, AC Transit
	Gigli	Lucy	Alameda			
	Jordan	Preston	Albany			
	Maddox	Heath	Berkeley			
	Zimmerman	Sara	Berkeley			
South County:				**16**	**5**	Newark, Union City, Fremont
	Bucci	Mike	Newark			
	Chen	Alexander	Fremont			
			All projects requesting federal funding	59	35	
			All projects requesting local funding	0	33	
			TOTAL Checklists/Projects:	59	68	

*The Alameda County Pavement Rehabilitation application includes roadways in East and Central County;
the project is counted twice in the "Projects" column (once in both planning areas), but not in the totals rows; there are separate checklists for each roadway segment so there is no double counting in the Checklists column.

This page intentionally left blank

Projects Requesting Federal Funds - Updated 4/2/2013

ERAL Funds - CHECKLIST REQUIRED														
		MTC Checklist info: (accessible at: http://completestreets.mtc.ca.gov/checklists)			Coordinated Call For Projects - Applications Received		Requested Funds By Source**							
Index #	Jurisdiction/Agency	Project Title on Checklist*	Checklist Title*	Sort Year	Application#	Project Title on Application	*OBAG - LSR*	*OBAG - PDA*	*MB - VRF Bike/Ped*	*MB - VRF Transit*	*MB - VRF Unspecified*	Total Requested	Total Project Cost	Other Funding
	CENTRAL COUNTY													
1	Alameda County	Pavement Rehabilitation in Unincorporated Alameda County - Various Locations	Pavement Rehabilitation- Grove Way	2013	LSR	Pavement Rehabilitation in Unincorporated Alameda Cty	$ 1,670,000					$ 1,670,000	$ 1,888,000	$ 218,000
2			Pavement Rehabilitation - Lake Chabot Road	2013										
3			Pavement Rehabilitation - Liberty Street	2013										
4			Pavement Rehabilitation - A Street	2013										
5	Hayward	Industrial Boulevard Pavement Rehab	Industrial Boulevard Pavement Rehab	2013	LSR	Pavement Rehabilitation - Industrial Blvd	$ 1,256,000					$ 1,256,000	$ 1,489,000	$ 233,000
6	San Leandro	E. 14th South Area Pedestrian and Streetscape Improvements	E. 14th Street South Area Streetscape Project	2013	OBAG-039	E 14th St S Area Streetscape		$ 5,303,000	$ 327,000			$ 5,630,000	$ 6,320,000	$ 690,000
7		San Leandro Boulevard Reconstruction	San Leandro Boulevard Reconstruction (2 segments)	2013	LSR	San Leandro Boulevard Reconstruction	$ 805,000					$ 805,000	$ 1,153,000	$ 348,000
	EAST COUNTY													
8	Alameda County	Pavement Rehabilitation in Unincorporated Alameda County - Various Locations	Pavement Rehabilitation- Vasco Road	2013	LSR	Pavement Rehabilitation in Unincorporated Alameda Cty	See index #'s 1-4 above for requested funding							
9	Dublin	Amador Plaza Road Complete Street Improvements	Amador Plaza Road Complete Street Improvements	2013	OBAG-010	Amador Plaza Road Complete Street Improvements		$ 4,813,000				$ 4,813,000	$ 5,437,000	$ 624,000
10		Village Parkway Bicycle & Pedestrian Improvements	Village Parkway Bicycle & Pedestrian Improvements	2013	OBAG-008	Village Parkway Bicycle & Pedestrian Improvements		$ 2,533,000				$ 2,533,000	$ 2,862,000	$ 329,000
11		Iron Horse Trail/BART Connectivity Feasibility Study	Iron Horse Trail/BART Connectivity Feasibility Study	2013	OBAG-009	Iron Horse Trail/BART Connectivity Feasibility Study		$ 268,000	$ 41,000			$ 309,000	$ 350,000	$ 41,000
12		Dublin Boulevard Street Resurfacing	Dublin Boulevard Street Resurfacing	2013	LSR	Dublin Boulevard Street Resurfacing	$ 470,000					$ 470,000	$ 729,000	$ 259,000
13	Livermore	Livermore Iron Horse Trail Segment 1	Iron Horse Trail Segment 1	2013	OBAG-014	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail		$ 1,630,000				$ 1,630,000	$ 1,841,000	$ 211,000
14		Livermore Arterial Street Rehabilitation 2014	Kittyhawk Rd - Airway Blvd to w/o Isabel Ave	2013	LSR	2014 Arterial Street Rehabilitation	$ 1,053,000					$ 1,053,000	$ 1,366,000	$ 313,000
15			Vasco Road - Crestmont Ave to Garaventa Ranch Rd	2013										
16			Airway Boulevard - CT ROW to North Canyons Parkway	2013										
17			North Canyons Parkway - Airway Blvd to Independence Dr	2013										
18	Pleasanton	Foothill Road at I-580 Interchange - Bike Lane Gap Closure	Foothill Road at I-580 Interchange	2010	OBAG-006	I-580 At Foothill Road Interchange Improvements		$ 1,130,000			$ 500,000	$ 1,630,000	$ 4,560,000	$ 2,930,000
19	Pleasanton	Foothill Road from Highland Oaks Drive to Muirwood Drive N - Bicycle Lane Gap Closure	Foothill Road from Highland Oaks Drive to Muirwood Drive N - Bicycle Lane Gap Closure	2013	OBAG-007	Foothill Road - Bicycle Lane Gap Closure		$ 915,000				$ 915,000	$ 1,035,000	$ 120,000
20		Valley Avenue Rehabilitation - OBAG LSR	Valley Avenue & Hopyard Road Rehabilitation - OBAG LSR (2 segments)	2013	LSR	Valley Avenue & Hopyard Road Rehabilitation	$ 899,000					$ 899,000	$ 1,070,000	$ 171,000
	NORTH COUNTY													
21	AC Transit	East Bay Bus Rapid Transit	East Bay BRT Check List	2011	OBAG-004	East Bay Bus Rapid Transit Bike/Ped Elements		$ 7,189,000				$ 7,189,000	$ 7,189,000	$ -
22	Alameda	2014 Street Resurfacing: Otis Dr. and Pacific Ave.	2014 Resurfacing: Pacific Avenue	2013	LSR	Alameda City Pavement Rehabilitation - FY 2014/15	$ 636,000					$ 636,000	$ 829,000	$ 193,000
23			2014 Resurfacing: Otis Drive	2013	LSR									
24	Albany	Santa Fe Avenue Pavement Rehabilitation	Santa Fe Avenue Pavement Rehabilitation	2013	LSR	Santa Fe Avenue Pavement Rehabilitation	$ 149,000					$ 149,000	$ 344,000	$ 195,000
25	Berkeley	Downtown Berkeley BART Plaza & Transit Area Improvements	Downtown Berkeley BART Plaza and Transit Area Improvements	2010	OBAG-033	Project 1: BART Plaza & Transit Area Improvements		$ 7,784,000				$ 7,784,000	$ 10,456,000	$ 2,672,000
26		Shattuck Reconfiguration	Shattuck Reconfiguration	2013	OBAG-032	Project 2: Shattuck Reconfiguration & Ped Safety		$ 2,777,000				$ 2,777,000	$ 3,152,000	$ 375,000
27		Hearst Complete Streets	Hearst Complete Streets	2013	OBAG-034 & LSR	Project 3: Hearst Ave Complete Streets	$ 1,006,000	$ 1,150,000				$ 2,156,000	$ 4,001,000	$ 1,845,000
28	Emeryville	Emeryville Street Rehabilitation	Street Rehabilitation on segments of Hollis Street north of Powell Street	2013	LSR	Emeryville Street Rehabilitation	$ 100,000					$ 100,000	$ 712,000	$ 612,000
29		Christie Ave bay Trail Gap Closure	Christie Ave bay Trail Gap Closure	2013	OBAG-031	Christie Ave Bay Trail Gap Closure			$ 550,000			$ 550,000	$ 550,000	$ -
30	Oakland	Lakeside Green Street	Lake Merritt Green Street	2013	OBAG-022	Lakeside Green Street Project		$ 7,000,000				$ 7,000,000	$ 11,505,000	$ 4,505,000
31		MLK/Peralta Streetscape	MLK/Peralta Streetscape	2013	OBAG-029	MLK Jr. Way & Peralta Phase I		$ 5,453,000				$ 5,453,000	$ 6,160,000	$ 707,000
32		7th Street Streetscape	7th Street Streetscape	2013	OBAG-028	7th St W Oakland Transit Village Phase II		$ 3,288,000				$ 3,288,000	$ 4,066,000	$ 778,000
33		Coliseum Industrial Infrastructure	Coliseum Industrial Infrastructure	2013	OBAG-030	Coliseum BART Corridor and Infrastructure Connections		$ 2,321,000				$ 2,321,000	$ 2,823,000	$ 502,000
34		Lake Merritt BART bikeways	Lake Merritt BART bikeways	2013	OBAG-024	Lake Merritt BART Bikeways		$ 2,112,000				$ 2,112,000	$ 2,640,000	$ 528,000
35		Tyrone Carney Park Improvement	Tyrone Carney Park Improvement	2013	OBAG-027	Tyrone Carney Park/105th Reconfiguration		$ 1,571,000				$ 1,571,000	$ 1,972,000	$ 401,000
36		Oakland Pavement Rehabilitation	Golf Links Rd (2 segments)	2013	LSR	Oakland Pavement Rehabilitation	$ 3,851,000					$ 3,851,000	$ 4,351,000	$ 500,000
37			Foothill Blvd Pavement Rehab	2013										
38			Brush Street Pavement Rehabilitation	2013										
39			2nd Street Pavement Rehabilitation	2013										
40			8th Street Pavement Rehabilitation	2013										
41			12th Street Pavement Rehabilitation	2013										
42			11th Street Pavement Rehabilitation	2013										
43	Piedmont	Pavement Rehabilitation Project	City of Piedmont	2013	LSR	City of Piedmont Pavement Rehabilitation Project	$ 128,000					$ 128,000	$ 586,000	$ 458,000

* A single project may have multiple checklists

** OBAG - LSR = One Bay Area Grant - Local Streets and Roads; OBAG - PDA = One Bay Area Grant - Priority Development Area; MB = Measure B; VRF = Vehicle Registration Fee

		MTC Checklist info: (accessible at: http://completestreets.mtc.ca.gov/checklists)			Coordinated Call For Projects - Applications Received		Requested Funds By Source**							
Index #	**Jurisdiction/Agency**	**Project Title on Checklist***	**Checklist Title***	**Sort Year**	**Application#**	**Project Title on Application**	***OBAG - LSR***	***OBAG - PDA***	***MB - VRF Bike/Ped***	***MB - VRF Transit***	***MB - VRF Unspecified***	**Total Requested**	**Total Project Cost**	**Other Funding**
	SOUTH COUNTY													
44	Fremont	Fremont City Center Multi-Modal Improvements	Fremont City Center Multi-Modal Improvements	2013	OBAG-041	Fremont City Center multi-Modal Improvements		$ 6,360,000				$ 6,360,000	$ 14,340,000	$ 7,980,000
45		Alvarado Blvd (Lake Arrowhead to Merganser Rd)	Alvarado Blvd (Lake Arrowhead to Merganser Rd)	2013	LSR	Fremont 2014 Pavement Rehabilitation	$ 2,105,000					$ 2,105,000	$ 3,912,000	$ 1,807,000
46		Alvarado Blvd N/B (Lake Arrowhead Dr to Union City Limits)	Alvarado Blvd N/B (Lake Arrowhead Dr to Union City Limits)	2013										
47		Alvarado Blvd S/B (Union City Limits to Lake Arrowhead)	Alvarado Blvd S/B (Union City Limits to Lake Arrowhead)	2013										
48		Durham Rd E/B (Osgood Rd to I-680)	Durham Rd E/B (Osgood Rd to I-680)	2013										
49		Durham Rd W/B (Sabercat Rd to I-680)	Durham Rd W/B (Sabercat Rd to I-680)	2013										
50		Fremont Blvd N/B (Darwin Dr to Paseo Padre Parkway)	Fremont Blvd N/B (Darwin Dr to Paseo Padre Parkway)	2013										
51		Fremont Blvd N/B (Nicolet Ave to Tamayo St)	Fremont Blvd N/B (Nicolet Ave to Tamayo St)	2013										
52		Fremont Blvd S/B (Beard Rd to Paseo Padre Parkway)	Fremont Blvd S/B (Beard Rd to Paseo Padre Parkway)	2013										
53		Irvington Ave (Chapel Way to Fremont Blvd)	Irvington Ave (Chapel Way to Fremont Blvd)	2013										
54		Mowry Avenue W/B (83' West of Farwell to I-800 Bridge East Side)	Mowry Avenue W/B (83' West of Farwell to I-800 Bridge East Side)	2013										
55		Osgood Rd (Auto Mall Pkwy to S Grimmer Blvd)	Osgood Rd (Auto Mall Pkwy to S Grimmer Blvd)	2013										
56		Paseo Padre Parkway N/B (Warwick Rd to Langhorn Dr)	Paseo Padre Parkway N/B (Warwick Rd to Langhorn Dr)	2013										
57	Newark	Enterprise Drive Pavement Rehabilitation	Enterprise Drive Pavement Rehabilitation	2013	LSR	Enterprise Drive Pavement Rehabilitation	$ 454,000					$ 454,000	$ 760,000	$ 306,000
58	Union City	UC Intermodal Station, BART Phase 2	Decoto Road Complete Streets Improvements	2013	OBAG-015	BART Phase 2 & Decoto Rd. Complete Streets		$ 19,734,000				$ 19,734,000	$ 32,538,000	$ 12,804,000
59		Pavement Rehabilitation - Whipple	Pavement Rehabilitation - Whipple Road	2013	LSR	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)	$ 669,000					$ 669,000	$ 736,000	$ 67,000
						Total:	**$ 15,251,000**	**$ 83,331,000**	**$ 918,000**	**$ -**	**$ 500,000**	**$ 100,000,000**	**$ 143,722,000**	**$ 43,722,000**

Federal (OBAG) Total	***$ 98,582,000***
Local (MB-VRF) Total	***$ 22,241,000***
Grand Total	***$ 120,823,000***

Note: This includes local funds requested (above) for projects requesting federal funding, and local funds shown on next tab.

* A single project may have multiple checklists

** OBAG - LSR = One Bay Area Grant - Local Streets and Roads; OBAG - PDA = One Bay Area Grant - Priority Development Area; MB = Measure B; VRF = Vehicle Registration Fee

Projects Requesting Local Funds - NO CHECKLIST REQUIRED								
Coordinated Call For Projects - Applications Received			Requested Funds By Source*					
Jurisdiction/Agency	Application#	Project Title on Application	*MB - VRF Bike/Ped*	*MB - VRF Transit*	*MB - VRF Unspecified*	Total Requested	Total Project Cost	Other Funding
AC Transit	OBAG-003	Line 51 Corridor GPS-based Transit Signal Priority		$ 1,000,000		$ 1,000,000	$ 11,515,000	$ 10,515,000
Alameda County	OBAG-045	E Castro Valley Blvd Bike Lane			$ 480,000	$ 480,000	$ 540,000	$ 60,000
	OBAG-044	Mabel Ave Ped Safety			$ 445,000	$ 445,000	$ 1,035,000	$ 590,000
	OBAG-048	"A" Street Ped Safety			$ 400,000	$ 400,000	$ 1,245,000	$ 845,000
	OBAG-046	Fairmont Dr Bike Lane			$ 380,000	$ 380,000	$ 380,000	$ -
	OBAG-043	Niles Canyon Road Ped Safety			$ 95,000	$ 95,000	$ 140,000	$ 45,000
	OBAG-042	"A" Street Class II Bike Lane			$ 54,000	$ 54,000	$ 244,000	$ 190,000
	OBAG-047	Mines Rd Bike Lane			$ 50,000	$ 50,000	$ 56,000	$ 6,000
Alameda	OBAG-002	Cross Alameda Trail	$ 793,000			$ 793,000	$ 991,000	$ 198,000
	OBAG-001	Estuary Crossing Shuttle		$ 489,000		$ 489,000	$ 941,000	$ 452,000
Albany	OBAG-050	Buchanan/Marin Bikeway	$ 536,000			$ 536,000	$ 1,225,000	$ 689,000
	OBAG-049	Albany Bike/Ped Wayfinding			$ 280,000	$ 280,000	$ 311,000	$ 31,000
Hayward	OBAG-051	Update of Citywide Bicycle MP, Prep of Ped MP, SR2S	$ 300,000			$ 300,000	$ 300,000	$ -
	OBAG-035	Main St Complete St			$ 2,027,000	$ 2,027,000	$ 2,127,000	$ 100,000
Livermore	OBAG-013	Arroyo Las Positas Class I Multi-Use Trail	$ 2,918,000			$ 2,918,000	$ 3,771,000	$ 853,000
Oakland	OBAG-026	Lake Merritt Chanel Bike/Ped Bridge	$ 400,000			$ 400,000	$ 15,000,000	$ 14,600,000
	OBAG-023	Fruitvale Alive Gap Closure Streetscape Project	$ 206,000			$ 206,000	$ 2,062,000	$ 1,856,000
	OBAG-021	Park Blvd Path Feasibility Study	$ 197,000			$ 197,000	$ 395,000	$ 198,000
	OBAG-025	Broadway Shuttle		$ 546,000		$ 546,000	$ 2,670,000	$ 2,124,000
Piedmont	OBAG-016	Piedmont Pedestrian and Bicycle Master Plan	$ 102,000			$ 102,000	$ 120,000	$ 18,000
Pleasanton	OBAG-053	Microwave Ped & Bike Detection in Hacienda	$ 205,000			$ 205,000	$ 205,000	$ -
	OBAG-052	Feasibility Study for Ped & Bike Bridges	$ 25,000			$ 25,000	$ 50,000	$ 25,000
	OBAG-005	Bernal Avenue Bridge Over Arroyio de la Laguna			$ 500,000	$ 500,000	$ 2,200,000	$ 1,700,000
San Leamdro	OBAG-040	W Juana Ped Improvements	$ 724,000			$ 724,000	$ 724,000	$ -
	OBAG-037	W San Leandro Bikeways			$ 569,000	$ 569,000	$ 569,000	$ -
Cycles of Change	OBAG-036	Bike Go Round	$ 360,000			$ 360,000	$ 840,000	$ 480,000
East Bay Regional Park District (EBRPD)	OBAG-020	Shadow Cliffs to Del Valle Trail	$ 1,200,000			$ 1,200,000	$ 1,430,000	$ 230,000
	OBAG-019	Bay Trail - Gilman to Buchanan	$ 1,000,000			$ 1,000,000	$ 4,851,000	$ 3,851,000
	OBAG-017	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita	$ 750,000			$ 750,000	$ 4,320,000	$ 3,570,000
	OBAG-018	Niles Canyon Regional Trail Feasibility Study	$ 75,000			$ 75,000	$ 150,000	$ 75,000
Livermore Area Recreation and Park District (LARPD)	OBAG-054	Sycamore Grove Park Trail Renovation			$ 1,717,000	$ 1,717,000	$ 1,852,000	$ 135,000
Livermore/Amador Valley Transit Authority (LAVTA)	OBAG-011	LAVTA Measure B Countywide Express Bus Service		$ 1,000,000		$ 1,000,000	$ 3,905,000	$ 2,905,000
	OBAG-012	LAVTA Route 10 & Rapid Route VRF Project		$ 1,000,000		$ 1,000,000	$ 7,333,000	$ 6,333,000
		Total:	**$ 9,791,000**	**$ 4,035,000**	**$ 6,997,000**	**$ 20,823,000**	**$ 73,497,000**	**$ 52,674,000**

Federal (OBAG) Total	***$ 98,582,000***
Local (MB-VRF) Total	***$ 22,241,000***
Grand Total	***$ 120,823,000***

Note: this is the total OBAG funds requested from previous tab.

Note: This includes all local funds shown above and local funds requested for projects requesting federal funding shown on the previous tab.

*MB = Measure B; VRF = Vehicle Registration Fee

This page intentionally left blank

EXPANDED PROJECT DESCRIPTIONS

Attachment E

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-003	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority	Alameda-Oakland-Berkeley	Line 51 Corridor - Implement GPS-based Transit Signal Priority	AC Transit has a current project to improve speed and reliability of service along the Line 51 Corridor (served by the 51A and 51B routes) funded by a CMAQ grant through the MTC's Transit Performance Initiative - Investment Program. AC Transit is partnering with Alameda, Oakland, and Berkeley to make improvements along the route including: installation of conduit and hardware for signal interconnectivity; signal retiming; signal cabinet upgrades to facilitate modernization; signal modifications; queue jump lanes; bus bulbs; bus stop optimization including relocations and removals. While the current funding is sufficient to provide for most of the proposed improvements set forth under AC Transit's LIne 51 Corridor Study, further investigation of requirements has shown that additional funds are needed to implement the valuable improvement of conditional Transit Signal Priority for buses along the corridor. The project scope of services will include: project administration/project controls (which includes preliminary engineering); engineering and design; and construction through the partner cities.
OBAG-004	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements	Downtown Oakland to San Leandro	Bicycle and pedestrian improvements and streetscape elements to support the East Bay Bus Rapid Transit Project	The East Bay Bus Rapid Transit project will implement a Bus Rapid Transit line from 20th St in Downtown Oakland to the San Leandro BART station. Major features include: dedicated transitway lanes for approximately 79% of the corridor; pedestrian improvements along corridor such as ADA elements; ITS system including signal priority, real-time information, and required communications links along corridor; five-minute headways during peak and mid-day periods; 34 stations spaced approximately every 1/3-mile, with comfortable shelters, level boarding; barrier-free, self-service, proof-of-payment off-board fare collection; and low-floor, low-emission, diesel-electric hybrid 60-foot buses. Along with the construction required for the BRT transit service, the project has the ability to provide additional supportive bicycle and pedestrian improvements and streetscape elements along the East 14th/International Boulevard corridor. Improvements and streetscape elements could include pedestrian scale lighting, ADA ramps at street corners and crosswalks, pedestrian signals at crosswalks, pedestrian activation buttons and countdown timers at crosswalks, pedestrian bulbs to lessen crossing distance, pedestrian refuges in medians, and bicycle parking.
OBAG-042	Alameda County	"A" Street Class II Bicycle Lane	"A" Street between Knox Street and Hayward City Limits	"A" Street Class II Bicycle Lane Project	This Project will create a Class II Bicycle Lanes along A Street between Knox St. and the Hayward City Limit in theAlameda County Unincorporated Areas. The Project will connect bicyclist to the Castro Valey BART PDA and the Downtown Hayward PDA; therefore, providing access to BART, the Castro Valley Business District, Downtown Hayward, and schools. A Sreet is a major east-west arterial roadway and it carries an average daily traffic of 30,000 vehicles. The project cost includes the design and construction of the Class II bicycle lanes. This project includes a new asphalt pavement section, installing Class II bike lane signing, striping, and pavement markers. This project is included in the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas and the Alameda Countywide Bicycle Plan.
OBAG-043	Alameda County	Niles Canyon Road Pedestrian Safety and Access	Niles Canyon Road between Main St.and Pleasanton-Sunol Road	Niles Canyon Road Pedestrian Safety and Access Project	This project will improve the safety for people walking between the Sunol town center and the Water Temple. This project's features include the installation of an AC pathway and high visibility crosswalks at the intersection of Niles Canyon Road and Pleasanton-Sunol.
OBAG-044	Alameda County	Mabel Avenue Pedestrian Safety and Access	Mabel Avenue between Redwood Road and Santa Maria	Mabel Avenue Pedestrian Safety and Access Project	This project will improve the safety of children walking to Castro Valley High School. This project's features include the installation of curb, gutter, sidewalk, ADA pedestrian ramps, and high visibility crosswalks. This project is located across the street from Castro Valley High School. This project is located on Mabel Avenue between Redwood Road and Santa Maria Avenue in the Castro Valley area of unincorporated Alameda County. (See Location Map – Attachment 1.)
OBAG-045	Alameda County	E. Castro Valley Blvd. Class II Bicycle Lane	E. Castro Valley Blvd. between Five Canyons Road and Villareal Drive	E. Castro Valley Blvd. Class II Bicycle Lane Project	This proposed project is one of the high priority projects listed in the Alameda Countywide Bicycle Plan. This project closes the gap between Central and East Alameda County. The project has regional significance which extends from Castro Valley to eastern Alameda County . The goal of the project is to extend existing bicycle lanes and to facilitate the use of both recreational and commute bicycling.
OBAG-046	Alameda County	Fairmont Drive Class II Bicycle Lane	Fairmont Drive between E. 14th St. and Foothill Blvd.	Fairmont Drive Class II Bicycle Lane Project	This Project will create a Class II Bicycle Lanes along Fairmont Drive between E. 14th St. and Foothill Blvd. in Alameda County Unincorporated Areas. The Project will connect bicyclists to the Alameda County: E. 14th and Mission Blvd PDA and the San Leandro: Bay Fair BART Transit Village PDA; therefore, providing regional transit access to BART, Bay Fair Mall, and businesses located along E. 14th/Mission Blvd. This project includes a new asphalt pavement section, installing Class II bike lane signing, striping, and pavement markers. This project is included in the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas and the Alameda Countywide Bicycle and Pedestrian Plan.
OBAG-047	Alameda County	Mines Road Class II Bicycle Lane	Mines Road between Tesla Road and 0.3 miles south of Tesla Road	Mines Road Class II Bicycle Lane Project	This Project will create a continuous Class II Bicycle Lanes along Mines Road between Tesla and 0.3 miles south of Tesla Road in Alameda County Unincorporated Areas. The project will close the gap and connect bicyclist to Tesla Road (work and recreation), to Livermore Avenue (Downtown Livermore), and to Del Valle Regional Park. Downtown Livermore is an active PDA. This project is included in the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas and the Alameda Countywide Bicycle and Pedestrian Plan.
OBAG-048	Alameda County	"A" Street Pedestrian Safety and Access	"A" Street between Knox Street and Hayward City Limits	"A" Street Pedestrian Safety and Access Project	The Project will connect pedestrians to the Castro Valey BART PDA and the Downtown Hayward PDA; therefore, providing access to BART, Castro Valley Business District, Downtown Hayward, and schools. This Project includes the installation of sidewalks, curb, gutters, and ADA ped ramps along A Street between Knox St. and the Hayward City Limit in the Alameda County Unincorporated Areas. A Sreet is a major east-west arterial roadway and it carries an average daily traffic of 30,000 vehicles. This project will provide alternative transportation and better access to AC Transit and BART. The project cost includes the design and construction costs. This project is included in the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas and the Alameda Countywide Bicycle and Pedestrian Plan.

Blue highlighting indicates applications that requested federal OBAG funding and have completed an MTC Complete Streets Checklist.

EXPANDED PROJECT DESCRIPTIONS

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-001	Alameda	Estuary Crossing Shuttle	The shuttle will travel between Lake Merritt BART and west Alameda - College of Alameda (COA), Alameda Landing/Bayport, Marina Village and Wind River.	This funding will add 4.5 hours to the existing 8 hour per day Estuary Crossing Shuttle service, and will extend the service to mid-August 2016.	The Estuary Crossing Shuttle will travel between the cities of Alameda and Oakland stopping at the College of Alameda (COA) main campus, the COA satellite campus and Wind River in Marina Village, Alameda Landing/Bayport and Lake Merritt BART (near Laney College). The targeted shuttle users are bicyclists, pedestrians and students, faculty and staff from the COA, Laney College and Argosy University, which is in Marina Village, as well as the general public. The service will have 30-minute headways, and will operate during the weekday hours of 6:30 a.m. to 7:00 p.m. The shuttle service will use a 40-foot, low-floor compressed natural gas shuttle bus that will fit up to 10 bicycles. The shuttle service will be available at no cost to the user. Regarding the current service, the City of Alameda, in cooperation with the City of Oakland, the Peralta Community College District and BikeAlameda, won two Bay Area Air Quality Management District Transportation Fund for Clean Air Regional Fund program grants to operate the Estuary Crossing Shuttle for two years starting in August 2011. The local match is from the City's Transportation Systems Management/Transportation Demand Management (TSM/TDM) Fund in which Wind River contributes and Alameda County Measure B. Further information can be found at www.EstuaryXINGshuttle.org.
OBAG-002	Alameda	Cross Alameda Trail	The proposed project includes the Cross Alameda Trail parallel and south of Ralph Appezzato Memorial Parkway between Poggi Street and Webster Street.	This funding would design and construct a Class I path along Ralph Appezzato Memorial Parkway between Poggi Street and Webster Street, which is 0.4 miles, and would provide connections to intersecting streets as well as landscaping/urban runoff control.	The Cross Alameda Trail segment proposed for this funding will run parallel to and south of Ralph Appezzato Memorial Parkway between Poggi Street and Webster Street in an abandoned railroad right-of-way, which is now owned by the City of Alameda and is approximately 70 feet wide. The proposed path segment is 2,300 feet or 0.4 miles long, and has the following components: - 12 foot wide asphalt path (Class I bike path) with a centerline stripe - 3 foot wide decomposed granite shoulder on the north side of the path - 5 foot wide decomposed granite jogging path on the south side of the path - connector paths to two intersecting streets: Fifth Street and West Campus Drive - pedestrian, bicycle and ADA improvements as well as wayfinding signs at the intersecting streets - 40 trees and a bioswale as landscaping and urban runoff control consistent with the City's Bay Friendly Landscaping requirements and the Urban Greening Plan The Cross Alameda Trail will be designated as a segment of the San Francisco Bay Trail, and is considered part of the countywide high-priority bicycle network per the Countywide Bicycle Plan (2012).
OBAG-049	Albany	Albany Bicycle and Pedestrian Wayfinding	City of Albany-Pedestrian, Bicycle network & Transit Hubs	This project consists of developing 100% Plans for wayfinding signage for pedestrians, cyclits, and transit users, production and installation of signage within City limits	The proposed Albany Wayfinding Plan and preliminary design was developed in 2011 through a multi-jurisdictional process coordinated by the West Contra Costa Transportation Advisory Committee (WCCTAC). The concept plan was funded by a Safe Routes to Transit Grant (SR2T) with the idea of developing wayfinding signage guidelines for most of the cities along the I-80 Corridor. The plan developed seven (7) types of signs: Pedestrain Commercial District, Pedestrian Residential, Pedestrian Transit Center, Bicycle Greenway/Trail, Bicycle Boulevard, Bicycle On-Street Route, and Map Kiosk for transit hubs. A total of 89 combined signs were proposed for Albany, but the Albany Traffic and Safety Commission, proposed the addition of four Kiosks, and approximately 12 more bicyle and pedestrian signs along the bicycle and pedestrian routes. This process dovetailed with the development of the City's Active Transportation Plan (ATP), which comprises its first Pedestrian Master Plan and the Update of its Bicycle Master Plan completed in 2012. Upon the revision, theTraffic and Safety Commission is scheduled to make a recommendation to Council for the Wayfinding Plan adoption at its April, 2012 meeting.
OBAG-050	Albany	Buchanan/Marin Bikeway Phase III	Marin Ave. from Cornell Ave. Marin/Buchanan Merge	This project entails the construction of a bicycle lane between the right turn lane and the through lane along Marin Avenue in the eastbound direction at the Marin/San Pablo intersection and the construction of Phase III of the Buchanan Marin Bikeway from San Pablo Avenue to Cornell Avenue.	Phase III of the Buchanan Marin Bikeway consists of the following components: Construction of a bicycle lane between the right turn lane and the through lane in the eastbound direction at the Marin/San Pablo intersection approach. Signal modifications at the Marin/San Pablo intersection that include an exclusive bicycle/pedestrian phase. Extension of the length of the new right turn lane to accommodate increased vehicle storage resulting from the proposed changes to the signal. Extension of the bicycle lanes along Marin Avenue, from San Pablo Avenue to Cornell Avenue and installation of pedestrian bulbouts where feasible at each intersection along this segment. The City of Albany is currently implementing Phases I and II of the Buchanan Marin Bikeway, which entails construction of a bikepath along the south side of the Buchanan/Marin Corridor from Pierce Street to San Pablo Avenue; sharrows in the eastbound direction, a bike lane in the westbound direction; and an exclusive right turn lane along the Marin/San Pablo intersection approach with supersharrows along the north side of the turning lane as an interim accommodation to bicyclists traveling on the street. The City is currently designing construction plans for Phase III. The project is expected to be implemented in coordination with a utility undergrounding project along Marin Avenue. Phase III of the Buchanan Bikeway is the last piece needed to close the existing gap in the bicycle network between the Ohlone Greenway and the Bay Trail, completing a link of local and regional significance that combines all types of bicycle facilities into the second most protected bikeway in Alameda County.
OBAG-032	Berkeley	Project 2: Shattuck Reconfiguration & Pedestrian Safety	Downtown Berkeley	Street reconfiguration around BART/AC Transit center in Downtown Berkeley PDA for bike-ped safety, transit/traffic operations, sidewalk and pavement repair, bus pads, traffic signal upgrade, lighting, curb ramps.	The project will repair and reconfigure Shattuck Avenue from Allston Way at the southern edge of the Downtown Berkeley BART Station Area 3 blocks north through the Shattuck/University Ave. intersection. There is a currently a "couplet" of two 1-way street segments for 2 blocks between Center Street and University Avenue, which requires that northbound Shattuck traffic must turn left (westbound) onto University Ave. for ½ block, then right (northbound) back onto Shattuck Avenue north of University. This "dog leg" movement contributes to high auto/pedestrian collision rates at the University/Shattuck intersection. The intersection has the highest number of auto/pedestrian collisions in the City and is High Priority Project #2 in the City's Pedestrian Plan. The project proposes to reconfigure the west leg of Shattuck Ave. into 2-way street, including new traffic signals, curb modifications, median relocation, relocated pedestrian refuge, concrete bus pads, bus stops, and roadway striping. The east side will have turn restrictions for use by local traffic, angled parking and buses. The project also repaves the street, repairs the sidewalk, upgrades curb ramps and installs new roadway and pedestrian-scale lighting. Opportunity sites for bio-swale or other Low-Impact Development stormwater treatments are also included.

Blue highlighting indicates applications that requested federal OBAG funding and have completed an MTC Complete Streets Checklist.

EXPANDED PROJECT DESCRIPTIONS

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-034	Berkeley	Project 3: Hearst Avenue Complete Street Project	Hearst Avenue between Shattuck and Gayley/La Loma	Hearst Avenue Complete Street Project will improve access and safe travel to Downtown Berkeley PDA for all modes through bicycle lane, sidewalk gap closure, bus stop improvements, pavement resurfacing, and traffic signals.	This project connects UC Berkeley to the Downtown Berkeley PDA and many other activity centers. The project includes pavement rehabilitation (overlay),new Class 2 bicycle lanes (conventional and buffered), bicycle box pavement markings, sharrows, a 900 ft. sidewalk gap closure, ADA curb ramps, travel lane reconfiguration, new medians, pedestrian beacons, speed feedback signs, new and modified traffic signals with transit priority and emergency vehicle detection. The major improvements of this project include: - Closing a sidewalk gap on the north side of the UC Berkeley campus - Extending Class II Bicycle lanes from Shattuck to Euclid, closing the bicycle access gap on the north side of the UC Berkeley campus - Improving pedestrian crossings at Walnut, Oxford, Spruce, Arch/LeConte, Euclid, Le Roy and Gayley/La Loma through flashing beacons and new or upgraded traffic signals - Improving bus stops at Arch/Le Conte and Euclid Details by segment are provided elsewhere in this application.
OBAG-033	Berkeley & BART	Berkeley Project 1: BART Plaza & Transit Area Improvements	Downtown Berkeley	Transit Center Improvements to BART Station & AC Transit hub: new BART entrance structures, new bus shelter, public plaza resurfacing, landscaping, lighting, wayfinding, curb ramps, and bike parking.	This project will serve a signature place-making function for the Downtown Area and improve multi-modal access for an influx of new residents and employees. The project will improve inter-modal interconnectivity and enhance rider safety and comfort by reconstructing existing, and installing new transit structures to improve the accessibility and security of the BART entries, providing sufficient covered waiting areas for local and Transbay AC Transit bus stops, and installing wayfinding signage, including real-time BART arrival/departure signs. Pedestrian safety and bicycle parking will also be improved. The project redevelops and reallocates the public space surrounding the station, including replacing the sidewalk/place surface materials, improving pedestrian-oriented lighting, and landscaping using low-impact stormwater treatments. The project will also include place-making elements (cafe uses, information kiosk, public art, water feature, others TBD). The project includes disability access improvements to the curb ramps and BART elevator at the northwest corner of Center Street/Shattuck Avenue, and design and construction of new head house/canopies with security gates for the 5 secondary BART entrances.
OBAG-008	Dublin	Village Parkway Bicycle & Pedestrian Improvements	Village Parkway and Clark Avenue from the North City Limit to Alamo Canal Trail through Downtown Dublin, City of Dublin	Village Parkway Bicycle & Pedestrian Improvements Project would construct a continuous bikeway and pedestrian access improvements along Village Parkway from the North City limit to Alamo Canal Trail through Downtown Dublin.	This project would provide a more accesible bikeway through Downtown Dublin along the Village Parkway/Clark Avenue corridor from the North City Limit to Alamo Canal Trail by converting existing Class II bicycle lanes to wider buffered bike lanes from the North City Limit to Amador Valley Boulevard; installing Class II bike lanes between Amador Valley Boulevard and Dublin Boulevard through the Downtown Dublin Priority Development Area; new Class II bike lanes on Clark Avenue; and a new Class I bike path and pedestrian/bike bridge connecting to the Alamo Canal Trail. Pedestrian access improvements are proposed including sidewalk extension along the east side of Clark Avenue from Dublin Boulevard to the new Class I path, and sidewalk widening along the east side of Village Parkway from Brighton Drive next to Dublin High School to the Downtown area near Amador Valley Boulevard . Also proposed are intersection improvements, including bulbouts and slip-lane removal at the intersections with Amador Valley Boulevard and Dublin Boulevard to make this area of Downtown Dublin pedestrian-friendly (see attachment 6).
OBAG-009	Dublin	Iron Horse Trail/BART Connectivity Feasibility Study	Transit Center/Dublin Crossings (Active) PDA; Iron Horse Trail from northwest of Dougherty Road to Dublin/Pleasanton BART Station	Assessment of Iron Horse Trail improvements from Dougherty Road to Dublin/Pleasanton BART Station to improve PDA connectivity and regional bicycle/ pedestrian access from activity centers to BART.	The key goal of the study would be to energize and support the alternative modes of transportation for the on-going development within the Transit Center/Dublin Crossings PDA. A recent analysis has shown that the Iron Horse Trail (IHT) crossings safety will be significantly impacted by the traffic operations/ congestion at Dublin Blvd and Dougherty Road intersections in the future. Study would examine the feasibility of crossing and trail improvements on the IHT from Dougherty Road to the Dublin/Pleasanton BART station to decrease barriers, reduce parking demand at BART, and increase bike/walk mode share to the BART station from the surrounding activity centers. Feasibility study would evaluate near-term improvements such as signal timing and striping changes, and longer term improvements such as crossing realignments or grade separated crossings. Improvements along the IHT corridor to enhance safety would be identified, including pedestrian scale lighting, wayfinding and other trail improvements. The feasibility study would include conceptual design plans to identify feasible alignments/slopes and detailed construction cost estimates of the preferred short-term and long-term concept alternatives. It is anticipated that the phasing of IHT improvements will occur as a priority with an expected completion of final construction phases before 2020. The phasing of this project would consider other planned infrastructure projects in the study area, including the widening of Dougherty Road to six lanes, extension of Scarlett Drive between Dougherty Road and Dublin Blvd and development of the Dublin Crossings, a mixed-use community proposed north of Dublin Blvd adjacent to IHT and inside the PDA. The study would identify the level of environmental review and environmental constraints of the proposed improvements.
OBAG-010	Dublin	Amador Plaza Road Complete Street Improvements	Amador Plaza Road between Amador Valley Boulevard and St. Patrick Way, City of Dublin	The project will construct street improvements on Amador Plaza Road from Amador Valley Blvd. to St. Patrick Way by constructing bicycle lanes, mid-block crosswalks and street enhancements.	The project will construct complete street improvements on Amador Plaza Road from Amador Valley Boulevard to St. Patrick Way in Downtown Dublin and convert the existing two-lane roadway with center two-way left-turn lane to a divided roadway with raised median and left-turn pockets. North of Dublin Boulevard, parking would be removed on one side of the roadway and lanes narrowed to provide bicycle lanes in both directions. Bicycle lanes would be carried through to the intersection approaches, with conflict zones marked with skip-stripe green pavement. Crosswalk improvements are proposed at signalized intersections and three mid-block crosswalks will be striped on the single block between Amador Valley Boulevard and Dublin Boulevard, which is over 1/3 mile in length. The project will also include street enhancements such as pedestrian-scaled lighting, decorative sidewalks, bike racks, benches, gateway monuments and enhanced landscaping (see attachment 6 for project conceptual drawings).
OBAG-031	Emeryville	Christie Ave. Bay Trail Gap Closure Class 1 Path & Bike and Pedestrian Intersection Improvements	Emeryville Mixed Use Core - Active Priority Development Area	Project proposes gap closure of the Bay Trail in central Emeryville with the improvement of a segment from Powell Street and Christie Avenue to Shellmound Street and Christie Avenue along Christie Ave.'s northern/eastern edge with a new class 1 multi-use pathway in lieu of existing sidewalk and one vehicle travel lane & improvement to the intersections.	The purpose of the proposed project is to improve safety and routing of the Bay Trail in Emeryville and to improve the trail so that is can meet future demand created by the opening of the pedestrian-bicycle path across the Bay Bridge. The proposed gap closure along Christie Avenue in central Emeryville will allow the Bay Trail to avoid one of the City's (and the trail's) most congested intersections The current gap exists between Powell Street and Shellmound Street. The current alignment of the Bay Trail between the intersection of Powell & Christie and Shellmound Street is through a hotel parking lot, where the Bay Trail intersects with Shellmound Street at a mid-block location, adjacent to a roadway overpass. This location prohibits north- bound entry and provides a sharp midblock entry with no signal protection for south-bound trail users. Furthermore, the overpass creates significant visual obstacles that pose safety risks. Safety and access problems will be compounded with the opening of the Bay Bridge bicycle path, which will intersect the Bay Trail on Shellmound Street directly south of the project site. Pedestrian and cyclist demand for routes through Emeryville will grow as as a result of the Bay Bridge opening, linking the Bay Trail to Treasure Island and the Gateway Park at the Bridge's eastern base. The proposed project will create a 12 foot, Class 1 bicycle/pedestrian path linking Powell Street to Shellmound Street along the north-east edge of Christie Avenue. The proposed project will address three intersection crossings in one of the most urbanized segments of the Bay Trail. See Tab 10 - Note 1 for additional description of the improvements.

Blue highlighting indicates applications that requested federal OBAG funding and have completed an MTC Complete Streets Checklist.

EXPANDED PROJECT DESCRIPTIONS

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-041	Fremont	Fremont City Center Multi-Modal Improvements	Fremont City Center	Fremont City Center multi-modal improvements to enhance and strenghten connections between the Fremont Bart Station, employment / retail centers and housing to the southwest, and Downtown Fremont.	The Fremont City Center multi-modal improvements promote the City's desire to transition from auto-oriented suburbia to a strategically urban community. The City is committed to implementing community based transportation projects that bring vibrancy to the downtown, adjacent employment/retail centers, high density neighborhoods, and the Fremont Bart station, all of which are elements of the City Center Priority Development Area (PDA). The proposed scope includes two components that serve to achieve these goals: 1) extend Capitol Avenue from State Street to Fremont Boulevard; and 2) improve and enhance bicycle and pedestrian connections between the Fremont BART station and nearby employment/retail centers, housing, and Downtown. The extension of Capitol Avenue will support a "complete street" concept that includes one travel and bike lane each direction, diagonal parking, wider sidewalks with landscaping, and landscaped medians. To complete the extension, the City is in the process of acquiring a site located at the terminus of Capitol Avenue. This process is necessary but separate from grant funded phase of this project and is anticipated to be complete in Jan.-Feb 2014. The improved bicycle/pedestrian connections between the Fremont BART station and Downtown include: new way-finding signs, replacement of damaged/lifting sidewalks, replacement of dead trees and planter areas, new tree grates, and wider sidewalks, ADA curb ramps, pedestrian countdown signals, striping new crosswalks, new bicycle lanes, bike detection at Civic Center/BART Way intersection, and bicycle parking. The City will implement these improvements in two phases in order to work immediately on portions of the right-of-way owned by the City with work on remaining right-of-way anticipated to begin a couple months thereafter.
OBAG-035	Hayward	Main Street Complete Street Improvements	In Hayward on Main Street between A Street and C Street	Construction of a complete streets project on Main Street in Hayward between A and C Streets to narrow travel lanes, provide wider sidewalks, bicycle lanes and a landscaped median.	This project will apply a "complete streets" application to Main Street in Hayward between A Street and C Street. The project will reduce the number of travel lanes from two to one in each direction, and provide a landscaped median, wider widewalks and bicycle lanes. New streetlighting, pedestrian lighting and enhanced pedestrian crossings will be provided, thus enhancing and promoting opportunities for increased walking and biking in downwtown Hayward. The project will help to complement a new bicycle lane on Foothill Bouelvard from A to D Streets and will provide an alternative access to downtown. This project will be consistent with the City's climate action plan by providing alternatives to driving and by reducing vehicle emissions. Additionally the project is consistent with the City's Bicycle Master Plan.
OBAG-051	Hayward	Update of Citywide Bicycle Master Plan, Preparation of Citywide Pedestrian Master Plan and Preparation of Safe Routes to Schools Plan	City of Hayward Citywide	Preparation of Update to 2007 Bicycle Master Plan, Preparation of Citywide Pedestrian Plan and Preparation of Safe Routes to Schools Plan	This project will update the 2007 Bicycle Master Plan to include newly constructed and planned facilities, and to identify new opportunities for new bicycle facilities. The project will also identify needed pedestrian facilities with an empahsis on gap closure. Improvements such as additional signing, striping and pavement markings will be recommended. Additionally, a Safe Routes to Schools Plan will be prepared that will include a list of capital and operational improvements that would be the basis for project selection for future Safe Routes to Schools grants. This project will also include a significant stakeholder outreach component by coordinating plan preparation and review with bicycle and pedestrian advocacy groups including the East Bay Bicycle Coalition and the Alameda County BPAC as well as schools. The project is being undertaken in order to qualify the City for Measure B and VRF funding. The completed document will be incorporated into the City's ongoing General Plan update process and which is expected to be completed by June 2014.
OBAG-013	Livermore	Arroyo Las Positas Class I Multi-Use Trail	North Livermore: Proximate to Portola Avenue extension with the trail crossing under I-580	Preliminary engineering, environmental, design, and construction of the Arroyo Las Positas Class I Multi-Use Trail, creating the only trail connection across I-580 linking north & south Livermore.	Construction of a Class I Multi-Use trail will begin at the existing terminus of the Arroyo Las Positas Trail (south of I-580) near Murrieta Boulevard, traversing northerly through existing open space and proceeding to an existing asphalt path under I-580. The path under I-580 will need improvements to make it safe for travel. Construction of the trail will begin again just north of I-580 and cross the Arroyo Las Positas with a prefabricated bridge. The trail will then turn westerly and proceed through open space along the north side of the Arroyo Las Positas. The trail will then turn northerly prior to Isabel Avenue, ending at the Portola Avenue/Isabel Avenue intersection where it will connect to the the existing Campus Trail and the pedestrian sidewalk and bike lanes on Portola and Isabel Avenue. The new multi-use trail will provide access from existing development south of I-580 to development north of I-580 including Las Positas Community College, residences, businesses, the future BART extension and associated Transit Oriented Development, and the future 10-acre Cayetano Park. A spur trail connection will also be provided (with City funds) to the pedestrian sidewalk and bike lanes on Portola Avenue to the south of I-580 at Murrieta Boulevard. The 8,325 linear foot multi-use trail will consist of a 25-food wide trail with a 10-foot wide paved path, an 8-foot wide decomposed granite path, a 3-foot unpaved portion separating the two paths, and a 2-foot graded, unplanted shoulder on each side of the trail.
OBAG-014	Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail	From Isabel Avenue, at Livermore's western limits, through Murrieta Boulevard, adjacent to the Arroyo Mocho Channel	Preliminary engineering, environmental, design, and construction of Segment 1 of the Iron Horse Trail, a major inter-regional Class I Multi-Use trail.	This project will construct Segment 1 of the Iron Horse Trail in the City of Livermore, which will extend the existing major inter-regional Class I Multi-Use trail from Alameda County into the City. This segment will begin at Livermore's western City Limit at Isabel Avenue, travel adjacent to the Arroyo Mocho Channel on an access road, join the existing neighborhood trail which uses a creek undercrossing to reach the south side of the railroad tracks at Murrieta Boulevard, construct a new pedestrian/bicycle bridge to cross Murrieta Boulevard, and connect to the existing Iron Horse Trail segment at the northeast corner of Murrieta and Stanley Boulevard. The trail will be a Class I Multi-Use trail and will accommodate pedestrians, bicycles, and provide for emergency and maintenance vehicle access. The 5,200 lineal foot trail will consist of an 10-foot asphalt concrete path with two 2-foot decomposed granite shoulders, pavement markings, striping and wayfinding signage. The bridge will be prefabricated with two 90-foot spans and a column support in the median.
OBAG-021	Oakland	Park Boulevard Path Feasibility Study	Park Blvd between Leimert Blvd and Monterey Blvd	The Park Blvd Path project will determine the feasibility of and develop preliminary plans for a pedestrian and bicyclist path along Dimond Canyon to connect the Oakmore and Montclair neighborhoods.	The project will complete feasibility studies and preliminary plans for improving pedestrian and bicyclist access for 0.7 miles along Park Blvd, adjacent to Dimond Canyon, between Leimert Blvd and Monterey Blvd. The City has developed four alternatives from which the preferred alternative will be selected based on the results of a traffic study and community process. Before undertaking detailed design, two critical questions must be answered. First, what is the best design for accommodating walkers, joggers, and bicyclists of varying speeds on an alignment with an average slope of 5% and a maximum slope of 7%? Second, what is the best approach for establishing the necessary width for pedestrian and bicyclist access? With respect to the user groups, the four alternatives include options with on-street bikeways to allow for separation between bicyclists and pedestrians. With respect to creating the necessary width, the alternatives include narrowing the roadway and reinforcing the existing shoulder with retaining walls to support a path. Work completed to date includes a preliminary analysis of the magnitude and extent of retaining walls needed under the four scenarios. Conceptual cost estimates for construction of the four alternatives range from $800,000 to $2.5 million. All alternatives include the removal of slip turns at the intersections of Park Blvd/Leimert Blvd and Park Blvd/Monterey Blvd in order to improve pedestrian and bicyclist safety at the endpoints of the path. The next step is securing project development funds to select the preferred alternative and develop preliminary plans.

Blue highlighting indicates applications that requested federal OBAG funding and have completed an MTC Complete Streets Checklist.

EXPANDED PROJECT DESCRIPTIONS

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-024	Oakland	Lake Merritt BART Bikeways	Downtown Oakland, Lake Merritt BART Station vicinity	The project will install high-quality bikeways serving Lake Merritt BART from the north, south, east, and west that connect to Oakland's 130+ mile bikeway network.	The Lake Merritt BART Bikeways project will install high-quality bikeways serving Lake Merritt BART where currently none exist. The project includes bike lanes on the one-way streets that serve the station from the north, south, east, and west: Madison St from 19th St to 4th St; Oak St from Embarcadero to 14th St; 8th St from Fallon St to Harrison St; and 9th St from Harrison St to Fallon St. The project will also install bike lanes on 10th St from Madison St and Oak St that will connect to the bikeway pending construction on 10th St to the east of Oak St. The project includes the resurfacing of key roadway segments with severe deterioration in order to provide a path of travel that is safe for and supportive of bicycling. All curb ramps in the paving area will be upgraded to current standard. Throughout the project area, travel lanes will be removed to create space for the bicycle lanes resulting in new striping on all streets and improved pedestrian safety at crossings.
OBAG-025	Oakland	Broadway Shuttle	Downtown Oakland	The Broadway Shuttle is a downtown transit circulator linking major transit stations (AC Transit Uptown Transit Center, Amtrak Capitol Corridor, BART, SF Bay Ferry) to final destinations including offices, businesses, social services, schools and afterschool programs.	Launched in July 2010 and now carrying 14,473 weekly passengers, the "B" gets people out of their cars and onto public transit, reducing automobile miles traveled by 3.3 million each year among people traveling to, from and within the congested Oakland Central Business District. The B provides a unique service as the only transit option connecting Jack London Square (including the Ferry & Amtrak stations, and office and residential districts); Downtown (two BART stations, 60,000 workers, social services); and Broadway at Grand Avenue/27th Street (including Caltrans District 4 headquarters and tens of thousands of employees in the Lake Merritt Office District). The B runs Monday-Thursday 7am-7pm; Fri 7am-12am; and Sat 6pm-12am. Beginning in approximately August 2013, the Monday-Thursday service will be extended by three hours, from 7pm to 10pm, using a Lifeline Transportation grant from ACTC/MTC. Each weekday, 1,755 transfers are made between the B and BART, Amtrak Capitol Corridor, the SF Bay Ferry and AC Transit. By providing frequent "last-mile" connections between major transit stations and all of downtown's major destinations, the B has vastly improved the efficiency and effectiveness of both the downtown Oakland and regional transit systems.
OBAG-028	Oakland	7th Street West Oakland Transit Village Phase II Streetscape Project	West Oakland	The 7th Street Project will reinstate West Oakland's historical identity as a commercial, transportation and cultural hub through streetscape elements benefitting pedestrians, bicyclists and transit.	The 7th Street West Oakland Transit Village Phase II Streetscape Project extends for three blocks along 7th from Wood to Peralta in West Oakland. The project employs a range of multi-modal improvements near BART, including a road diet, which enables safer access for pedestrians, bicyclists, transit riders, and automobiles. Currently, 7th Street contains four lanes of traffic, two west-bound and two east-bound. BART columns split the street and the tracks loom directly overhead. South of the BART columns, the project converts the two east-bound lanes into one east- and one west-bound lane. North of the columns, the two west-bound lanes will be converted into a single, west-bound "local" street; no direct access to 7th from the local street will be permitted along the length of the project. Approximately 32 diagonal parking spaces will be provided along the local street, expressly intended to serve future users in this historic commercial district (see ATTACHMENT 4). Class II bike lanes are included in the project, an added element not part of the original design. Two AC Transit bus stops will be consolidated into one, in front of the post office facility, which is situated along the south side of the street. The traffic signal at 7th and Wood will be optimized, and the intersection will include a large corner bulb-out. (Although a roundabout at the intersection at 7th and Wood was included in the original schematic, the proposed alternative allowed for the intersection to remain signalized.) (Cont Section 10)
OBAG-029	Oakland	MLK Jr. Way & Peralta Street Phase I Streetscape Project	West Oakland	The MLK/Peralta Streetscape Project provides traffic calming, pedestrian, and bicycle enhancements to two key neighborhood corridors in West Oakland.	The first phase of the Martin Luther King, Jr / Peralta Streetscape Project will provide a range of multi-modal transportation and safety enhancements to two key neighborhood corridors running through the hearts of three neighborhoods in West Oakland – West MacArthur/Hoover, Clawson/McClymonds/Bunche, and Prescott/South Prescott. The City worked closely with the West Oakland Project Area Committee to develop and obtain community approval for the MLK / Peralta Streetscape Master Plan, completed in May-2012, which will serve as the roadmap for implementation of community-endorsed improvements over the next decade and beyond. The primary objectives of the Streetscape Master Plan are to de-emphasize the automobile, calm traffic and improve pedestrian and bicycle circulation, access and safety (see ATTACHMENT 4). Through the Master Plan development process, a series of pilot projects within each street were prioritized and selected to become the Phase I streetscape project. For MLK, the project area extends 1.2 miles from West Grand to 40th Street. The street is uniform and wide, and there are two lanes of traffic in each direction. MLK is a designated City pedestrian route in the Oakland Pedestrian Master Plan. MLK Phase I components include: (1) from West Grand to 40th Streets: a road diet via restriping whereby travel lanes will be reduced to one lane in each direction with a center turn lane, including a Class II bike lane; and (2) from 32nd to 35th Streets: new sidewalks, bulb-outs, one near-side to far-side bus stop relocation at 34th Street, ... (continued SECTION 10)
OBAG-023	Oakland	Fruitvale Alive Gap Closure Streetscape Project	Fruitvale Neighborhood, Oakland	Complete the design and develop construction documents for essential pedestrian and bicycle improvements, thus closing the existing gap along Fruitvale Avenue between E. 12th Street and the Estuary.	To develop the final conceptual design and then subsequently the construction plans, specification, and construction cost estimate (PS&E) for the Project, which will improve pedestrian and bicycle amenities, and calm traffic, along Fruitvale Avenue between E. 12th and the Estuary. The design services may include, but are not limited to: • Review of all planning level reference materials and draft conceptual plans to date • Review of the adjacent projects recently constructed and currently scheduled for construction. • Development of the Final Conceptual Design (the design of the improvements outlined in the reference materials for Fruitvale Avenue) including but not limited to: Design of bulbouts and sidewalk; Curb corner radius reductions; Patterned and continental pedestrian crosswalks at all crossings within the Project; Integration of pedestrian lighting; and Decoration and functional design of the 880 underpass. • Hold a community meeting to showcase the intended improvements and gather community comments and input • Survey the Project area • Provide the Engineering Design of plans, specifications, and cost estimates from 35% to and through the completion of the PS&E bid package • Provide the City with 5 wet stamped hard copies and the electronic copies of final PS&E package. • Provide bid support

EXPANDED PROJECT DESCRIPTIONS

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-027	Oakland	Tyrone Carney Park/Gateway Reconfiguration Project	Coliseum/Oakland Airport	Reconfiguring the intersection of 105th Ave./Alcalanes to improve traffic circulation, pedestrian safety and transit access by creating a park and entrance gateway to the Sobrante Park Neighborhood	This project reconfigures the previous Tyrone Carney Park at 105th Ave./Alcalanes Dr. intersection creating a 40,000 sf crescent that serves as a new community public space, establishes a bifurcated gateway entrance/exit to the Sobrante Park Neighborhood and, with a new circulation pattern, slows down automobile traffic and provides a safer pedestrian environment for residents accessing the bus transit stop. The plaza/park design includes a 22 "bosque" of trees and landscaping as part of an integrated storm-water bioswale feature; a large open plaza area; decorative crosswalks/paving; bollard lighting and signage. Reconstructing the Park has been a priority for the community as this intersection has been very problematic (pdestrian-auto conflicts, speding traffic, and a visual detraction to the neighborhood. This project will improve the viability for a positive public space and a safer and visually enhanced entrance intersection (See design plans in attachment 5).
OBAG-030	Oakland	Coliseum BART Corridor and Infrastructure Connections	Coliseum BART Station, Oakland	A green infrastructure/active transit project linking together employment and neighborhood districts to the Coliseum BART and enabling workers and residents to have safe access to the station.	This project calls for specific streetscape improvements along 1/2-mile of two key connecting corridors - 81st Avenue and Coliseum Way - which link the nearby industrial employment centers and neighborhood residential areas on either side of the station area and completes the existing active transit gap (for pedestrians and bicyclists) from these areas to to the Coliseum BART Station Area/Transit Villahge Hub (Airport Connector Stop, Coliseum Transit Village and Amtrak Station). This complete street infrastructure retrofit project calls for targeted improvements including new LED pedestrian lighting, traffic calming elements on 81st Ave (bulb-out and two speed humps); new sidewalks along 81st Ave (south side) and Coliseum Way (east side); way-finding signage and street trees (please see 35% design plan, attachment 5).
OBAG-026	Oakland	Lake Merritt Channel Bicycle Pedestrian Bridge	Oakland, CA	Feasibility Study to design and construct a Class I bicycle and pedestrian bridge to close the gap from the Bay Trail at Lake Merritt Channel/Oakland Estuary, over the Embarcadero and Union Pacific Railroad tracks, under I-880 Freeway and to the Lake Merritt Trail system behind Laney College.	This project will provide a connection between the San Francisco Bay Trail and the Class I facilities at Lake Merritt. A Class I bridge will be studied to safely carry users over the Embarcadero and Union Pacific's (UPRR) railroads tracks and beneath the I-880/5th Street Viaduct (major barriers). Studies will be needed to determine its optimum location and geometry. A program of public engagement (through meetings/workshops) and involvement of key stakeholders is planned to conceptualize the project and determine the preferred alternative. Environmental clearance (CEQA and NEPA) will be needed. The location of this project affords an opportunity to create a civic landmark for commuters and recreational riders of all ages, abilities and incomes. Efforts will be made to create an attractive structure that complements the view shed. Approach ramp structures will also be required to raise the trail and bridge high enough to achieve the necessary clearance over UPRR's tracks. Design of the approaches beneath I-880 will need special attention due to the existing freeway structures. Limits of the project will generally be "touchdown-to-touchdown" of the new bridge and approach ramps, and the immediate area around those points. Potential improvements will also include connections to adjacent bike/ped paths or potential paths, streets, architectural features, fencing, railing, security lighting, site elements (e.g. seating, etc.) and landscaping. Ultimately, this project will eliminate the physical barriers between the two trail systems with a safe grade separated connection that will enhance the City of Oakland's bicycle and pedestrian friendly community and further the creation of a network of greenways.
OBAG-022	Oakland	Lakeside Green Street Project	Harrison St., Lakeside Dr.,20th St. adjacent to Lake Merritt.	The project will enhance a major multimodal travel corridor through road reconfiguration that will provide traffic calming, increased bicycle and pedestrian facilities, and expanded park space.	The Lakeside Green Street project is a low-impact, complete street project that will install high-quality bike and pedestrian facilities connecting the project area to major transit hubs, buisness districts, Lake Merritt, and Oakland's 130+mile bikeway network. The project will calm traffic through vehicular lane reduction and provide a total of .92 miles of new Class II bike lanes along Harrison St. and Lakeside Drive between 19th St. and Grand Avenue as well as adding 13 new bike racks. Curb cuts and rain gardens will also be installed along Harrison St. and Lakeside Dr. to treat storm water and to create an additional buffer between the roads and the highly used recreational lakeside trail. The project will install 1.28 miles of new and improved pedestrian pathways, sidewalks, and trails throughout the project area. Pedestrian crossings will be made more direct and shorter and 38 new ADA ramps will be installed along with new audible traffic signals for 3 intesections. The project includes the resurfacing of deteriorated key roadway segments. The project design is 100% complete. Construction drawings and specs are on attached CD.
OBAG-016	Piedmont	Piedmont Pedestrian and Bicycle Master Plan (PBMP)	City of Piedmont (citywide; see Attachment 1 for map)	The proposed project consists of developing the first citywide combined Pedestrian and Bicycle Master Plan (PBMP) for the City of Piedmont, which will include a Safe Routes to School (SR2S) component.	See Attachment 4 for a detailed interim scope of work for the project.
OBAG-005	Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna	City of Pleasanton - Bernal Road	Construct a second bridge over Arroyo de la Laguna along Bernal Avenue.	This project will construct a second bridge over Arroyo de la Laguna along Bernal Avenue, just west of Meadowlark Drive. The existing bridge provides one motor vehicle lane for eastbound and one for westbound and a sidewalk only on the south side of the bridge. The existing bridge is not wide enough to accommodate a bike lane. The existing bridge will be utilized for the westbound direction of travel along Bernal Avenue with one vehicle lane, bike lane and sidewalk. The constrution of the second bridge will accommodate the eastbound direction of travel with one vehicle lane, bike lane and sidewalk.
OBAG-006	Pleasanton	I-580 At Foothill Road Interchange Improvements	City of Pleasanton - I-580 At Foothill Road Interchange	The project will modify the I-580 at Foothill Road eastbound off ramp interchange by replacing the direct eastbound to southbound and eastbound to northbound "loop" connections with a "T" style intersection at Foothill Road.	Foothill Road is a north/south arterial roadway located on the western side of Pleasanton. The project will modify the existing I-580 at Foothill Road eastbound off ramp connections with a "T" style intersection at Foothill Road. The eastbound off ramp will terminate at Foothill Road with dual right and left turn lanes from the off ramp. A traffic signal will be installed at this new intersection. The project will also include the installation of Class II bike lanes on both directions of Foothill Road between Canyon Way and the I-580 and San Ramon Road westbound off ramp.
OBAG-007	Pleasanton	Foothill Road - Bicycle Lane Gap Closure	City of Pleasanton - Foothill Road	Widen a segment of Foothill Road from Highland Oaks Drive to Muirwood Drive N. and install 6 foot bike lanes on both sides of the roadway	This project will provide northbound and southbound bicycle lanes on a segment of Foothill Road from Highland Oaks Drive (south limit) to Muirwood Drive N. (north limit). The overall length of this segment is 1,810 feet. Within this segment of roadway, 1,050 linear feet of the roadway will require roadway widening in order to accommodate bicycle lanes on both sides of the road. Existing public right of way is available to accomplish this roadway widening. The remainder of the segment currently has a bicycle lane in the northbound direction, but roadway restriping will be needed to provide bicycle lanes in both directions.

Blue highlighting indicates applications that requested federal OBAG funding and have completed an MTC Complete Streets Checklist.

EXPANDED PROJECT DESCRIPTIONS

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-052	Pleasanton	Feasibility Study for Pedestrian and Bicycle Bridges	Various Locations within the City of Pleasanton	Feasibility Study for Pedestrian and Bicycle Bridges	Review, rank, and provide preliminary design for several pedestrian and bicycle bridges - Review the Community Trails Master Plan and the Pedestrian and Bicycle Master Plan for recommended pedestrian and bicycle bridges. Bicycle, Pedestrian and Trails Committee to host a workshop to receive public input. Proposed bridges will be reviewed and ranked. Preliminary designs will be developed for several bridges. A second workshop will be held to present study outcomes.
OBAG-053	Pleasanton	Microwave Pedestrian and Bicycle Detection in Hacienda	Hacienda (potential priority development area)	Install microwave pedestrian and bicycle detection at signalized intersections within the Hacienda area	Install microwave pedestrian devices to detect pedestrians that are still in the crosswalk as the programmed crossing time is about to expire. Trafffic signal controller will then trigger a time extension that will allow the pedestrian to complete their crossing. Install microwave bicycle detection that can distinguish between bicycles and other vehicles and provide a longer green time when bicycles are present.
OBAG-037	San Leandro	West San Leandro Bikeways Implementation Project	Western San Leandro which is separated from the eastern San Leandro by the Union Pacific Railroad track track in the center of town	Implement 4.7 miles of Class II and 7.1 miles of Class III bikeways in the western San Leandro, which is separated from the eastern San Leandro by the Union Pacific Railroad track.	This project is part of City's continuing effort in completing gaps in the bicycle network in the western San Leandro to supplement the existing Class II and III Bikeways as defined in the 2010 Bicycle and Pedestrian Master Plan.
OBAG-038 **This project was deemed to be ineligible.**	~~San Leandro~~	~~San Leandro Downtown San Leandro Parking Management Plan and Parking Space Sensor Project~~	~~Downtown San Leandro Area~~	~~Collaborate with merchants and residents and residents to establish a comprehensive, balanced parking management plan for the City's parking garage and the downtown area.~~	~~Also, implement a small pilot parking management project to cover 164 metered spaces and 593 time-restricted on-street spaces in the core downtown area with a sensor system that provide parking availabilities to the general public, offer valuable analytical data, and enhance parking enforcement. Results of the aforementioned parking management plan and the pilot parking management project will carry out steps in the process of strategically reforming parking policies and regulations in the downtown to increase efficiency, ensure fairness of parking fees, and ensure economic vitality.~~
OBAG-039	San Leandro	E. 14th Street South Area Streetscape Project	San Leandro on East 14th Street from 136th Ave to the southern city limit	Design and construction of pedestrian and streetscape improvements in accordance with the East 14th Street South Area Development Strategy	This project has two-phase where the first phase involves the completion of conceptual plans and 30% construction drawings for pedestrian streetscape improvements along E 14th Street from 136th Ave to the southern City Limit as described by the E 14th Street South Area Development Strategy. The second project phase includes final design and construction phase. The first design phase includes a series of public meeting to fully define project components. Planned improvements include widened sidewalks, bulb-outs, enhanced crosswalks, new signalized pedestrian signals, street trees, tree grates, pedestrian oriented lighting, street furniture, enhance bus shelters, medians and place-making elements.
OBAG-040	San Leandro	W. Juana Pedestrian Improvements	City of San Leandro Downtown on West Juana Avenue from the San Leandro BART to Hays Street.	This project will enhance crosswalks with sidewalk bulbouts and other features between the BART station and downtown on W. Juana Avenue.	Sidewalk bulbouts and enhanced crosswalk treatment will be added along West Juana at the intersections of Carpentier, Clarke, and Hays Streets. The sidewalks will be widened by four feet between San Leandro Boulevard and Carpentier Street.
OBAG-015	Union City	BART Phase 2 & Decoto Rd. Complete Streets	Union City Intermodal Station District, Union City	Construct BART Phase 2 to create pedestrian link from TOD housing to transit and services; implement complete streets and create safe pedestrian link from Community of Concern (COC) to transit.	The Intermodal Station BART Phase 2 Project will open the east side of the BART Station to connect to the planned passenger rail station and create a new entry to the BART station for an at-grade pedestrian pass-through. The new BART entry will integrate land use and transit by connecting over 50 acres of mixed-use transit-oriented development to transit and improving access for a COC (Decoto District). Specific improvements include providing linkage to the TOD sites east of the BART station, reconfiguration of the BART station lobby, expanded vertical circulation and passenger platforms, and a new station interface to the planned passenger rail and transit-oriented development. Additionally, the project will construct three related Intermodal Station District safety and enhancement elements: 1) a pedestrian at-grade crossing at the UPRR Oakland Sub-division at the BART station; 2) the transformation of Decoto Road using complete streets principles, including improved bus stops, street lighting and landscaping; and 3) the installation of an advance warning railroad signal preemption system for vehicles on Decoto Road.
OBAG-036	Cycles of Change	"Bike-Go-Round"/"Neighborhood Bicycle Centers" bicycle education and distribution programs	Oakland	Cycles of Change will operate cost-effective bicycle education and distribution programs which enable and support 5,100 low-income Oakland residents in using bicycles as daily transportation.	Using bicycles on a regular basis has proven to be a convenient, affordable, and enjoyable means for many low-income adults to travel to work, school, and needed services, combining easily with rapid transit and improving economic opportunities for households without motor vehicles. In 2009, Cycles of Change established the "Bike-Go-Round" bicycle education and distribution program as an innovative, cost-effective means of enabling low-income individuals living near transit centers to use bicycles as daily transportation. The combination of commuter-equipped bicycles, on-road education classes, personal route planning, and no-cost follow-up support services (repairs, parts/equipment, classes, consultations) has proven extremely successful in helping participants overcome common barriers. In the coming 3-year period, Cycles proposes to build on the successes of this award winning program by 1) working with our existing partners to offer the BGR program to an additional 600 low-income residents in target communities; 2) establishing "Neighborhood Bicycle Centers" which expand the infrastructure of supply and distribution, supporting both the BGR programs and a wider pool of 4,500 low-income bicycle commuters in neighborhoods lacking bicycle services.
OBAG-019	East Bay Regional Park District	Bay Trail - Gilman Street to Buchanan Street	Berkeley and Albany	Construction of 4,200 feet of new San Francisco Bay Trail between Gilman Avenue and Buchannan Street at Eastshore State Park between the Cities of Berkeley and Albany.	Construct approximately 4,200 linear feet of paved multi-use, ADA-accessible San Francisco Bay Trail from the Gilman Street to Buchannan Street. Portions of the trail (over 1,200 linear feet) would be constructed on a new bench cut into the rock slope face west of the GGF parking area at Fleming Point. The work includes completion of a 14-foot-wide trail section (10-foot-wide paved trail with two-foot shoulders) throughout the area. Retaining walls and slope stabilization are proposed along Fleming Point, in addition to drainage improvements, fencing, signs and pavement striping.
OBAG-020	East Bay Regional Park District (EBRPD)	Shadow Cliffs to Del Valle Trail (Isabel to Vallecitos)	Livermore	Construct approximately 1.15 linear miles of multi-use trail between Isabel Avenue and Vallecitos Road in Livermore.	The project will construct approximately 1.15 linear miles of multi-use, ADA-accessible regional trail adjacent to Vineyard Avenue from the Isabel Avenue and Vallecitos Road helping to connect the regional trail between the cities of Pleasanton and Livermore. The trail would be constructed on land licensed from the quarry and land owned by EBRPD. The work includes completion of a 14-foot-wide trail section (10-foot-wide paved trail with two-foot shoulders) throughout the area, in addition to drainage improvements, fencing, signs and pavement striping.

Blue highlighting indicates applications that requested federal OBAG funding and have completed an MTC Complete Streets Checklist.

EXPANDED PROJECT DESCRIPTIONS

Application #	Applicant:	Project Title:	General Project Location:	Project/Program Description	Expanded Description
OBAG-017	East Bay Regional Park District (EBRPD)	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita Road	Pleasanton	Construct the Iron Horse Regional Trail: Dublin/Pleasanton BART to Santa Rita Road.	Construct a 1.6-mile concrete Class 1 segment of the Iron Horse Regional Trail between the Dublin/Pleasanton BART Station and Santa Rita Road. Project. This section of Iron Horse Trail crosses 5 streets, 2 creeks, 2 parks, and a number of housing developments. From north to south, the trail alignment starts at Owens Drive outside the Dublin/Pleasanton BART Station and transects the Hacienda Business Park. Once the trail enters the business park it crosses Hacienda Drive, runs along the northern edge of the Sienna and Valencia at Hacienda housing developments, passes Owens Plaza Park and crosses Tassajara Creek on an existing bridge. It then passes through the northern portion of Creekside Park, crosses West Las Positas Boulevard, extends along the northern edge of the Springhouse Apartments property and then utilizes the existing maintenance road along the Arroyo Mocho canal. Utilizing the existing Santa Rita Road bridge it traverses the Arroyo Mocho Canal, crosses the Santa Rita Road/Stoneridge Drive intersection, and then connects with the existing section of Iron Horse Trail.
OBAG-018	East Bay Regional Park District (EBRPD)	Niles Canyon Regional Trail Feasibilty Study	Highway 84 between Fremont and Sunol	Niles Canyon Trail Feasibility Study	Conduct a feasibility study on the construction of a regional trail in Niles Canyon along Highway 84 between Fremont and Sunol, approximately 5.5-miles. The project will close the gap between Bay and the town of Sunol far inland. The proposed trail would connect the 12-miles of the existing Alameda Creek Regional Trail with the Calaveras Ridge Trail at Pleasanton Ridge Regional Park.
OBAG-012	Livermore/Amador Valley Transit Authority (LAVTA)	LAVTA Route 10 & Rapid Route VRF Project	Alameda County; Cities of Livermore, Dublin and Pleasanton	LAVTA's Route 10 and Rapid Route VRF Project will aid in congestion relief by preserving and enhancing existing bus service in the heavily congested Interstate 580 Corridor of Eastern Alameda County.	LAVTA's Route 10 and Rapid Route VRF Project will aid in congestion relief by preserving and enhancing existing bus service in the heavily congested Interstate 580 Corridor of Eastern Alameda County. As operational routes, Route 10 and the Rapid are already helping to decrease congestion on local highways and reduce the amount of harmful emissions released in the County. Under the terms of this grant, the service will: *Preserve and enhance express bus and trunk line service in a congested area. *Strive to increase employer and educational facility based, "Eco-Pass Programs." *Promote use of low emission, hybrid coaches. *Inform local residents about reliable public transit options to single occupancy vehicle trips. *Prioritize maintaining the most efficient and reliable aspects of existing service, while remaining responsive to changing local and regional transit needs.
OBAG-054	Livermore Area Recreation and Park District (LARPD)	Sycamore Grove Park Trail Renovation	Sycamore Grove Park, Alameda County	Renovate the heavily used, 2.5 mile long asphalt bicycle and walking path that connects the Wetmore Road and Arroyo Road entrances to Sycamore Grove Park, an open space park owned and managed by LARPD.	Sycamore Grove Park is an open space park, reserved for nature study and passive recreation. The paved path provides regional connectivity and winds through patches of grassy, wooded, and riparian areas, while unpaved multi-use and single track trails travel throughout the park. The bulk of Sycamore Grove Park runs along both sides of the Arroyo Del Valle, which supports an extensive grove of Western Sycamore trees and habitat to a number of special status species. Over time, the 2.5 mile asphalt trail has become difficult to navigate due to the hazarous bulges, cracks, and general unevenness which have been associated with injuries to park users. Though LARPD staff has performed some patch work and crack sealing on the path where possible, it is inadequate given the major renovation that is needed. In addition, the trail needs to be expanded in width to better accomodate the level of use. Some short segments also need to be relocated away from the stream channel. If awarded the grant, LARPD will use the money to renovate the entire trail. If awarded a lesser amount, LARPD will renovate to the degree possible the most heavily damaged segments of the trail.
OBAG-011	Livermore/Amador Valley Transit Authority (LAVTA)	LAVTA Measure B Countywide Express Bus Service	Alameda County; Livermore, Dublin, Pleasanton	The LAVTA (Livermore Amador Valley Transit Authority) Measure B Countywide Express Bus Service will be used to enhance, market, operate and preserve LAVTA's Routes 12v, 20x and 70x.	The LAVTA (Livermore Amador Valley Transit Authority) Measure B Countywide Express Bus Service will be used to fund Alameda County portions of three express routes currently operated by LAVTA; Routes 12v, 20x and 70x. LAVTA desires to enforce and promote the current services,while maintaining the flexibility to respond to passenger demand and local need with additional or expanded service on these routes. These three express routes will continue to provide crucial regional connectivity by serving BART and ACE Stations, and connecting to neighboring transit operators in other counties. LAVTA is continually monitoring these routes in order to assess ridership, span, frequency, origin and destination needs for the Alameda County residents served by them. Measure B Countywide Express Bus Funding would allow LAVTA the ability to be responsive to changes in any or all of these performance metrics.

Blue highlighting indicates applications that requested federal OBAG funding and have completed an MTC Complete Streets Checklist.

Coordinated Funding Program
Questions from Countywide BPAC on MTC Complete Streets Checklists and Local Projects as of 04/03/13 (First Round)

PROJECTS REQUESTING FEDERAL FUNDING – MTC COMPLETE STREETS CHECKLIST

Application #	Reviewer Initials	Question
OBAG-006	AW	1. The Checklist is out of date. It was completed in 2010 and refers to the **future** BART station providing a parallel connection over 580 for Bike and Ped but this is not a viable link as passage require stairs and elevators and is not practical for connecting Dublin and Pleasanton via bike or walking. Seems they should be asked to update the checklist.
	MT	2. I would dearly love to see a cross section of this proposal. This is an interchange used by all modes. If approved, this project would once again be a freeway mitigation project, but is needed. Dublin citizens were talking about the need to improve this interchange at a meeting in February. The Alamo Canal undercrossing was originally touted as a solution to this problem, but it doesn't. There aren't enough access points to the trail from Pleasanton.
OBAG-007	MT	1. I would like to see a cross section of this proposal. The project area varies in width. Whatever improvements to be done should consider pedestrian needs as well. Make the street too wide and it becomes a challenge for pedestrians. Right hand turn lanes do not accommodate for cyclists going through.
General Pleasanton Comment	AW	**2.** Both Dublin and Livermore have funding requests which address the Iron Horse Trail and Pleasanton does not for this funding cycle. Hope that Pleasanton continues to move forward with completing the Iron Horse Trail through the City and the funding requests reflect this commitment.
OBAG-008	MT	1. Dublin is embarking on a major effort to make their downtown more pedestrian and bicycle friendly. Not seeing the actual details, I believe these projects would help toward that goal. There would have been a 3rd project, Dublin Blvd., but at a community meeting in February, the citizens persuaded the city to review the possibility of a road diet for this road. A full traffic study needs to be conducted.
OBAG-010	MT	1. Dublin is embarking on a major effort to make their downtown more pedestrian and bicycle friendly. Not seeing the actual details, I believe these projects would help toward that goal. There would have been a 3rd project, Dublin Blvd., but at a community meeting in February, the citizens persuaded the city to review the possibility of a road diet for this road. A full traffic study needs to be conducted.
OBAG-014	MA	1. I know that the Urban Creeks Council is working on a project that is also along the Arroyo Mocho Channel in the same area. I don't have a detailed map, but I was wondering if the two organizations are working together and if the two projects complement each other?
	MA	2. The path is near Granada High School. Will the pathway improve access for High School students? I didn't see "Educational Institutions" checked on the checklist.
	MT	3. Does this project need to be done now? Ideally, it should be coordinated with proposed improvements to the roadway, as referenced above (see OBAG -008 and OBAG-010).

Coordinated Funding Program
Questions from Countywide BPAC on MTC Complete Streets Checklists and Local Projects as of 04/03/13 (First Round)

OBAG-022	PJ PJ SZ SZ	1. Given that there is already a pathway along the lake, where will the new pathway of the 1.28 miles of "new and improved pedestrian pathways" be located? 2. Given the inclusion of travel lane removal, will cycling lanes be buffered? 3. What types of bike lanes and paths? 4. What types of bicycle intersection treatments?
OBAG-024	PJ PJ SZ	1. Given the inclusion of travel lane removal, will cycling lanes be buffered? 2. How much of the cost is pavement rehabilitation rather than cycling lane installation? 3. What kind of bike lanes? Conventional, buffered, or cycle tracks?
OBAG-028	PJ PJ SZ SZ SZ	1. What is the current quality of the walking and cycling facilities along the two blocks between West Oakland BART and the east end of this project? 2. Where are the cycling lanes located in this project? 3. What was the rationale for preferring the signalized light over the roundabout? Was traffic flow better with the signal? 4. What kind of bike lanes? Conventional, buffered, or cycle tracks? 5. How will bikes be protected from the diagonal parking?
OBAG-029	PJ SZ	1. What is proposed for Peralta? 2. What kind of bike lanes? Conventional, buffered, or cycle tracks?
OBAG-030	PJ SZ	1. How does this project improve connections to the BART station and proposed transit village given that neither 81st or Coliseum Way appear to intersect them? 2. What kind of bike lanes? Conventional, buffered, or cycle tracks?
OBAG-031	PJ PJ	1. Is modification of the phasing of the signals at the crossing at either end included to accommodate path users? 2. The project is described as closing a gap, but isn't that gap bigger than the project will fill?
OBAG-032	PJ SZ SZ SZ SZ	1. The east side will remain a full street rather than becoming mostly a pedestrian plaza? 2. How will reconfiguration work? Will main Shattuck traffic be directed onto new 2 way west leg? 3. What kind of provision will be offered for bicycles on Shattuck? Will bikes be directed to Milvia? 4. Will angled parking pose a hazard for bicycling? 5. Are midblock crossings necessary?
General Berkeley Comment	MT	1. City of Berkeley has a requirement that a certain percentage of any project go toward public art. I like public art and think it is a good thing. However, I don't want to pay for it with transportation dollars.
OBAG-033	PJ SZ SZ SZ	1. Any contribution from development fees? 2. What about bikes arriving from different directions? Is there a vision for improving safety and access for bicycles? 3. Will the new design make the bike station more visible and integrated? 4. Will there be new facilities for bringing bikes down the stairs into the BART station, eg wheeling/push ramps? Will infrastructure and signs direct bicyclists to the best entry points?

Coordinated Funding Program
Questions from Countywide BPAC on MTC Complete Streets Checklists and Local Projects as of 04/03/13 (First Round)

OBAG-034 & LSR	PJ SZ SZ	1. Does the project include a W/B cycling lane all the way from Euclid to Shattuck? 2. Why sharrows? Are there really few enough cars here for this to be a comfortable treatment for bicycling? 3. Have you considered providing cycle tracks instead of or in addition to conventional and buffered bike lanes? Why will the class II lanes be sometimes conventional and sometimes buffered?
OBAG-039	MT	1. The proposed project area is heavily commercial and passes by the Bayfair Mall as well as the Bayfair Bart station. The street itself is in pretty bad condition. While I am in favor of all the pedestrian improvements, why not any bike improvements? It is used by cyclists, not for recreation, but for commuting and errands. The street is wide enough to accommodate some kind of treatment for cyclists.
OBAG-041	MT MT MT	1. What is the proposed cross section? 2. Will the sidewalks be wide enough? 3. Will the bike lanes be wide enough?
LSR Index #04 Local: OBAG- 042 OBAG-048	MT	1. Project is very short. Stops short of Redwood Rd., meaning it won't take it to the BART station.
LSR Index #05	MT	1. High speed is an issue here. Speed limit is 45 mph. Change from Class 3 to 2 bike lanes? I believe there is room.
LSR Index #07 Local: OBAG-037	MT	1. Checklist has right turn lanes as a positive. Is it really? Generally such lanes don't help pedestrians and/or cyclists.
LSR Index #16	MA	1. Why don't they include more bike and pedestrian improvements? This used to be more of a freeway feeder, but now the traffic has been diverted on the new I84/Isabel and it could be much narrower and more bike and ped friendly. They are going to open a new charter High School not far from here and there will be significant traffic from teenagers on foot and by bike.
LSR Index #22	LG	1. Why is this question on the checklist not filled in? "If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?" 2. Wide roadway crossing at Pacific and Main St should be selected as an existing challenge that the proposed project could improve on the checklist. 3. Checklist asks if the project was "discussed" at public meetings, and applicant enters the January 2013 Transportation Commission meeting, but is appears as though the project was only mentioned, not discussed. 4. Applicant said that there is no cost for the proposed bicycle/pedestrian facilities – how can there be no cost? Design guidelines page 30 sharrows
LSR Index #46	MT	1. It is listed in the Checklist as an amenity that there is a right turn only lane. That isn't the case from a pedestrian and/or cyclist perspective.
LSR Index #50	MT	1. It is listed in the Checklist as an amenity that there is a right turn only lane. That isn't the case from a pedestrian and/or cyclist perspective.
LSR Index #51	MT	1. It is listed in the Checklist as an amenity that there is a right turn only lane. That isn't the case from a pedestrian and/or cyclist perspective.
LSR Index #52	MT	1. It is listed in the Checklist as an amenity that there is a right turn only lane. That isn't the case from a pedestrian and/or cyclist perspective.

LSR Index #54	MT	1. It is listed in the Checklist as an amenity that there is a right turn only lane. That isn't the case from a pedestrian and/or cyclist perspective.
LSR Index #59	MT	1. It is listed in the Checklist as an amenity that there is a right turn only lane. That isn't the case from a pedestrian and/or cyclist perspective.

PROJECTS REQUESTING LOCAL FUNDING – NO MTC COMPLETE STREETS CHECKLIST

Application #	Reviewer Initials	Question
OBAG-001	PJ	1. Why free?
	PJ	2. What is current and expected ridership?
	PJ	3. What is the cost per rider?
	PJ	4. What is the cost per passenger mile?
OBAG-003	PJ	1. How much will this speed up the line?
OBAG-004	PJ	1. What is the total project cost?
	PJ	2. Is this just for cycling/walking improvements at the stations or at even more locations along the corridor?
	PJ	3. Is this sufficiently transit-supportive that it could be funded in part by MB-VRF Transit, which appears undersubscribed?
OBAG-005	AW	1. The existing historic truss bridge adds character to the Bernal Roadway and any new bridge built adjacent the old bridge should be of compatible design. Care should be taken to maintain and enhance the unique character of this bridge crossing.
OBAG-019	PJ	1. Has the suit regarding eminent domain been resolved?
	PJ	2. If not, what is the risk that it will resolve in a manner that prevents construction?
OBAG-021	PJ	1. What are the four alternatives?
	PJ	2. Is a road diet among the alternatives?
	MT	3. This study will try to determine the best possibility for a bike path toward the eastern (upper) end of Park Blvd. Possibilities are limited due to a bridge. Some type of safe accommodations for cyclists is needed. Cyclists on mountain bikes often ride on the dirt path along the street. The need for safe passage become critical in the past 2 years when due to seismic retrofitting, the road was narrowed temporarily. A temporary bikeway was made on the southern side. On the northern side, the travel lane was reduced to 1 and cyclists had to compete for road space with autos going past the posted 35 mph.
OBAG-023	PJ	1. Given the existence of cycling lanes for most of this road segment already, are any additional cycling improvements contemplated?
OBAG-025	PJ	1. Is there a fare for this service?
	PJ	2. Presuming it has measurably improved BART's ridership, is there any funding participation by BART?
	PJ	3. What is the headway?
	PJ	4. It appears this service costs around $1,500 per year per daily transfer. Is this correct?
	SZ	5. What is the money for? Operations or stops or?

Coordinated Funding Program
Questions from Countywide BPAC on MTC Complete Streets Checklists and Local Projects as of 04/03/13 (First Round)

Application #	Reviewer Initials	Question
OBAG-026	PJ	1. What is the current and future status of the crossing of 10th Street along the Channel?
OBAG-035	MT	1. Project would be good for area. However, both Dave Campbell of EBBC and I are concerned that the proposed bike lane is only 3 ft wide. While that is within the rule parameters, we believe a wider bike lane would eliminate the door zone issue. We have stated our concern to Hayward. There may be room to make it wider by making the median narrower.
OBAG-036	PJ PJ PJ PJ PJ, MT MT MT MT	1. How many neighborhood bicycle centers would be established? 2. Where would the neighborhood bicycle centers be located? 3. What is the project duration? 4. How much staff time will a fully funded project support? 5. What has been the past expense per patron served? How much it is costing to service xx people? 6. How many have they served? 7. How many will they serve with the $360K we will contribute? 8. Where is the remainder of the funds coming from? A cost break out would be helpful.
OBAG-049	PJ PJ	1. What are the seven types of signs? 2. Are all seven types of signs planned for installation in Albany?
OBAG-050	PJ	1. The right turn lane is a required mitigation measure for the proposed UC project along San Pablo. Is this project providing funds for extending and rebuilding the right turn lane?
OBAG-050	PJ	1. Has CalTrans approved of the cycling signal phase?
OBAG-051	MT	1. I really want to support this. This is an excellent opportunity to enhance the bike plan to make it more robust and to begin creating a network through the city, which at this point is sorely missing. A ped plan would be wonderful.

This page intentionally left blank

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

MEMORANDUM

To: Countywide Bicycle and Pedestrian Advisory Committee (BPAC)

From: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Matt Todd, Principal Transportation Engineer
Beth Walukas, Deputy Director of Planning

Date: April 4, 2013

Subject: **Recommend Continuation of Countywide Bicycle Safety Education Program**

Recommendation
It is recommended that the BPAC recommend that the Alameda CTC Commission approve the following actions related to the countywide Bicycle Safety Education Program:

1. Program $300,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) for funding a countywide Bicycle Safety Education program for three years, from July 1, 2013 through June 30, 2016. This will include:
    a. Up to $300,000 for Professional Services for the Bicycle Safety Education program;
    b. Up to $25,200 to extend and augment the existing grant-funded Bicycle Safety Education program (No. A09-0025) to allow for a sufficient transition of vendors, if deemed necessary;

    Combined, the Bicycle Safety Education program funding will not exceed $300,000 for three years; and

2. Approve the inclusion of the Bicycle Safety Education Program services as a new task in the Safe Routes to Schools (SR2S) final contract (the Request for Proposals (RFP) was issued on March 18, 2013); and

3. As needed for the purposes of eliminating any gaps in the current bicycle safety education program, approve the East Bay Bicycle Coalition's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0025, Bicycle Safety Education program, for up to 3 months, from July 1, 2013 through September 30, 2013, to allow the program services to continue past the current grant expiration date of June 30, 2013, if needed to allow for a sufficient transition of vendors.

Summary

The countywide Bicycle Safety Education Program, started in 2007 by the East Bay Bicycle Coalition with a Measure B Countywide Discretionary Fund (CDF) grant, is now in its sixth year of operations, and has been expanded in scope and coverage of the county over these years. Since inception, over 5,200 adults and children have been trained in safe bicycle riding techniques and the rules of the road. The program has been largely funded through Measure B CDF funds during this period, with the amount of matching funds growing over the years. Staff are now proposing to move this program from grant-funded to a contracted program, similar to what was done with the Safe Routes to Schools program, since it provides a core service of bicycle safety education to the Alameda County community and is a priority program identified in the 2012 Countywide Bicycle Plan.

The scope of work (Attachment A) builds on the current program by incorporating best practices from cities throughout the country and early input from the Countywide Bicycle and Pedestrian Advisory Committee (BPAC). The proposed contract would be for up to three years. In order to maintain seamless program services, Alameda CTC staff is proposing to extend the current grant agreement for bicycle safety education for up to three months, from July 1 to September 30, to prevent a gap in services (see Attachment B for a request letter from EBBC). The total amount for three full years of operations, including the grant extension and the new contract, would be $300,000, an amount consistent with previous Alameda CTC Bicycle Safety Education program funding.

In order to achieve cost-efficiencies and associated benefits for two countywide programs, it is proposed that the operations of the bicycle safety program be a task under the Safe Routes to Schools (SR2S) contract. A Request for Proposals (RFP) for the SR2S services has been advertised, and the proposed Bicycle Safety Education scope of work will be added as a new on-call task to that RFP. If this approach is approved by the Commission, the new contract for SR2S will include the bicycle safety education program services.

Background

The countywide Bicycle Safety Education program, operated by the East Bay Bicycle Coalition, was established in 2007, with a two-year grant from the Cycle 3 Measure B bicycle/pedestrian grant program. The program received a second two-year Measure B grant in 2009, as part of the Cycle 4 grant program, at which time the program was significantly expanded. Since there were no Measure B grant funding cycles over the following two fiscal years, the Bicycle Safety Education program grant agreement was twice considered for, and received, extensions and augmentations of funds. The current amended grant funding period will expire on June 30, 2013.

Summary of Grant Program Services & Accomplishments

The current grant program provides free bicycle safety education classes through a variety of classroom and on-road classes primarily to adults and teenagers, but also to children. The program operates throughout the county, and for all longer-form classes, trainers are certified by the League of American Bicyclists (LAB). Below is a summary of the current program, the total number of classes offered and the total number of people who have received training since 2007.

Summary of Bicycle Safety Education Performance Measures
(July 2007 - December 2012)*

Class Type	*Classes Taught (#)*	*People Trained (#)*
Urban Cycling 101 (in English) *Two to three and a ½ hour classroom instruction for adults and teens*	80	1557
Urban Cycling 101 (in Spanish)	7	67
Urban Cycling 101 (in Chinese)	5	112
On-the-Bike Road Classes (in multiple languages) *Half day "on-bike" class to practice skills learned in Urban Cycling 101*	23	336**
Adult How-to-Ride-a-Bike Classes *For adults or teens who do not know how to ride a bike*	9	67
Lunchtime Commute Workshops *One hour class taught at employer and community sites*	37	629
Family Cycling Workshops *Two and a ½ hour class for adults and children*	22	618
Kids Bike Rodeos *Off-street bike safety course and skills-building for children*	28	1854
TOTAL	**211**	**5240**

** Grant program operates through June 2013; this table reports on courses taught through the last reporting period (December 2012).*

*** Urban Skills 101 is a pre-requisite for On-the-Bike Road class; total people reached often includes people already reached in 101 class; On-the Bike class participants in FY 07-08 & FY 08-09 not included in totals (figures were not reported separately).*

In addition to the classes listed above, the program operates a train-the-trainer course, and police department citation diversion programs. Train-the-trainer courses are focused on training people to teach all classes besides the Urban Skills 101 and On-the-Road bicycle safety classes, which are taught by League of American Bicyclists-certified instructors. The police department citation diversion program is a two-phase program that has been expanding since its inception. The first phase is a police opt-in program, whereby law-enforcement shares information on bicycle safety classes with bicycle traffic violators. It is currently operating in most of the police departments in the county. The second part is a fully integrated program whereby bicyclists that have been cited for a traffic violation can defray the cost of their citation by attending a bicycle safety course. This program is now operating in two locations: UC Berkeley and City of Alameda.

Moving to a Contract-Based program
It is recommended that this program be funded via a contract, rather than via grant funds, for the following reasons:

1. The program is identified as a priority program in the 2012 Countywide Bicycle Plan adopted by the Commission in October 2012. The program, which will have been in place for six years as of this June, provides a core service of needed bicycle safety education in Alameda County. Each year there are two to four bicyclists killed in a traffic collision and an average of over 550 bicyclists injured in Alameda County. There are also an unknown number of unreported collisions and near-misses. Regular, free bicycle safety classes can help to improve the safety of the increasing number of bicyclists in the county.

2. By formalizing the program through a contract, Alameda CTC can ensure that there is a consistent and comprehensive countywide approach to bicycle safety education. The program originally began as a pilot in a small area of the county and has since expanded throughout the county. A contract-based program will ensure that the bicycle safety education services are regularly offered and marketed in all areas of the county.

3. Converting the program from grant-based to contract-based will allow more transparency in the delivery of the program services and allow the program to be modified and tailored, allowing for the collaborative development of program services and performance measures between Alameda CTC and the contractor, resulting in a program that incorporates best practices and examples from around the region and country. It will also enable the program to be better coordinated with other Alameda CTC services, such as Guaranteed Ride Home and Safe Routes to Schools.

Draft Scope of Work
Staff requested that BPAC provide early input on the development of a scope of work for this RFP, in particular the tasks and the performance measures, since the BPAC has evaluated the grant submittals and subsequent progress reports since the program began. BPAC members provided the following feedback:

- Methods are needed for capturing lessons learned and applying new strategies to improve the program.
- A marketing and outreach strategy is needed to expand participation in the program.
- Regularly scheduled classes throughout the county are a priority.
- More bilingual trainers are needed to ensure the sustainability of bilingual classes.

In addition to garnering BPAC input, staff researched literature published on bicycle safety education needs and best practices, and surveyed successful bicycle safety education programs around the region and the nation to understand what works on a local level and how programs are funded. Major findings from research and interviews included the need to evaluate how bicycle safety education programs impact bicycle safety and behavior, strategies for reaching low-income communities, and outreach strategies/innovative program elements that have successfully increased attendance in other cities. The attached draft scope of work (Attachment A) builds on the existing program and also incorporates best practices, lessons learned and BPAC comments. It encourages the incorporation of innovative ideas to expand and improve the program. Six subtasks are included:

1. Coordination of Bicycle Safety Education Services
2. Communications and Outreach Strategy
3. Adult Bicycle Safety Education Classes
4. Youth Bicycle Safety Education Classes
5. Citation Diversion Programs
6. Project Evaluation, Performance Measures and Reporting

Contracting Process
Staff are proposing to make the operations of the bicycle safety program a single task under the Safe Routes to Schools (SR2S) contract. This will allow the bicycle safety program to be better coordinated with the SR2S outreach, marketing, evaluation and program activities (which, like the bicycle safety education program, also provides some youth and family bicycle safety education classes). Additionally, the vendor providing the bicycle safety services would have a similar skill set to those that will be provided in the SR2S contract.

A RFP for the SR2S services was advertised on March 18, 2013 and proposals are due on April 22, 2013. By addendum, proposers have been requested to address the Bicycle Safety Education scope of work as a new on-call task for a three-year duration, consistent with the existing RFP, from July 1, 2013 to June 30, 2016. If this action is approved by the Commission, the new contract for SR2S will include the Bicycle Safety Education scope of work as a required service.

The proposed contracting and possible grant extension schedule is as follows:

Bicycle Safety Education Program – RFP and Extension Schedule

Date	**Activity**
January 2013	Received BPAC comments on developing a scope of work
April 2013	Amend SR2S RFP to incorporate bike safety task
April 2013	Request approval from Commission to include bike safety education task in SR2S final contract
May 2013	Select SR2S & Bike Safety Education Program Consultant
June 30, 2013	End of current grant-funded Bicycle Safety Education Program
July-September 2013	Up to three-month extension of grant-funded Bicycle Safety Education Program, if necessary for transition
July 1, 2013	Contract commencement
June 30, 2016	Completion of contract for SR2S & Bicycle Safety Education Program

Attachments
Attachment A: Draft Bicycle Safety Education Program Scope of Work
Attachment B: EBBC Proposal to Extend and Augment the Bicycle Safety Education Program

This page intentionally left blank

DRAFT Scope of Work and Deliverables for

COUNTYWIDE BICYCLE SAFETY EDUCATION PROGRAM

(TASK 7 under Safe Routes to Schools RFP)

Alameda CTC is seeking a consultant to administer the continuation and enhancement of the countywide Bicycle Safety Education (BSE) program, which provides education to Alameda County community members to increase the safety of bicyclists of all experience levels. Classes provided as part of this task will primarily target adults and teenagers, but also families and children, and will be offered throughout the county in multiple languages. Responsibilities include operation, coordination, and financial management of the program.

Alameda CTC is the major funder of the current countywide BSE program through a grant to the East Bay Bicycle Coalition (EBBC). The countywide program was established in 2007, with a two-year Measure B grant. Since then, the program received a second two-year grant, and two one-year grant extensions. A countywide bicycle safety education program is identified as a priority program in the 2012 Countywide Bicycle Plan.

By June 2013 the BSE program will have trained over 5,200 people through 211 classes and workshops in all parts of the county. The program provides BSE courses through a variety of classroom and on-road classes primarily targeted to adults, but also to teenagers and children. The program began by offering 30 classes in its first two years. Today the program offers approximately 60 free classes each year in multiple languages throughout Alameda County.

For this task, the consultant will operate and provide coordination among three program elements (described below). These elements will operate in tandem to form a well-integrated effort, and will be further coordinated with the Safe Routes to Schools (SR2S) program youth classes (see Task 3: "Safe Routes to Schools Grades K-8 Program") and the overall SR2S program marketing, outreach and evaluation. The consultant will be responsible for the following three elements of the countywide BSE program:

1. Operating adult bicycle safety classes.
2. Operating youth and family bicycle safety classes.
3. Expanding the citation diversion program to additional police departments.

The Alameda CTC encourages innovative ideas and expansion of the BSE program that will result in a more comprehensive, integrated and effective program. The consultant is expected to describe new and innovative plans for expanding and improving the existing program, with an emphasis on maximizing the number of people trained in BSE classes, increasing the safety of bicyclists in Alameda County, and reaching people in all parts of the county and in Communities of Concern, which are defined by the Metropolitan Transportation Commission.

The consultant is required to identify how its proposed approach will address the overall countywide BSE program goals, which are to:

1. Increase the safety of bicyclists in Alameda County;

2. Establish one cohesive countywide bicycle safety program that is implemented equitably throughout the county, with all program elements integrated and coordinated, even if implemented or funded separately from this task;
3. Maximize the number of people in Alameda County receiving effective bicycle safety education;
4. Create innovative and effective bicycle safety classes and programs that are grounded in best practices;
5. Effectively outreach to communities across Alameda County, especially to Communities of Concern and non-native English speakers, to expand the program; and
6. Coordinate the bicycle safety program with other bicycle and active transportation efforts in Alameda County to contribute to a larger, coordinated effort to create a bikeable Alameda County.

As a part of the response to this task, the consultant is expected to address the integration of the following items into the Alameda County BSE Program:

1. How coordination with appropriate local community groups will be approached when planning classes to achieve high levels of participation and effective programming.
2. How the proposed approach will tailor the BSE program to unique communities and how the program will aim to expand participation within each county planning area.
3. How the proposed approach will build upon and continue the lessons learned from the current BSE program.
4. How the consultant staff composition and proposed approach will identify the needs of and support the multicultural and varied income levels of communities throughout Alameda County.
5. Methods of leveraging the contract funding to secure additional funding that contributes to program expansion.

Subtasks:

Specific details related to each subtask include:

Subtask 7.1 – Coordination of Bicycle Safety Education Services

The consultant will oversee the implementation of all BSE program elements, ensuring that all program elements are integrated and implemented as a unified countywide program, and that it is delivered equitably throughout Alameda County. The work for this subtask includes managing the

program operations and funding for the BSE program, and will be coordinated with Task 1 ("Project Initiation, Management and Coordination").

The consultant will ensure that the program is fully integrated with other bicycle safety programs and related activities not funded through this contract, including, but not limited to:

- Bicycle safety and maintenance classes offered by other organizations (such as REI, local bicycle shops, police departments, recreation centers, etc.) throughout the county in order to complement, rather than duplicate efforts;
- Alameda CTC's Guaranteed Ride Home (GRH) program; and
- Any additional efforts related to bicycle safety being conducted in the county.

As a part of this subtask, the consultant will further develop the three program elements and define the work products in greater detail. A detailed overall program schedule, including deliverable due dates, will be incorporated into Task 1, and will be maintained through said task.

Subtask 7.1 Deliverables:

a) Revised work plan, detailed budgets, deliverables, schedules and performance measures for each program element included in Task 7.
b) Regularly review and, as needed, revise work plans, budgets and schedule for each program element included in Task 7.
c) Regular updates on existing and new outside funding to operate additional BSE classes.

Subtask 7.2 – Communications and Outreach Strategy

The BSE program requires enhanced outreach to local partners, community organizations, and the general public to maximize program visibility and participation, particularly in areas where class attendance has been low. The consultant will develop and implement a communications and outreach strategy for the coordinated program which promotes the full countywide bicycle safety education program offerings in an enticing, easy to understand, and easily-accessible manner.

As part of this subtask, the consultant will develop a communications and outreach strategy that, at a minimum, includes the following elements:

- A broad outreach and marketing strategy for the program as a whole, as well as a targeted outreach strategy for each BSE class-type. The targeted strategy should be tailored by class type, language and area of the county;
- Social media that is consistent with Alameda CTC's existing social media strategy;
- A proposed timeline for the implementation of the strategy; and
- Coordination with the communications and outreach strategy described in Task 2.

The following strategies may also be considered:

- Strategies for reaching motor vehicle drivers; and
- Strategies for attracting media coverage of the program (i.e. "earned" media).

As part of the outreach and marketing strategy, the consultant will develop and maintain a clear, easy-to-use and informative website that includes all planned classes, descriptions of all class types and an efficient and convenient method for registering for and requesting information about classes.

Outreach materials should be available in English, Spanish, Cantonese, and additional languages, as appropriate for the targeted audience. The outreach strategy should be assessed regularly and modified, as necessary or at least once a year, to respond to challenges, lessons learned and opportunities. All program materials will be reviewed by Alameda CTC and will include the Alameda CTC logo, as appropriate. All graphics should be incorporated and designed to meet the objectives set by Alameda CTC along with appropriately addressing the target audience.

Subtask 7.2 Deliverables:

a) A draft communications and outreach strategy, including descriptions, schedule, and budget for each item.
b) A final communications and outreach strategy that incorporates Alameda CTC staff feedback.
c) In coordination with Task 1, the communications and outreach strategy, should be reviewed and updated, as necessary, every month to incorporate a 3-month and 6-month look ahead.
d) A BSE website with information about all courses offered, updated regularly reflecting the most current schedule.
e) Maintain updated and effective print and online materials, including in multiple languages.

Subtask 7.3 – Adult Bicycle Safety Education Classes

This subtask is for the Alameda County BSE program component targeted to adults and teenagers which builds and expands on the lessons learned and successes of the existing program. A comprehensive program should be designed to be highly effective at maximizing the number of people effectively reached. The existing program should be reviewed for enhancements that will not only improve the educational component of the class, but increase attendance; an example to be considered is shorter classes that could reach a broader audience. Classes should complement other bicycle safety education programs in the county not funded through this task, such as classes funded through Task 3 ("Safe Routes to Schools Grades K-8 Program") of this contract, by organizations such as Kaiser Permanente, or maintenance classes offered by local bike shops. The Alameda CTC BSE program should consider how safety education classes can support and promote the goal of enhancing bikeability throughout Alameda County. For instance, on-road classes might consider highlighting bicycle facility projects in the vicinity of the class, especially those planned or funded by Alameda CTC and other government entities, which improve bikeability and bike safety.

The consultant will design and operate a comprehensive adult BSE program that includes a range of class types offered throughout the county that fits within the overall budget. Classes should be regularly scheduled, such that participants can access classes within a reasonable amount of time, and should be free and accessible to all. All classes will be taught by instructors certified by the League of American Bicyclists or by trainers who have taken an instructor training class through this task, the previous bicycle safety education grant-funded program, or another similar program that has been pre-approved by Alameda CTC. The consultant will be responsible for securing course venues. Alameda County community members will receive priority when registering for classes

funded through this task.

For each type of class, the consultant will develop a curriculum based on best practices – modifications should occur a minimum of once a year, or as necessary, to keep information up-to-date. Class materials and curriculum will be reviewed by Alameda CTC. To ensure a sustainable program, the consultant will conduct train-the-trainer classes to develop expertise among a cadre of multi-lingual trainers that meets the language needs of Alameda County communities. When designing the program, the consultant must consider and address:

- How trainings will be tailored to meet the needs of students with varying cycling skills, experience and confidence;
- Plans to develop a combination of class formats and lengths to optimize attendance;
- Plans to hold trainings equitably throughout the four planning areas of Alameda County;
- Hosting classes on a regular basis (monthly, bi-monthly, etc);
- Plans for training a new cadre of trainers that represent diverse backgrounds and meet the multi-lingual needs of the county.

For this subtask, the consultant will also develop procedures for class administration, including an approach for determining how to schedule classes so that they do not conflict with major community or regional events, optimal class location and time to ensure maximum participation, consideration of a minimum registration number for classes to be held, a process for cancelling and rescheduling classes, and a proposed class fee structure, if applicable.

In its proposal, the consultant will describe each class type (e.g., topics covered, on-road versus classroom versus combination, class length, target audience, etc.), the number of classes offered by class type, the number or range of numbers of classes that will be taught in each language, the number of classes offered in each planning area, the estimated average attendance per class type, and the estimated cost per class and cost per student, by class type.

Subtask 7.3 Deliverables:

a) Develop curriculum and presentation materials for each class type, in line with current best practices, and translated into Spanish, Cantonese, and any other languages as needed.
b) Maintain and revise curriculum and presentation materials, as needed and at least once a year, throughout the course of the contract, to be up-to-date and to reflect current best practices.
c) Develop draft and final procedures for class administration.
d) Continually maintain a core schedule of classes for the upcoming six to twelve month period (additional classes may be added to core schedule) and coordinate with Task 1.

Subtask 7.4 – Youth Bicycle Safety Education Classes

The consultant will design a youth and family component for the BSE program that includes a range of class types offered throughout the county that fits within the overall budget. This subtask should be designed with an approach similar to Subtask 7.3 above, but tailored to a youth and family audience. Note that the major focus of Task 7 is on delivering education to adults and teenagers,

since youth and family cycling classes and general youth bicycle safety education are also offered in other tasks in this contract.

The consultant will coordinate the classes proposed in this subtask with the bicycle safety education programs offered through Task 3 ("Safe Routes to Schools Grades K-8 Program"), and ensure that these classes complement classes offered in Task 3 (e.g., by offering instruction in areas where no Safe Routes to Schools programs currently exist).

In its proposal, the consultant will describe each class type (e.g., topics covered, class length, target audience, etc.), the number of classes offered by class type, the number or range of numbers of classes that will be taught in each language, the number of classes offered in each planning area, the estimated average attendance per class type, and the estimated cost per class and cost per student, by class type.

Subtask 7.4 Deliverables:

a) Develop curriculum and presentation materials for each class type, in line with current best practices, and translated in Spanish, Cantonese, and any other languages as needed, and integrated with the overall SR2S program.
b) Maintain and revise curriculum and presentation materials, as needed and at least once a year, throughout the course of the contract, to be up-to-date and to reflect current best practices.
c) Develop draft and final procedures for class administration.
e) Continually maintain a core schedule of classes for the upcoming six to twelve month period (additional classes may be added to core schedule) and coordinate with Task 1.

Subtask 7.5 – Citation Diversion Programs

This subtask provides for the continuation and expansion of the existing Citation Diversion Program, which is a two-phase program. The first phase of this program includes a police "Opt-in" program, whereby law-enforcement officers share information on bicycle safety classes to bicycle traffic violators. Nine police departments in Alameda County currently participate in this program, including Alameda, Berkeley, Dublin, Fremont, Livermore, Newark, Pleasanton, Union City, and UC Berkeley. The consultant will survey police departments to determine whether existing programs are working, make any necessary improvements to support the existing programs, and expand Opt-in programs to every police department in the county, as feasible. Outreach to the police departments will build upon and be coordinated with the SR2S police department relationships and contacts.

The second phase of this subtask is a "Fully Integrated" program with local police departments whereby bicyclists that have been cited for a traffic violation can reduce the cost of their citation by attending a bicycle safety course. This integrated program currently operates with two local police departments: UC Berkeley and the City of Alameda. Bicycle safety classes offered through the citation diversion program are at least partially funded by the fees collected from the traffic violations. While these classes target people who have received a citation, they are currently open to the public and free to attend. The consultant will support, as needed, the two police departments with existing Fully Integrated programs, and use the lessons learned from these programs to expand the number of police departments programs by two to four per year. Through this expansion, more

bicycle safety education classes can be offered throughout the county, thereby building the overall Alameda County BSE program.

The Fully Integrated program may also include training law-enforcement professionals in order to expand their knowledge of safe bicycle riding techniques and to provide guidance on the type of enforcement that will have the biggest impact on safety.

Subtask 7.5 Deliverables:

a) Regularly contact and provide materials to police departments with Opt-in programs.
b) Survey police departments in Alameda County to identify how to expand the number of Opt-in and Fully-Integrated programs.
c) Develop and maintain Opt-in programs in every police department in Alameda County, as feasible, by June 30, 2014.
d) Develop and implement an implementation plan for expanding the number of Fully Integrated programs by two to four in each fiscal year.
e) Support and maintain the existing Fully Integrated programs.

Subtask 7.6 Project Evaluation, Performance Measures and Reporting

Evaluating and monitoring the BSE program is a key component of developing and maintaining a successful and effective program. The following elements will be performed by the consultant.

Project Evaluation: Project evaluation is a critical piece of the overall BSE task to understand if the program is effectively meeting the goals outlined in the task overview, especially the goals of improving bicyclist safety across the county. The consultant will design a program evaluation that measures progress towards these goals and other measures proposed by the applicant. As feasible through the project budget, this should include conducting pre-class, post-class and later follow-up surveys of participating students by class type and the program as a whole to understand how the bicycle safety classes have resulted in bicycling behavior changes in Alameda County. Alameda CTC will review draft evaluations to provide input. Evaluations should be analyzed by the consultant on a regular basis, and high-level feedback and/or feedback that suggests the need for program changes should be included in monthly reports, as described below. The full analysis of the evaluations will be included in annual reports, along with any relevant implications for the program.

Performance Measures: In consultation with Alameda CTC, the consultant will develop performance measures and targets for subtasks 7.2 through 7.5 and report on them monthly and annually (see "Reporting" below). Performance measures should, at a minimum, measure the number of classes taught and people reached both overall and also by class type, planning area, and language, and may include other measures proposed by the consultant and/or agency staff.

Reporting: In order to monitor progress and adjust the program approach in a timely fashion, the consultant will submit monthly progress reports to Alameda CTC and a comprehensive annual report at the end of each contract year. Monthly progress reports will include:

- Update on performance measures;

- Details on each class, including the location, language class taught in, number of class registrants, number of class attendees, copies of sign-in sheets, pass/fail rate for LCI certified courses (when applicable), class type, and photos of each class;
- Progress on communications and outreach strategy implementation;
- Progress on implementation of citation diversion programs;
- A list of all upcoming classes; and
- As relevant, updates on the following: evaluations and any proposed program changes as a result of evaluation findings, copies of media, and any potential or acquired matching funds.

Annual reports will report on the following items for the respective year:

- A comprehensive report on performance measures for the relevant year and, as applicable, the previous year;
- A comprehensive analysis of course evaluations for the relevant year with a comparison, as applicable, to the previous year;
- A review of class attendance, and plans, as needed, to increase attendance overall or in certain geographical areas;
- Any proposals to modify the existing scope of work to respond to evaluation results and input;
- Details on all classes taught throughout the year, including a summary of the information from the monthly progress reports;
- Summary of achievements and challenges related to communications and outreach strategy implementation;
- Summary of citation diversion program and the expansion effort;
- Summary of potential and/or acquired matching funds;
- Status update on any non-Alameda CTC funded components of the program, as applicable;
- Status update on the coordination of the countywide bicycle safety program with other bicycle programs and classes throughout the county; and
- Additional methods to expand and improve the countywide bicycle safety education program.

Subtask 7.6 Deliverables:

a) Develop draft and final project evaluation approach.
b) Draft pre-, post- and follow-up evaluation questions.
c) Final pre-, post- and follow-up evaluation questions.
d) Develop draft and final performance measures and targets, to be reviewed at least annually.
e) Monthly progress reports including the items outlined above, at minimum.
f) Annual reports, including the items outlined above, at minimum.

EAST BAY BICYCLE COALITION

Promoting bicycling as an everyday means of transportation and recreation

March 19, 2013

Matthew Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland CA 94612

Re: Proposed Extend and Augment to Bicycle Safety Education Program–A09-0025

Dear Matt,

I am writing to request that the Alameda County Transportation Commission extend and augment funding for the Bicycle Safety Education Program for up to three months beyond the expiration of the current grant cycle of June 30, 2013. Based upon scheduled programs through the end of our current grant period ending June 30, we anticipate that our funds granted to date will be exhausted. We request up to an additional three months of funding to close the gap between the current grant and the RFP anticipated to be issued in the coming months. This extension will ensure that Alameda County continues to have a strong Bicycle Safety Education Program until the next contract is awarded.

Our goal with this proposed extension is to maintain our current level of programming for a total funding amount of up to $25,166 for July 1 to September 30, 2013. In addition we will continue programming through match funding available through the regional Safe Routes to School Program for Family Cycling Workshop and Kids Bike Rodeos, from UC Berkeley and the City of Alameda for our Bicycle Traffic School Classes, from the City of Oakland for an expanded bicycle safety program in Oakland, and other sources.

For the three-month period of July 1 to September 30, 2013, we proposed to conduct the following programs with the funding requested in this letter:

Urban Cycling 101 Classroom (English):	3
Urban Cycling 101 Spanish:	1
Urban Cycling 101 Cantonese:	2
Urban Cycling 101 “Day 2” Road Course:	2
Family Cycling Workshops:	3
Kids Bike Rodeos:	2
How-to-Ride-a-Bike Classes:	1
Lunchtime Commute Workshops:	2

The total anticipated funding needed for this three-month period is $25,166. Here is the breakdown of programs and funding amount by month for this period:

July 2013 – funding requested $8,272:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Cantonese)
- 1 Family Cycling Workshop
- 1 Kids Bike Rodeo

August 2013 – funding requested $8,522:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Spanish)
- 1 Family Cycling Workshop
- 1 'Day 2' Road Class
- 1 Adult How-to-Ride Class
- 1 Lunchtime Workshop

September 2013 – funding requested $8,372:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Cantonese)
- 1 Family Cycling Workshop
- 1 Kids Bike Rodeo
- 1 Lunchtime Workshop

Total funding need anticipated for July 1 to September 30, 2013 is $25,166.

Thank you for considering our request for this bridge funding of up to $25,166, to ensure that Alameda County continues to have a strong Bicycle Safety Education Program until the new RFP process is completed. Please let me know if I can provide any addition information to support our request.

Sincerely,

Renee Rivera
Executive Director

cc: Vivek Bhat
Rochelle Wheeler

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

MEMORANDUM

To: Countywide Bicycle and Pedestrian Advisory Committee

From: Rochelle Wheeler, Countywide Bicycle & Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

Date: April 4, 2013

Subject: **TDA Article 3 Projects Review**

Recommendation
This in an information only item.

Summary
The Countywide BPAC is responsible for reviewing and providing input on TDA Article 3 projects in Alameda County. As in the past, the BPAC is being requested to review several projects being submitted by local jurisdictions for funding in Fiscal Year (FY) 2013/2014. The five projects are described below. Included as Attachment A, for information only, is a list of all of the projects submitted by local agencies for TDA Article funding in FY 2013/2014.

Background
The TDA Article 3 funding source, administered by the Metropolitan Transportation Commission (MTC), is an annual funding source for local agencies to use for bicycle and pedestrian projects. MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee (BAC). The MTC has determined that pedestrian projects do not require this review, since a BAC does not necessarily represent pedestrians. Cities may use their own BAC, if they have one, for this review. Additionally, projects submitted for TDA funding that were included in a locally adopted bicycle plan are considered to have received the necessary review.

This year three jurisdictions are requesting review of their projects by the Countywide BPAC: the City of Dublin, the Alameda County Public Works Agency and the City of Newark. Their projects are summarized below and in Attachments B and C.

City of Dublin

1. ***Accessible Pedestrian Signals at 4 intersections.*** City of Dublin staff received community requests to review and address pedestrian access for visually disabled individuals at key signalized intersections. To address this concern, the City developed a ranking system for prioritizing intersections which could benefit most from the installation of Accessible Pedestrian Signals. Based on these rankings, four intersections were deemed to be the highest priority under the proposed project. They are:
   1. Dougherty Road and Park Sierra (Iron Horse Trail)
   2. Dublin Boulevard and Iron Horse Parkway
   3. Dublin Boulevard and Glynnis Rose Drive
   4. Dublin Boulevard and Tassajara Road

   This proposed project will retrofit the existing traffic signals at these intersections. A detailed City of Dublin staff report is attached (Attachment B) with more information. The TDA funding request is **$28,964.**

2. ***Amador Valley Boulevard Pedestrian Safety Improvements.*** City of Dublin staff received safety concerns from residents and businesses in the vicinity of the mid –block pedestrian crosswalk on Amador Valley Boulevard between Regional Street and Starward Drive. To address these concerns, a field evaluation was conducted to determine appropriate measures to enhance pedestrian safety at this location. This project will implement new safety measures at the existing mid -block crosswalk on Amador Valley Boulevard. A detailed City of Dublin staff report is attached (Attachment C) with more information. The TDA funding request is **$178,225.**

Alameda County Public Works Agency

1. ***Pedestrian Improvements at Various Locations in Alameda County Unincorporated Areas.*** The Pedestrian Improvement Project includes sidewalks, curb, gutters, crosswalks striping, high visibility crosswalks, pedestrian ramps and modifying existing ramps, and associated improvements at various locations in unincorporated Alameda County to meet American with Disabilities Act (ADA) standards. This project will improve access to pedestrian activity centers by removing barriers that limit pedestrian travel.
   The TDA funding request is **$185,000**.

2. ***Bicycle/Pedestrian Safety Education Program.*** The Bicycle/Pedestrian Safety Education Program will provide traffic safety materials, such as, brochures, activities books, flashing reflectors, reflector bands, bicycle lamps, helmets, bicycles, and other items to promote pedestrian and bicycle safety. The program would also support bicycle and pedestrian community activities that promote biking and walking, such as “Walk to School Week” and “Bike to Work Day”. The aim of the program is to educate and prevent injuries while promoting the benefits of physical activity. The Public Works Agency will continue to partner with the Alameda County Department of Public Health, the Sheriff Department, the California Highway Patrol, Alameda County Safe Routes to School program, Alameda County

Transportation Commission, elected officials, local leaders, the Bay Area Air Quality Management District and other agencies to identify and address needs within the community
The TDA funding request is **$19,148**.

Newark

1. ***Citywide Wheelchair Accessible Ramps.*** The Citywide Wheelchair Accessible Ramps project will provide new and replacement wheelchair accessible ramps at various intersections in accordance with current Americans with Disabilities Act and California Department of Transportation standards.
   The TDA funding request is **$35,839.**

Attachments

Attachment A:	List of TDA Article 3 Projects for Fiscal Year 2013-2014 Funding
Attachment B:	Dublin Project Staff Report: Traffic Signals Retrofit
Attachment C:	Dublin Project Staff Report: Amador Valley Blvd Mid-Block Crosswalk

This page intentionally left blank

EXHIBIT A - FY 13/14 TDA Article 3 Program - List of Projects *(4/2/2013)*

Agency	Proposed Projects	FY13/14 TDA Funding Program	Total Allocation*	Roll over to FY 14/15	Carryover Funding FY14/15
	PA1				
City of Alameda (1)	Mid-block Crossing Improvements on Grand St. at Wood School	$62,151	$31,000	$62,151	$63,592
	Bicycle Parking	$0	$15,000		$0
	Sidewalk Repair Program	$0	$100,000		$0
Albany	Buchanan Marin Bikeway Phase III	$15,394	$15,394		$0
Berkeley (2)	Berkeley Bicycle Plan Update	$95,608	$95,608		$0
Emeryville	No project submitted for FY 13/14	$8,493	$0	$8,493	$16,334
Oakland (3)	Bicycle Safety Education Class Project		$25,000		$0
	Stanford Avenue Pedestrian and Bicycle Crossing at Lowell St.	$329,190	$112,000		$0
	Pedestrian Stairs and Paths Rehabilitation Project		$210,639		$0
Piedmont (4)	No project submitted for FY 13/14	$8,999	$0	$8,999	$31,682
	PA1 Total		**$604,641**		**$111,608**
	PA2				
Hayward	Citywide ADA Compliant Wheelchair Accessible Ramps	$122,497	$122,497		$0
San Leandro** (5)	FY 13/14 Citywide Pedestrian Accessibility Improvements	$71,654	$41,654		$0
	PA2 Total		**$164,151**		**$0**
	PA3				
Fremont	Emilia Lane Sidewalk Project	$181,273	$181,273		$0
Newark	FY13/14 Citywide Wheelchair Accessible Ramps	$35,839	$35,839		$0
Union City (6)	No project submitted for FY 13/14	$58,825	$0	$58,825	$208,481
	PA3 Total		**$217,112**		**$208,481**
	PA4				
Dublin (7)	Amador Valley Blvd. Pedestrian Safety Improvements	$38,957	$178,225	$38,957	$106,922
	Accessible Pedestrian Signals at Four Interesections		$28,964		
Livermore (8)	No project submitted for FY 13/14	$68,612	$0	$68,612	$235,414
Pleasanton (9)	No project submitted for FY 13/14	$59,344	$0	$59,344	$207,540
	PA4 Total		**$207,189**		**$549,876**
	COUNTY				
Alameda County	Pedestrian Improvements at Various Locations	$204,148	$185,000		$0
	Bicycle/Pedestrian Safety Education Program		$19,148		$0
	County Total		**$204,148**		**$0**
	Total	**$1,360,984**	**$1,397,241**	**$305,381**	**$869,965**

(1) Carryover Funding FY14/15 Amount for City of Alameda includes FY12/13 $1,441 and FY 13/14 62,151
(2) The City of Berkeley will exchange $95,608 in FY13/14 funds for City of Dublin FY12/13 funds.
(3) FY 13/14 Total Allocation for City of Oakland includes roll over of FY12/13 $18,449.
(4) Carryover Funding FY 14/15 Amount for City of Piedmont includes roll over of FY 10/11 $6,567, FY 11/12 $7,810, FY12/13 $8,306, and FY 13/14 $8,999
(5) Amount for City of San Leandro Total Allocation includes payback loan deduction of $30,000
(6) Carryover Funding FY 14/15 Amount for Union City includes roll over of FY10/11 $43,514, FY11/12 52,052, $ FY12/13 $54,090, and FY13/14 $58825
(7) Carryover funding FY14/15 for City of Dublin includes roll-over of FY11/12 $1,768, FY12/13 $36,197, and FY13/14 $38,957
and San Leandro Loan Repayment of $30,000.
(8) Carryover Funding FY14/15 for City of Livermore includes roll-over FY10/11 44,379 FY11/12 59,166, FY 12/13 63,257, and FY13/14 $68,612
(9) Carryover Funding FY14/15 for City of Pleasanton includes roll over of FY 08/09 $45,658, FY09/10 $61,286, FY$41,253, and FY 13/14 $59,344

NOTE:
*The total allocation includes FY13/14 funding program and previous fiscal year TDA Article 3 funding.
**City of San Leandro requested a loan of $30,000 from City of Livermore and will pay back with FY14/15 TDA Article3 allocation. Therefore, City of San Leandro will have $71,654 available and the City of Livermore will have $205,414 available in FY13/14.

This page intentionally left blank

STAFF REPORT
CITY COUNCIL

CITY CLERK
File #600-35

DATE: **March 19, 2013**

TO: Honorable Mayor and City Councilmembers

FROM: Joni Pattillo, City Manager

SUBJECT: Approval of a New Capital Improvement Program (CIP) Project - Accessible Pedestrian Signal Retrofit of Existing Traffic Signals
Prepared by Obaid Khan, Senior Civil Engineer (Traffic/Transportation)

EXECUTIVE SUMMARY:

Staff received community requests to review and address pedestrian access for visually disabled individuals at key signalized intersections. To address this concern, Staff developed a ranking system for prioritizing intersections which could benefit most from the installation of Accessible Pedestrian Signals. Based on these rankings, four intersections were deemed to be the highest priority under the proposed project. This proposed Capital Improvement Program project will retrofit the existing traffic signals at those intersections.

FINANCIAL IMPACT:

The total cost of the project is estimated to be $28,964. Staff recommends using revenues from the Transportation Development Act – Article 3 (TDA – Article 3) to fund the project. As of Fiscal Year 2012/13, there is $272,394 available in the City's allocation under the TDA – Article 3 fund. The budget for this CIP was appropriated as part of the Mid-Year budget adjustment approval at the March 5, 2013 City Council meeting.

RECOMMENDATION:

Staff recommends that the City Council: 1) Approve a new CIP – Accessible Pedestrian Signal Retrofit of Existing Traffic Signals, and 2) Approve the attached Resolution Requesting the Metropolitan Transportation Commission for the allocation of $28,964 in TDA – Article 3 funding for the CIP project.

Submitted By
Director of Public Works

Reviewed By
Assistant City Manager

DESCRIPTION:

Accessible pedestrian signals provide information in non-visual formats such as audible tones, speech messages, and/or vibrating surfaces. This improves safety for pedestrians with visual disabilities to cross streets at signalized locations.

Staff has developed criteria to prioritize intersections that would benefit most from the installation of Accessible Pedestrian Signals. These rankings were generated based on standards set forth in the California Manual of Uniform Traffic Control Devices (CA MUTCD) as well as an assessment of local conditions.

These intersections proposed for these CIP improvements are the following:

Dougherty Road and Park Sierra (Iron Horse Trail)
Dublin Boulevard and Iron Horse Parkway
Dublin Boulevard and Glynnis Rose Drive
Dublin Boulevard and Tassajara Road

A location map of these intersections is attached (Attachment 1).

The proposed resolution (Attachment 2) approves a request to the Metropolitan Transportation Commission (MTC) to allocate funding for this project.

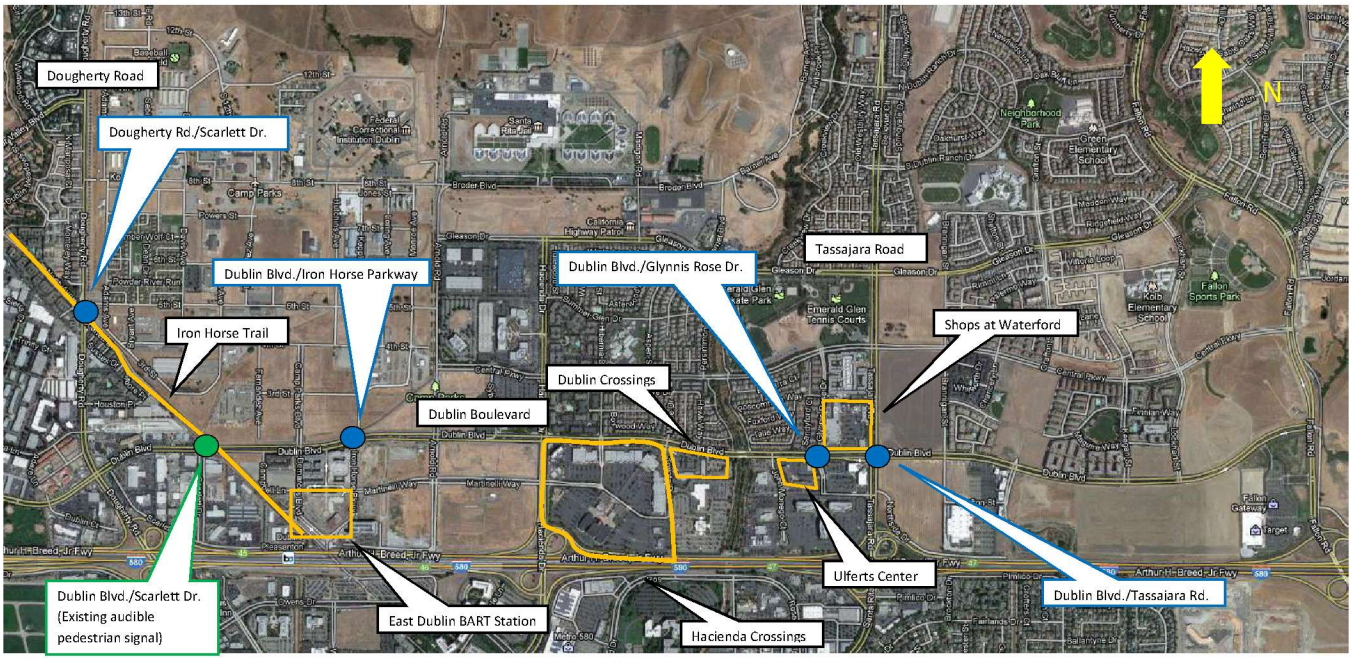
NOTICING REQUIREMENTS/PUBLIC OUTREACH:

None required at this time.

ATTACHMENTS:

1. Location Map of Proposed Retrofits
2. Resolution of Approving Request to the Metropolitan Transportation Commission for the allocation of Fiscal Year 2013/14 Transportation Development Act Article 3 Funding for the Project

Location Map for Proposed Installation of Accessible Pedestrian Signals



G:\TRANSPORTATION\Local Traffic\Accessible Pedestrian Signal\Attachment 2 Location Map.doc

This page intentionally left blank

STAFF REPORT
CITY COUNCIL

CITY CLERK
File #600-35

DATE: **March 19, 2013**

TO: Honorable Mayor and City Councilmembers

FROM: Joni Pattillo, City Manager

SUBJECT: Approval of a New Capital Improvement Program (CIP) Project – Amador Valley Boulevard Pedestrian Safety Improvements at Midblock Crosswalk between Regional Street and Starward Drive
Prepared by Obaid Khan, Senior Civil Engineer (Traffic/Transportation)

EXECUTIVE SUMMARY:

Staff received safety concerns from residents and businesses in the vicinity of the mid-block pedestrian crosswalk on Amador Valley Boulevard between Regional Street and Starward Drive. To address these concerns, a field evaluation was conducted to determine appropriate measures to enhance pedestrian safety at this location. Staff seeks City Council approval of a new CIP project to implement new safety measures at the existing mid-block crosswalk on Amador Valley Boulevard.

FINANCIAL IMPACT:

The total cost of the project is estimated at $178,225. Staff recommends using revenues from the Transportation Development Act – Article 3 (TDA – Article 3) to fund this project. As of Fiscal Year 2012/13, there is $272,394 available in the City's allocation under the TDA – Article 3 fund. The budget for this CIP was appropriated as part of the Mid-Year budget adjustment approval at the March 5, 2013 City Council meeting.

RECOMMENDATION:

Staff recommends that the City Council: 1) Approve a new CIP – Amador Valley Boulevard Pedestrian Safety Improvements at the Midblock Crosswalk between Regional Street and Starward Drive project, and 2) Adopt the Resolution Requesting the Metropolitan Transportation Commission for the allocation of $178,225 in TDA – Article 3 funding for the new CIP project

Submitted By
Director of Public Works

Reviewed By
Assistant City Manager

DESCRIPTION:

Both Public Works and Dublin Police Services (DPS) have received requests from businesses and residents to improve pedestrian safety at the existing mid-block crosswalk between Regional Street and Starward Drive (Figure 1 below). Safety requests included consideration of minimizing vehicle and pedestrian conflicts, and improving driver visibility of the crosswalk itself and pedestrian visibility in both directions along Amador Valley Boulevard. The proposed project is designed to address the above stated concerns.

Amador Valley Boulevard is, at the proposed project location, a 4-lane Class I Collector with a raised concrete median, left-turn pockets and bicycle lanes. The crosswalk is about 380 feet from the signalized intersections of Regional Street and Starward Drive. There are adjacent commercial driveways on both sides of the street at the crosswalk, forming a side-street stop-controlled type of intersection. The posted speed limit on Amador Valley Boulevard is 30 miles per hour, and average weekday daily traffic volumes are about 16,000 vehicles.

Figure 1

There are existing advanced pedestrian warning signs near the Starward Drive and Regional Street intersections over 300 feet from the crosswalk, as well as signs at the intersection. Curb ramps and tactile domes are present at the crosswalk.

ANALYSIS

Staff contracted with a traffic consultant, Fehr & Peers, to conduct a safety audit (Attachment 1) using a crosswalk treatment identification tool to evaluate the existing crosswalk and to consider potential improvements to better accommodate pedestrians. The tool combines academic research on crosswalk treatment effectiveness with national best practices. Key inputs for the tool include:

1. speed limit
2. pedestrian volume
3. major and minor roadway volumes
4. crossing distance
5. number of lanes

6. presence of bicyclists
7. presence of transit
8. presence of a median
9. presence of on-street parking
10. expected motorist compliance (yielding)

Based on the analysis of the above listed factors and field observations, Fehr & Peers recommended, and Staff concurs, that the following improvements be implemented to improve pedestrian safety at this location:

Pedestrian Actuated Devices

Installation of Rectangular Rapid Flashing Beacons (RRFBs) was identified as a measure by the crosswalk treatment identification tool. RRFBs are user-actuated amber LEDs that supplement warning signs. They use an irregular flash pattern and have been found to increase motorists' yield rates at an uncontrolled crosswalk to approximately 80 percent and can be more effective when implemented with other treatments, such as signing and striping improvements discussed below. Staff also considered the installation of in-pavement flashers (In Pavement Lights), but it was not recommended due to the east/west alignment and intersection visibility issues.

Signing and Striping

Although the crosswalk is currently signed and striped appropriately, it is recommended to enhance pavement markings and signage in advance of and at the crosswalk. Advance yield markers for westbound and eastbound traffic (i.e. Shark's teeth approximately 30 feet in advance of crosswalk, Figure 2) should also be installed. These should be paired with additional signage.

Striping advanced stop bars at both driveways at this location is also recommended. All existing pavement markings and signs at the driveways should be refreshed and/or replaced.

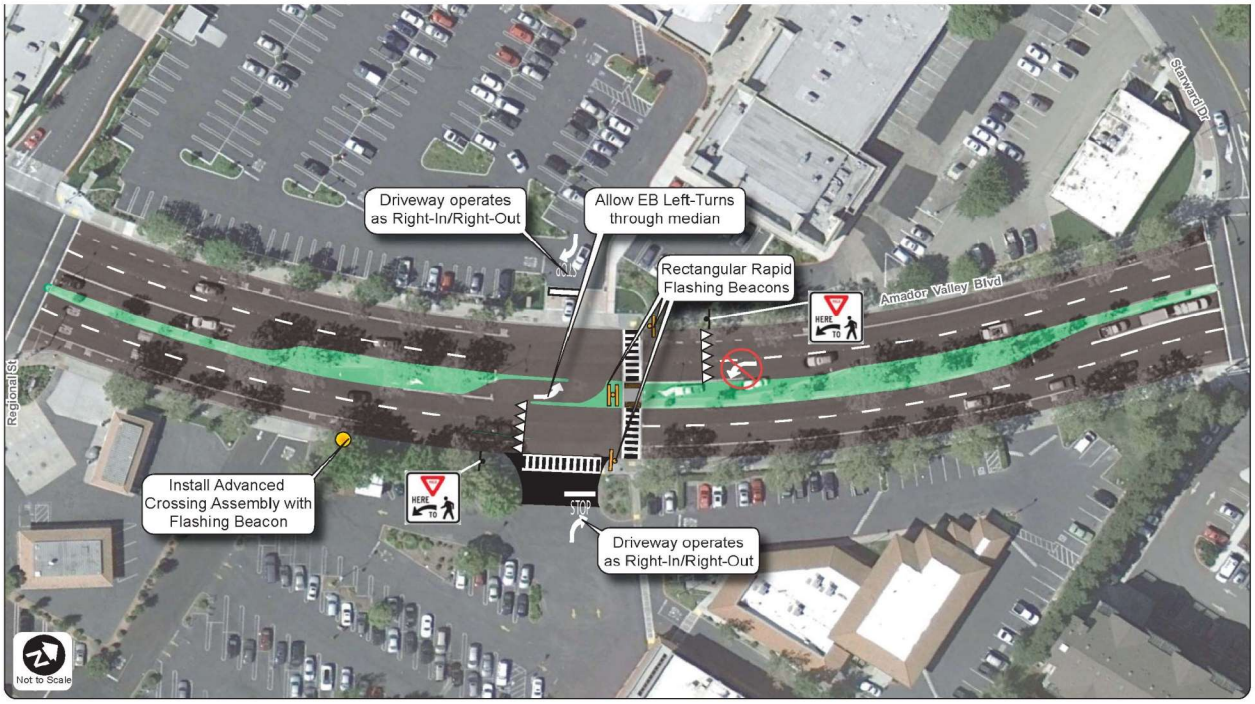
Driveway Aprons:

The existing Driveway apron on the southerly driveway should be modified to improve pedestrian circulation and to improve Americans with Disability Act (ADA) access. This will require adjacent property owners/businesses support in acquiring construction easements during the construction of the driveway. Rebuilding of the driveway will entail creation of sufficient space to mark an 8-foot crosswalk and to comply with the ADA standards.

Turn Restrictions

Reducing the number of conflict points across the crossing will improve the pedestrian safety. To accomplish this, construction of a partial median on Amador Valley Boulevard is recommended. It would reduce the vehicle/pedestrian conflict points at the crossing by restricting turn movements from the retail centers across the crosswalk. It should be noted that each shopping center associated with the north and south Retail Driveways has a significant number of additional access points for motorists, including a signalized full access entrance at the intersection of Amador Valley Boulevard/Regional Street for the northern center. The southern shopping center has numerous side-street stop-controlled driveways along Amador Valley Boulevard, Regional Street, and Dublin Boulevard. Traffic operations under the existing and restricted access conditions were evaluated and staff found

no significant impacts on traffic delays at the existing signals at Regional Street or Starward Drive, and the retail driveways on Amador Valley Boulevard or Regional Street.



FEHR PEERS **ROADWAY CONFIGURATION WITH PARTIAL MEDIAN ON AMADOR VALLEY BOULEVARD**

Figure 2

RECOMMENDATIONS AND CONCLUSIONS

Based on staff and Fehr and Peers analysis of the mid-block crosswalk on Amador Valley Boulevard between Regional Street and Starward Drive, it is recommended that the following improvements be implemented:

1. Install an advance yield markers for westbound and eastbound traffic 30 feet in advance of crosswalk, including "YIELD HERE TO PEDESTRIANS" signs
2. Reconstruct southern commercial driveway to meet ADA standards and provide space for a crosswalk
3. Install advance stop bars at the commercial driveways and new stop signs
4. Install a pedestrian actuated RRFB system and coordinate it with the advanced beacon in the eastbound direction
5. Reduce conflicts at the crosswalk by partially extending the median and restricting turning movements, as presented in Figure 2

Project Costs and Next Steps

Pending the City Council approval, Public Works will contract with Fehr and Peers, current on-call consultants, to complete the design of the project. This task budget is estimated at $27,300. Staff salaries are estimated at $13,272. The overall construction cost is estimated at $137,653,

and Staff plans to secure a construction contract through the formal bidding process for this work during Fiscal Year 2013/14.

The City Council is also being asked to approve the proposed resolution (Attachment 3) requesting that the Metropolitan Transportation Commission (MTC) allocate Transportation Development Act Article 3 funds to this project.

NOTICING REQUIREMENTS/PUBLIC OUTREACH:

All properties within 300 feet of the existing crossing were notified (Attachment 2) of the proposed improvements.

ATTACHMENTS:

1. Crosswalk Assessment Study - Fehr and Peers, October 2012
2. Public Notice
3. Resolution of approving request to the Metropolitan Transportation Commission for the allocation of $178,225 in Fiscal Year 2013/14 Transportation Development Act Article 3 funding for the project

FEHR PEERS

MEMORANDUM

Date: October 30, 2012

To: Obaid Khan, City of Dublin

From: Kathrin Tellez, Fehr & Peers

Fehr & Peers conducted a crosswalk audit of a mid-block crossing on Amador Valley Boulevard between Regional Street and Starward Drive (Crossing) in Dublin. The Crossing is shown on **Figure 1** (all figures are at the end of this report). The main function of a crosswalk is to channelize pedestrians. Well-marked pedestrian crossings accomplish dual goals. They prepare drivers for the likelihood of encountering a pedestrian, and they create an atmosphere of walkability and accessibility for pedestrians. Marked crossings reinforce the location and legitimacy of a crossing.

For this assessment, Fehr & Peers collected data to evaluate the current condition, conducted a walking audit with City and Police staff, and evaluated potential crosswalk treatments.

EXISTING CONDITIONS

The Crossing is located on Amador Valley Boulevard, a 4-lane Class I Collector with a median, left-turn pockets and bicycle lanes. The crossing is about 380 feet from the signalized intersections of Regional Street and Starward Drive, as shown on **Figure 2**. There are adjacent driveways on both sides of the street at the Crossing, forming a side-street stop-controlled intersection. The posted speed limit is 30 miles per hour, and average weekday daily traffic volumes are about 16,090. Attachment 1 summarizes relevant information used in this assessment.

The roadway design creates a multiple-threat condition on both approaches. A multiple-threat condition can occur on any multi-lane roadway where pedestrians must cross more than one lane of travel in a given direction. When a single motorist yields to the pedestrian close to the crossing, additional approaching motorists may not interpret correctly the reason the

first motorist stopped and may not see the pedestrian as they walk into the second lane into the path of the oncoming vehicle. This condition is particularly acute on the westbound approach with its left-turn lane. A vehicle that is stopped in the left-turn lane may be waiting for a pedestrian to cross the street or for a gap in traffic to make the left-turn movement. A vehicle in the through lane may not see a pedestrian blocked by the left-turn vehicle.

In addition, sight lines are limited at the Crossing due to the horizontal roadway curvature. Signals become visible just as motorists approach the Crossing, and if the light is green, motorists may be encouraged to speed up or less inclined to yield to pedestrians so that they can make the light.

There are advanced pedestrian warning signs near the Starwood Drive intersection and Regional Street intersection, over 300 feet from the crossing, as well as signs at the intersection. Curb ramps and tactile domes are present at the crosswalk.

Pedestrians have been observed running across the street at the Crossing to avoid on-coming traffic and the Dublin Police

were two reported pedestrian/vehicle accidents which resulted in injuries to the pedestrian. Based on complaints to the Police and City staff, there have been numerous near-misses at the Crossing. While there were no pedestrian-related accidents in 2010, there was one in 2011 resulting in injury.

ANALYSIS

Fehr & Peers used a crosswalk treatment identification tool to evaluate the existing Crossing and to consider potential improvements to better accommodate pedestrians. The tool combines academic research on crosswalk treatment effectiveness with national best practices. Key inputs for the tool include:

- speed limit
- pedestrian volume
- major and minor roadway volumes
- crossing distance
- number of lanes
- presence of bicyclists
- presence of transit
- presence of a median
- presence of on-street parking
- expected motorist compliance (yielding)

Attachment 1 summarizes these inputs. Based on current conditions, the pedestrian condition is poor. Given conditions of the Crossing, located on a multi-lane street (three or more lanes) with

traffic volumes exceeding 16,000 vehicles per day, enhanced treatments beyond current striping and signing are appropriate. Crosswalk removal is not recommended because the Crossing is located more than 300 feet from adjacent crossings. Because of the separation between adjacent signalized crossings, pedestrians would be likely to continue crossing at this location despite a prohibition.

RECOMMENDATIONS

The following details our recommended Crossing improvements.

Pedestrian Actuated Devices

crosswalk treatment identification tool. RRFBs are user-actuated amber LEDs that supplement warning signs. They use an irregular flash pattern and have been found to increase yield rates at uncontrolled crossings to approximately 80 percent and can be more effective when implemented with other treatments, such as signing and striping improvements discussed below. Per CA MUTCD interim approval guidance, RRFBs would be placed on the right and left sides of the roadway immediately adjacent to the crosswalk, with a double-sided RRFB unit located in the median. RRFBs may also be combined with advanced warning sign or advanced beacons, located approximately 150 feet before the RRFB devices.

Based on the Crossing location, full signalization is not recommended due to the close spacing of the crosswalk to the adjacent traffic signals. Installation of in-pavement flashers is not recommended due to the east/west alignment and visibility issues.

Signing and Striping

Although the Crossing is currently signed and striped appropriately, there is an opportunity to modify the current placement of signs and add additional pavement markings. Additionally, some of the existing signage is faded and outdated. The current pedestrian signing is located approximately 380 feet from the crossing when traveling in the eastbound direction and 220 feet from the crossing when traveling in the westbound direction. It is recommended that the sign on the south side of the street, for eastbound vehicles, be moved closer to the crossing, approximately 190 feet from the crosswalk and include an advanced beacon. This location considers the location of a driveway serving the shopping center.

feet in advance of crosswalk)

crosswalk and the R1-5L signs at the markings has been shown to reduce multiple-threat collisions and reduce auto/pedestrian conflicts. When advanced yield markers are placed 30 to 50 feet in advance of a crosswalk on a multi-lane roadway, the yielding motorist does not obscure the view of a pedestrian crosswalk. Though advanced yield markings may be staggered by travel lane, research has proven effectiveness at a uniform 30 to 50 feet distance from the crosswalk. At areas with complex roadway geometry or demonstrated sight distance issues, staggered advanced yield markings may be appropriate.

Striping advanced stop bars at both driveways is recommended. Advanced stop bars are typically placed 4 to 10 feet from a crosswalk, instructing drivers to stop before the crosswalk, preventing encroachment into the crosswalk area. If the crosswalk is clear of pedestrians, drivers may then advance to the intersection where they can look for conflicting traffic before turning to the main street. The northern driveway provides a level pedestrian path through the driveway due to the steep driveway apron. An advanced stop bar is recommended at this location to prevent cars from encroaching into that level pedestrian path. The southern driveway is level with the roadway, similar to a typical intersection. However, a wide concrete gutter runs parallel to the unmarked crosswalk and is immediately adjacent to a small concrete median, which blocks the pedestrian pathway through the driveway. Rebuilding the driveway to provide sufficient space to mark an 8-foot crosswalk is recommended and to fully comply with ADA standards. Pavement legends should also be refreshed at both driveways. Signing and striping recommendations are depicted on **Figure 3.**

Turn Restrictions

Reducing the number of conflict points across the Crossing can also improve the pedestrian experience. Construction of a full or partial median on Amador Valley Boulevard would reduce the vehicle/pedestrian conflict points at the Crossing by restricting turn movements from the retail centers across the Crossing. It should be noted that each shopping center associated with the north and south Retail Driveways has a significant number of additional access points for motorists, including a signalized full access entrance at the intersection of Amador Valley Boulevard/Regional Street for the northern center. The southern shopping center has numerous side-street stop-controlled driveways along Amador Valley Boulevard, Regional Street, and Dublin Boulevard. Traffic operations under the existing and restricted access conditions were evaluated based on the analysis methods and procedures outlined in **Attachment B**.

Existing Conditions

Weekday Mid-day and evening, and Saturday mid-day peak period turning movement counts were collected at the following locations on a clear day with area schools in normal session:

1. Amador Valley Boulevard/Regional Street
2. Amador Valley Boulevard/Retail Driveways
3. Amador Valley Boulevard/Starward Drive
4. Regional Street/Retail Driveways

These time periods were selected as they experience the highest pedestrian and vehicle volumes, based on prior data collection efforts. Existing peak hour turning movements and traffic control

devices at the intersections are shown on **Figure 4**. The analysis results indicate that the intersections in the study area operate at an acceptable service level, as presented in **Table 1**.

Full Median

Extending the median on Amador Valley Boulevard across the driveway openings would result in both driveways restricted to right-in/right-out operation, as shown on **Figure 5** and would reduce the number of vehicle movements over the Crossing from five to three. A median refuge would allow pedestrians to cross the street in two stages, but would shift traffic in the area. Traffic from the turning movements that would be affected by a full median was reassigned to the surrounding street network, as presented on Figure 5. The traffic shifts reflect a conservative estimate of the number of U-turns at the adjacent signalized intersections. The resulting volumes were used to evaluate traffic flow under restricted access conditions. As presented in Table 1, the study intersections are projected to continue operating at acceptable service levels with turn restrictions at the retail driveways.

Partial Median

As an alternative to a full median, it may be desirable to provide a median break to allow eastbound left-turns into the northern retail center, as this movement does not travel through the Crossing. This concept, as depicted on **Figure 6,** would also provide a median refuge. Potential traffic shifts that could occur under this scenario are also presented on Figure 6. As presented in Table 1, the intersections and driveways would continue to operate at an acceptable service level with a partial median on Amador Valley Boulevard.

RECOMMENDATIONS AND CONCLUSIONS

Based on our analysis of the mid-block crossing on Amador Valley Boulevard between Regional Street and Starward Drive, we recommend the following improvements for installation in the near-term:

- Install advanced pedestrian crossing sign assembly with advanced warning beacon approximately 190 feet west of the Crosswalk
- Install an advance yield markers for westbound and eastbound traffic 30 feet in advance
- Reconstruct southern commercial driveway to meet ADA standards and provide space for a high-visibility crosswalk
- Install advance stop bars at the commercial driveways and new stop signs
- Install a pedestrian actuated RRFB system and coordinate it with the advanced beacon in the eastbound direction
- Replace existing outdated/faded signage on Amador Valley Boulevard
- Reduce conflicts at the Crossing by extending the median (either fully or partially) and restricting turning movements, as presented conceptually on Figures 5 and 6

This completes our Crossing assessment. Please call Kathrin if you have any questions.

FEHR PEERS

TABLE 1
INTERSECTION LEVEL OF SERVICE SUMMARY

Intersection	Control[1]	Peak Hour[2]	Existing		Scenario 1[4] (Full Median)		Scenario 2[5] (Partial Median)	
			Delay[3]	LOS	Delay	LOS	Delay	LOS
1. Amador Valley Boulevard/Regional Street	Signal	Noon	18	B	24	C	23	C
		PM	16	B	20	B	20	B
		Sat	22	C	27	C	27	C
2. Amador Valley Boulevard/Retail Driveways	SSSC	Noon	3 (17)	A (C)	1 (11)	A	2 (11)	A (B)
		PM	2 (20)	A (C)	1 (11)	A	1 (11)	A (B)
		Sat	4 (28)	A (D)	1 (11)	A	1 (11)	A (B)
3. Amador Valley Boulevard/Starward Drive	Signal	Noon	10	A	14	B	15	B
		PM	15	B	15	B	15	B
		Sat	13	B	14	B	15	B
4. Regional Street/Retail Driveways	SSSC	Noon	3 (11)	A (B)	4 (13)	A (B)	4 (13)	A (B)
		PM	2 (12)	A (B)	3 (13)	A (B)	3 (13)	A (B)
		Sat	3 (14)	A (B)	4 (17)	A (C)	4 (17)	A (C)

Notes:
1. Signal = Signalized intersection; SSSC = Side Street Stop Controlled intersection
2. Noon: Weekday 12:15 to 1:15; PM = Weekday 5:15 to 6:15; SAT = Saturday1:45 to 2:45.
3. Traffic operations results include LOS (level of service) and delay (seconds per vehicle). LOS is based on delay thresholds published in the (Transportation Research Board, 2000). For side-street stop-controlled intersections, delay for worst approach (in seconds per vehicle) is presented in parentheses.
4. Reflects right-in/right-out operations at Amador Valley Boulevard/Retail Driveways and corresponding shifts in traffic to adjacent intersections.
5. Scenario 1, plus eastbound left-turn access to the northern retail parcel and corresponding shifts in traffic to adjacent intersections.

Source: Fehr & Peers, 2011.

Attachments:

Attachment A: Crosswalk Tool Input Data

Attachment B: Intersection Level of Service Analysis Methods

Figure 1 Project Study Area
Figure 2 Crosswalk Distance to Starward Drive and Regional Street
Figure 3 Potential Signing and Striping Improvements
Figure 4 Existing Peak Hour Intersection Turning Movements and Traffic Control
Figure 5 Roadway Configuration with Full Median on Amador Valley Boulevard
Figure 6 Roadway Configuration with Partial Median on Amador Valley Boulevard

FEHR & PEERS
TRANSPORTATION CONSULTANTS

MEMORANDUM

Date: June 23, 2010

To: Jaimee Bourgeois

From: Kathrin Tellez

Subject: ***Data Summary for Amador Valley Boulevard Crosswalk***

WC08-2606.05

The following presents a summary of our data collection efforts for the safety assessment of a mid-block pedestrian crossing on Amador Valley Boulevard between Regional Street and Starward Drive. This data will serve as inputs to our crosswalk treatment identification tool and help facilitate our walking audit.

- Posted Speed Limit – 30 miles per hour (MPH)
- 85th Percentile Speed – Eastbound = 31 MPH, Westbound = 32.2 MPH
- Weekday Average Daily Traffic Volumes – 16,090 (decrease from 18,200 in 2007)
- Saturday Daily Traffic Volumes – 14,550
- Peak Hour Traffic Volumes (5:15 to 6:15) – 1,381 total vehicles 840 Eastbound, 541 Westbound
- Weekday Afternoon Pedestrian Volume (11 AM – 1 PM) – 16
- Weekday Afternoon Pedestrian Volume (4 – 6 PM) – 18
- Saturday Afternoon Pedestrian Volume (2 – 4 PM) – 24
- Peak hour Pedestrian Volume – 15 pedestrians observed on Saturday from 3 to 4 PM
- Weekly Transit Boardings in area – 12 passengers
- Closest signalized crossings – 380 feet to the west and 375 feet to the east
- Reported Pedestrian/Vehicle Collisions – 0 in 2010, 2 in 2009, 0 in 2008
- Total Crossing distance – 80 feet
- Median Island – 4 foot median present to channelize left-turn vehicles into shopping center driveway
- Bicycle Lanes Present – Yes
- On-Street Parking Permitted – No

100 Pringle Avenue, Suite 600 Walnut Creek, CA 94596 (925) 930-7100 Fax (925) 933-7090
www.fehrandpeers.com

qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (i.e., best operating conditions) to LOS F (worst operating conditions).

When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F. The City of Dublin strives to maintain LOS D in the study area. Table B-1 summarizes the relationship between average delay per vehicle and LOS for signalized intersections and Table B-2 summarizes the relationship between delay and LOS for unsignalized intersections. This analysis was conducted using Synchro 6.0.

Signalized Intersections

Traffic conditions at signalized intersections were evaluated using the method from Chapter 16 of . This operations analysis method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. Table B-1 summarizes the relationship between average delay per vehicle and LOS for signalized intersections.

Unsignalized Intersections

Traffic conditions at unsignalized intersections were evaluated using the method from Chapter 17 of the 2000 . With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. For all-way stop-controlled intersections, the average control delay is calculated for the intersection as a whole. This incorporates delay associated with deceleration, acceleration, stopping and moving up in the queue. At two-way or side street-controlled intersections, the control delay (and LOS) is calculated for each controlled movement, the left-turn movement from the major street, and the entire intersection. For controlled approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The delays for the entire intersection and for the movement or approach with the highest delay are reported. Table B-2 summarizes the relationship between delay and LOS for unsignalized intersections.

TABLE B-1
SIGNALIZED INTERSECTION LOS CRITERIA

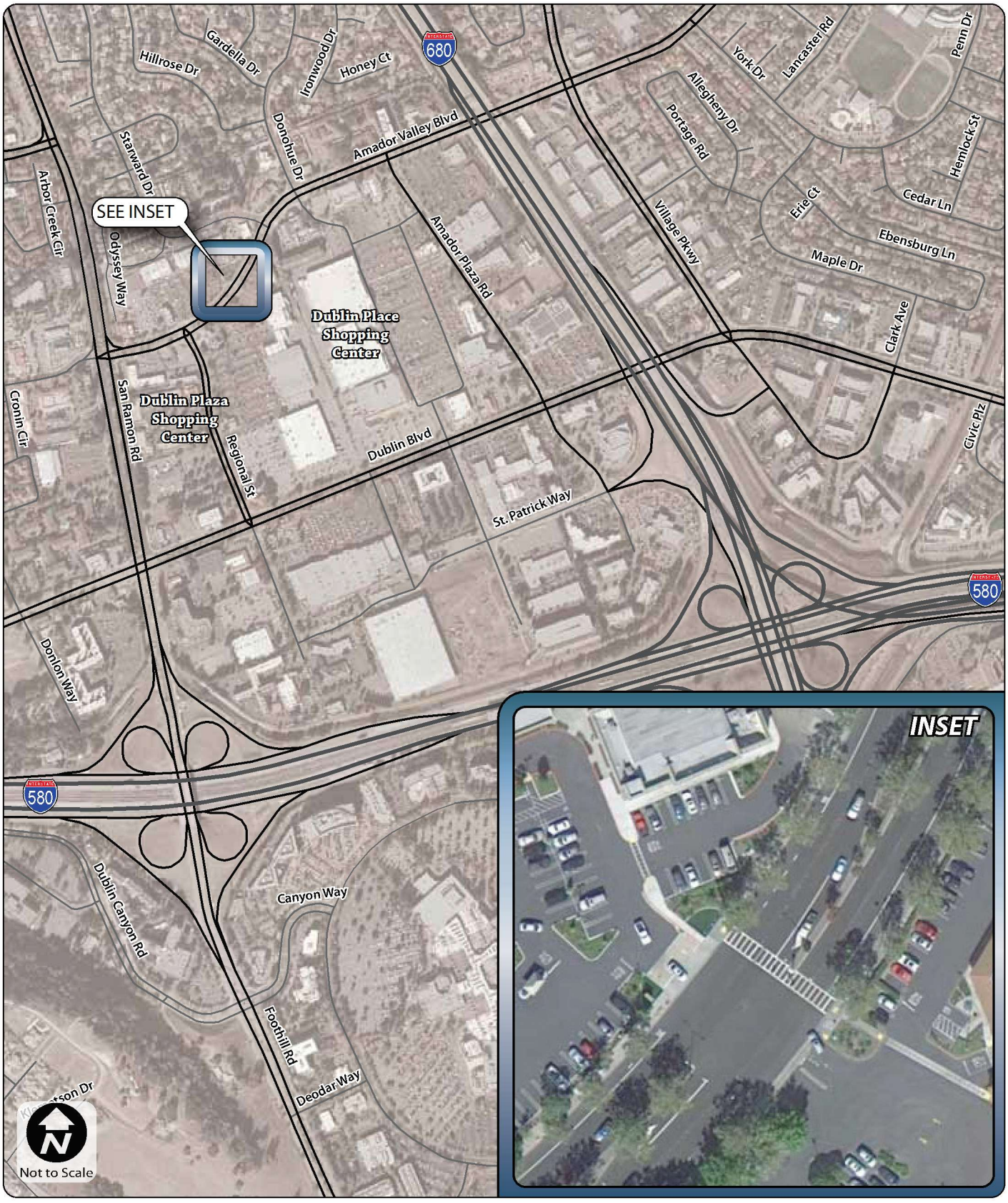
Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 80.0

Source: .

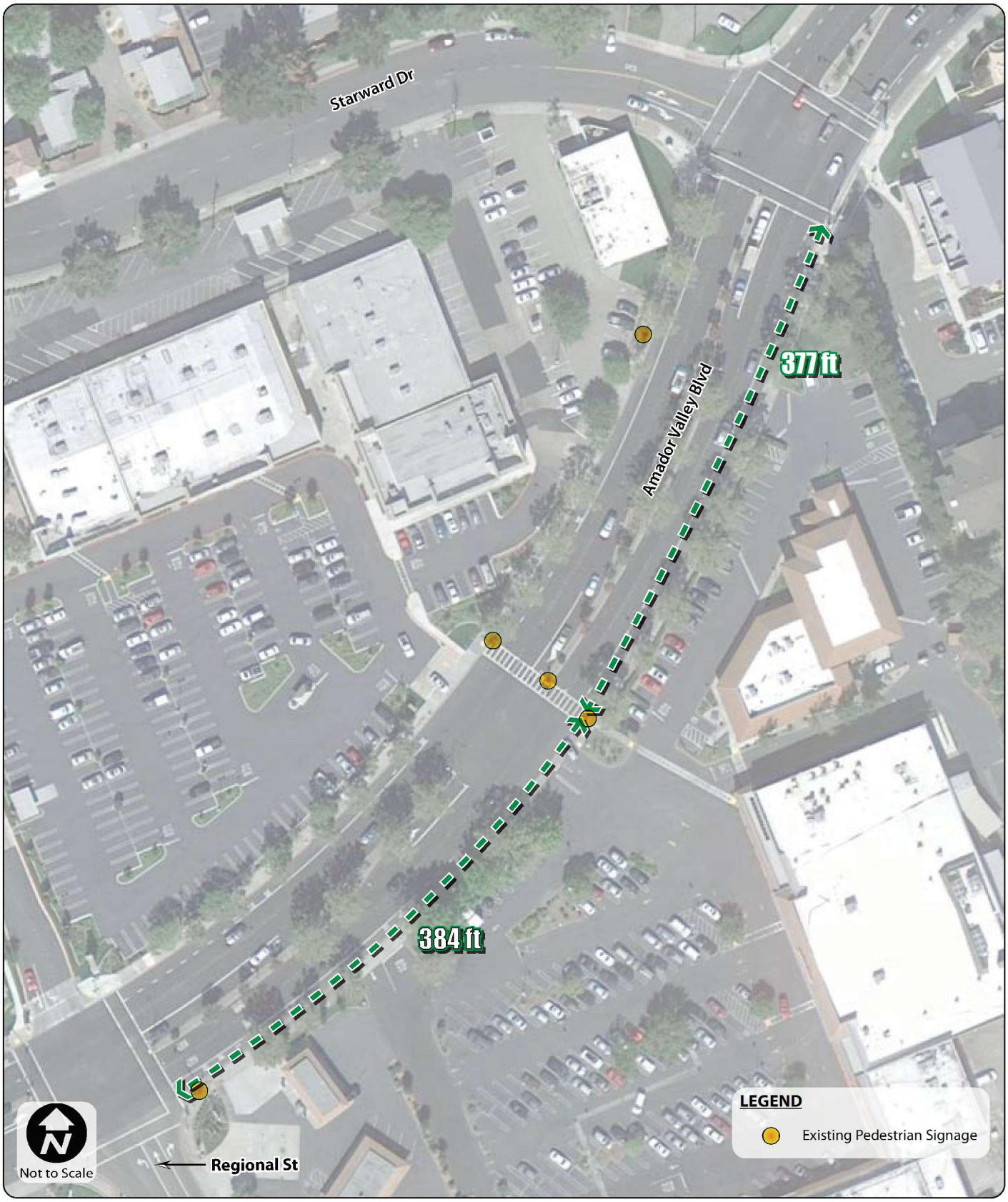
TABLE B-2
UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Per Vehicle (Seconds)[1]
A	Little or no delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: , Transportation Research Board, 2000.



Crosswalk Safety Evaluation



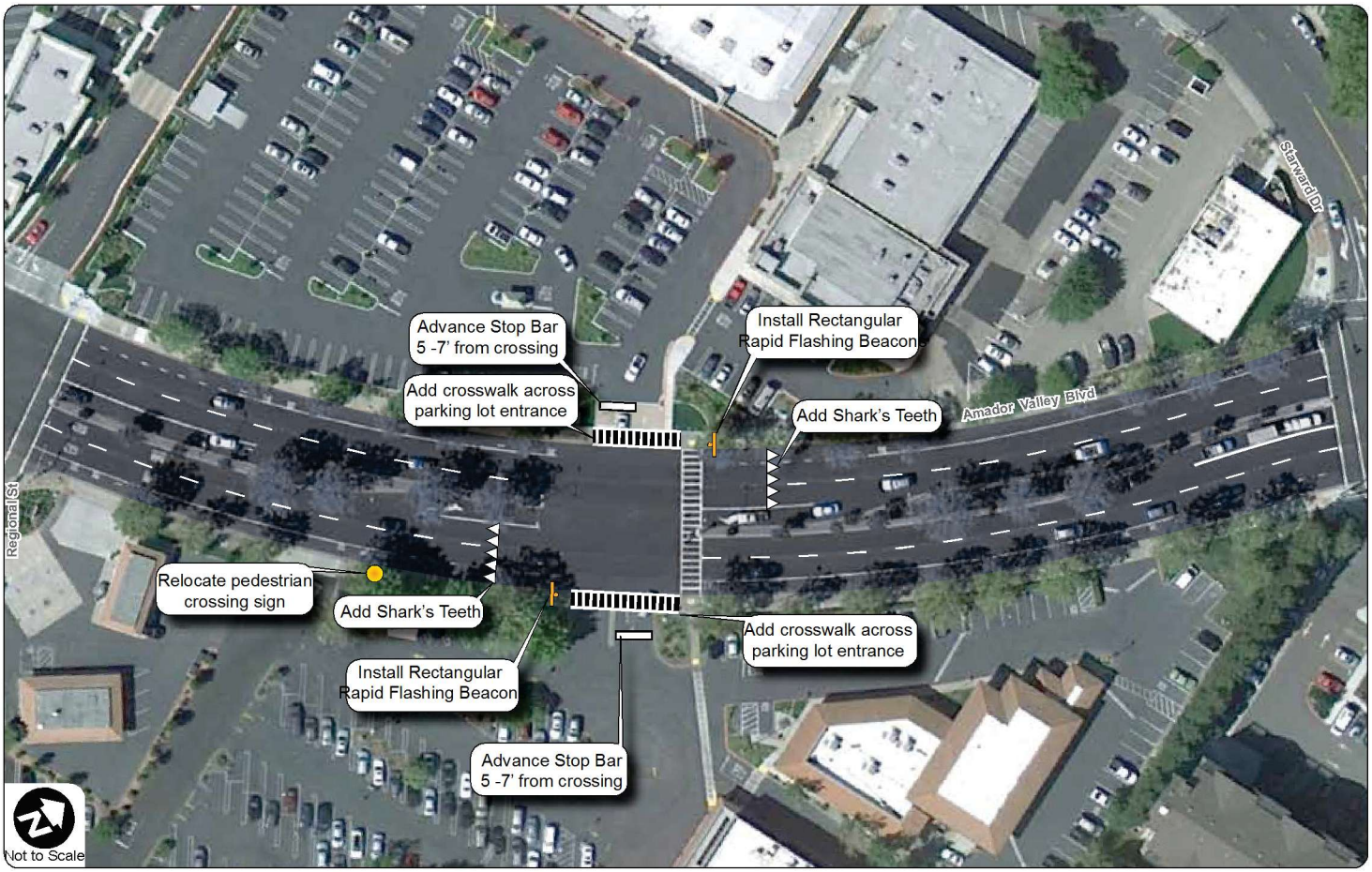
Crosswalk Safety Evaluation

FEHR PEERS

November 2011
WC08-2606.05_2_xwalkdistance

CROSSWALK DISTANCE TO STARWARD DRIVE AND REGIONAL STREET

FIGURE 2

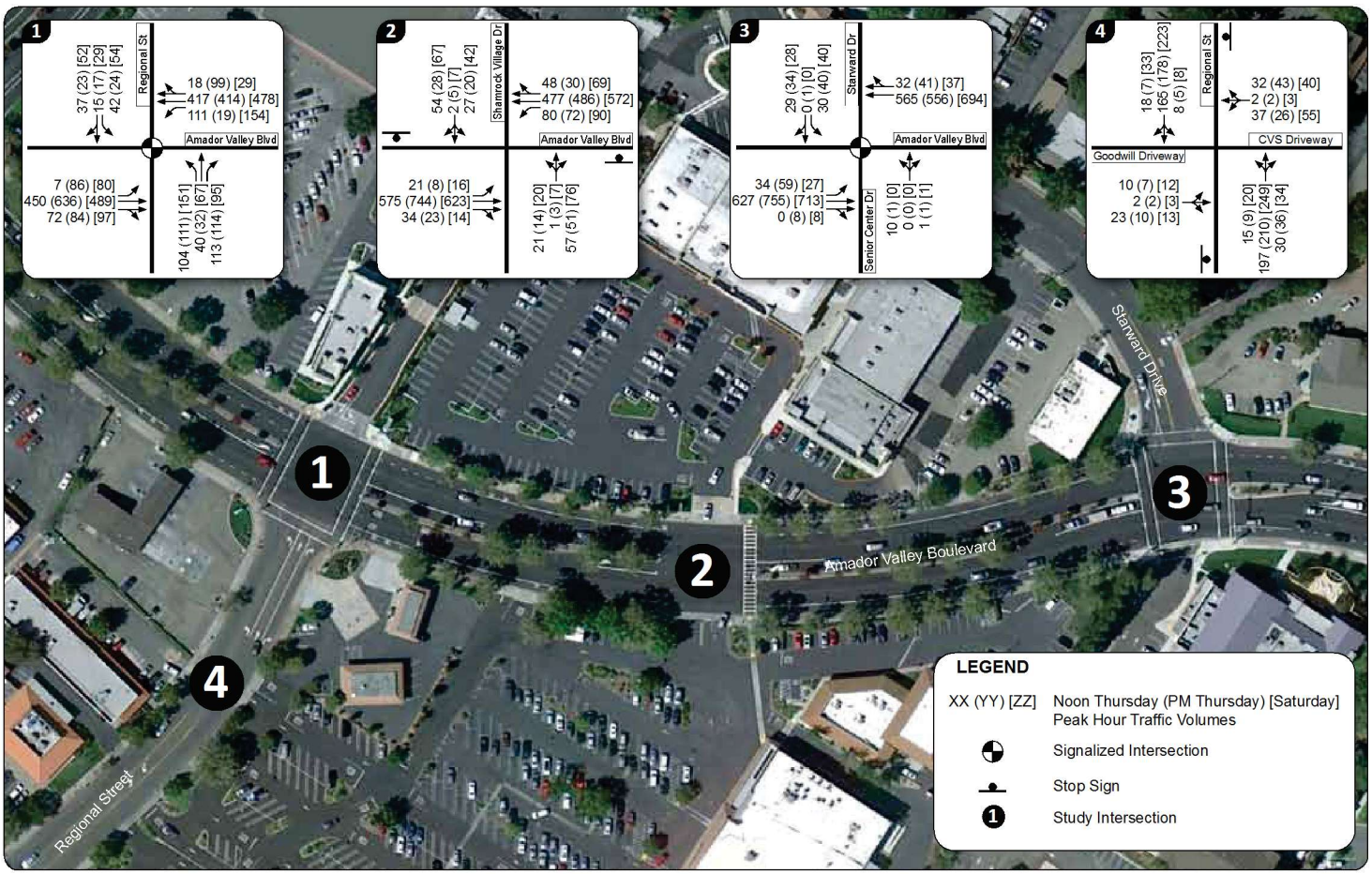


Crosswalk Safety Evaluation

FEHR PEERS

November 2011
WC08-2606.05_3_Signing_&_Striping

POTENTIAL SIGNING AND STRIPING IMPROVEMENTS
FIGURE 3

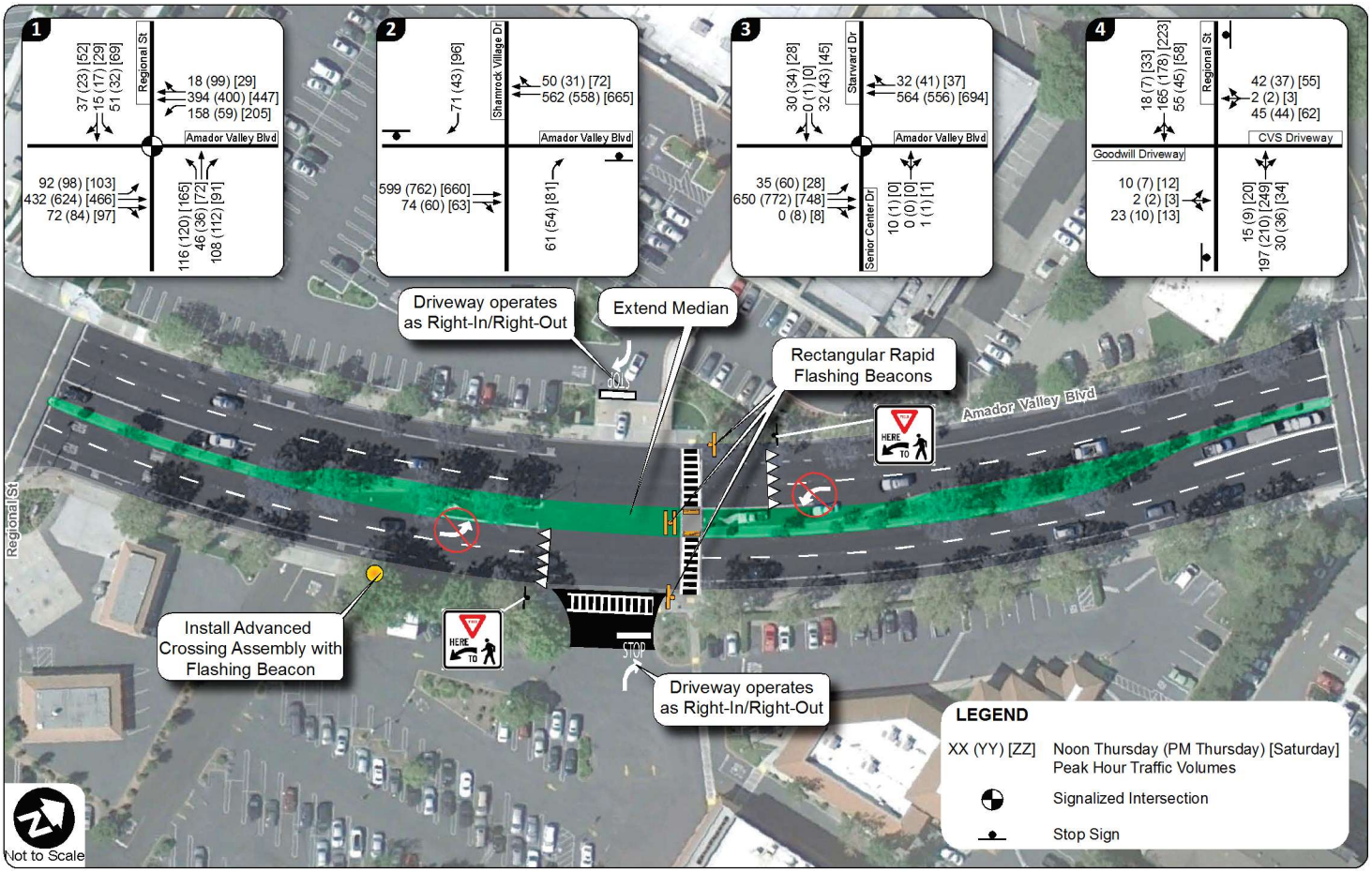


Crosswalk Safety Evaluation

FEHR PEERS

November 2011
WC08-2606.05_5_Update_1_FULLMEDIAN

EXISTING PEAK HOUR VOLUMES & STUDY INTERSECTIONS
FIGURE 4

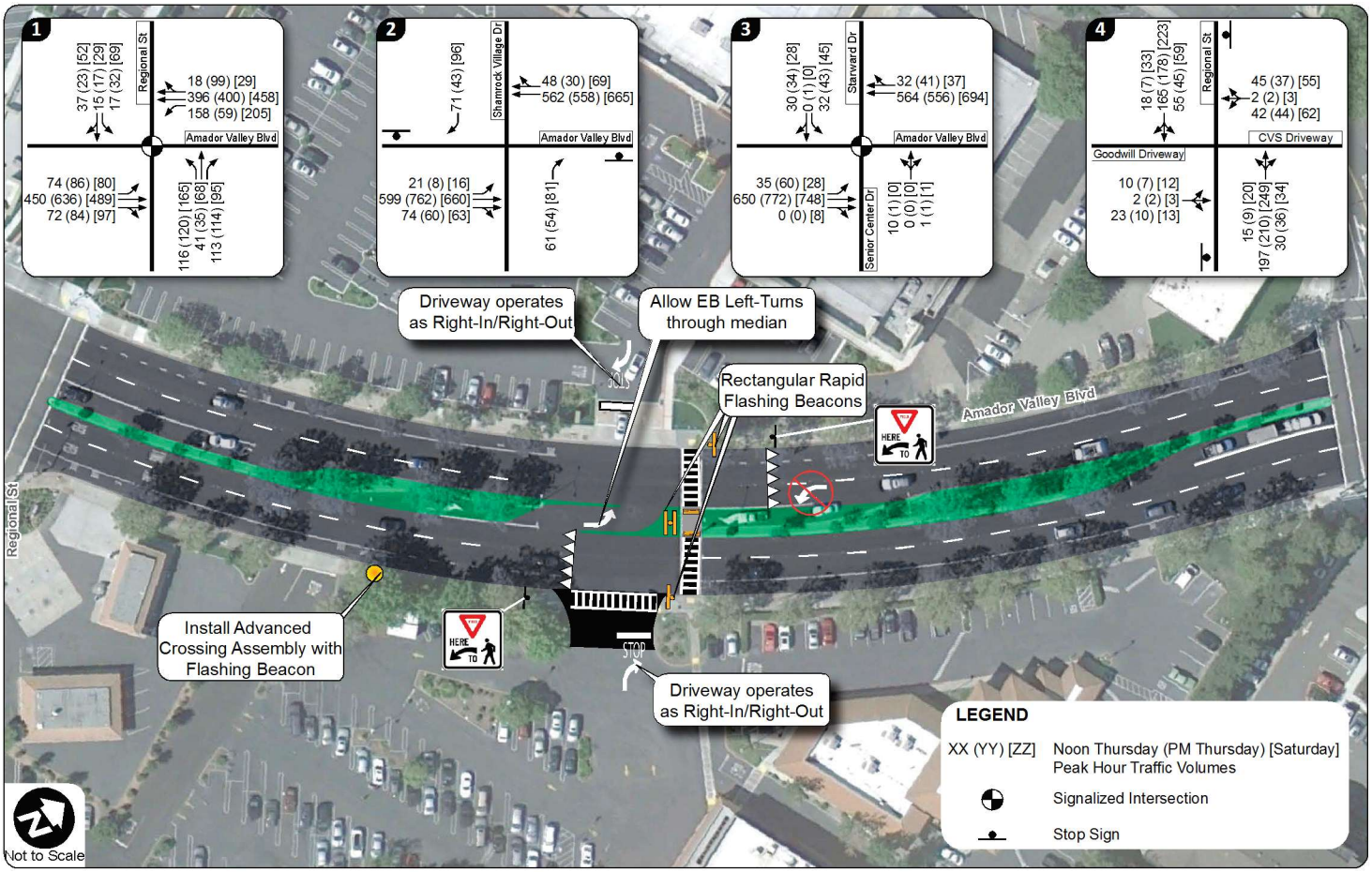


Crosswalk Safety Evaluation

FEHR PEERS

October 2012
WC08-2606.05_5_Update_1_FULLMEDIAN

ROADWAY CONFIGURATION WITH FULL MEDIAN ON AMADOR VALLEY BOULEVARD
FIGURE 5



Crosswalk Safety Evaluation

FEHR PEERS

October 2012
WC08-2606.05_5_Update_2_EBL_ALLOWED

ROADWAY CONFIGURATION WITH PARTIAL MEDIAN ON AMADOR VALLEY BOULEVARD
FIGURE 6

CITY OF
DUBLIN

100 Civic Plaza
Dublin, California 94568
Phone: (925) 833-6650
Fax: (925) 833-6651

City of Dublin Public Notice
Proposed Partial Median Closure
Between Regional Street and Starward Drive
on Amador Valley Boulevard

The City of Dublin is writing to inform you of the proposed action to restrict traffic from crossing Amador Valley Boulevard between Regional Street and Starward Drive from the commercial driveways (Dublin Plaza Center and Shamrock Village) as shown in the attached location map. The proposed action will also restrict traffic from making left turns into the southerly commercial driveway (Dublin Plaza Center) from Amador Valley Boulevard while travelling towards San Ramon Road.

This action is recommended to address community concerns on pedestrian safety at the existing white crosswalk connecting the two commercial driveways. The proposed project will construct a raised concrete median by extending the existing concrete median, install pedestrian flashing beacons (Rectangular Rapid Fire Beacons), and new signing and striping.

This item will be reviewed by the City Council at its meeting on **Tuesday, March 19, 2013**. If you would like to submit comments to be included in the staff report for the City Council's consideration, please do so by **Tuesday, March 5, 2013.** Otherwise, comments may be received up to the date of the meeting. Comments may be submitted via email to Obaid.Khan@dublin.ca.gov or via mail to the following address:

Obaid Khan, Senior Civil Engineer (Traffic/Transportation)
City of Dublin Public Works Department
100 Civic Plaza
Dublin, CA 94568

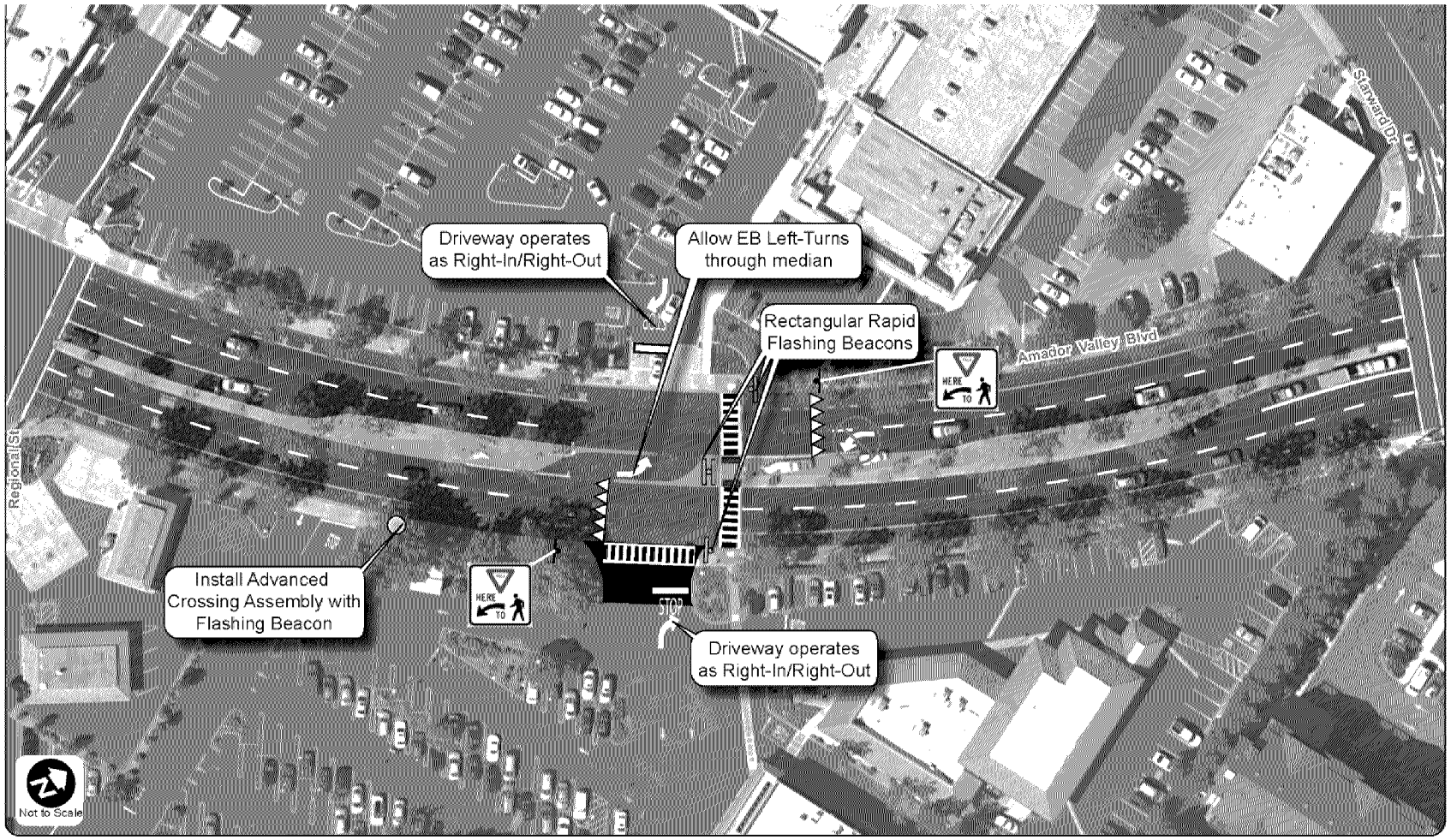
You are also invited to participate in person at the City Council meeting starting at 7:00 p.m. in the City Council Chambers at 100 Civic Plaza in Dublin.

Should you have any questions in advance of the meeting, please call (925) 833-6630.

City Council
(925) 833-6650
City Manager
(925) 833-6650
Community Development
(925) 833-6610
Economic Development
(925) 833-6650
Finance/Admin Services
(925) 833-6640
Fire Prevention
(925) 833-6606
Human Resources
(925) 833-6605
Parks & Community Services
(925) 556-4500
Police
(925) 833-6670
Public Works/Engineering
(925) 833-6630

Dublin
All-America City
2011

Location Map



FEHR PEERS

ROADWAY CONFIGURATION WITH PARTIAL MEDIAN ON AMADOR VALLEY BOULEVARD

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

MEMORANDUM

Date: April 4, 2013

To: Bicycle and Pedestrian Advisory Committee

FROM: Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
Beth Walukas, Deputy Director of Planning

SUBJECT: **Update on Complete Streets Local Policy Adoption**

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

Summary
Local jurisdictions in Alameda County were required to adopt complete streets policies, or demonstrate that their general plan is compliant with the state Complete Streets Act, by April 1, 2013 in order to meet the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) requirement. In October 2012, the Alameda CTC Commission approved ten policy elements that are required for local jurisdictions in Alameda County to be compliant with both the Alameda CTC's Master Program Funding Agreements (MPFAs) requirement for a local complete streets policy, and also the OBAG requirement. As of mid-March, all 15 jurisdictions in the county met the complete streets requirement for adopting a local policy or having a compliant general plan. Alameda CTC staff has provided local jurisdictions with resources and assistance to support them in adopting these complete streets policies. Staff is currently reviewing adopted policies and will provide an update to the Alameda CTC Commission in the near future regarding whether all local policies meet Alameda CTC's policy element requirements.

Background
Complete streets are generally defined as streets that are safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, users and operators of public transit, and emergency services. A complete street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

The Alameda CTC MPFAs, adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013. Five months after Alameda CTC's adoption of the MPFAs, the MTC, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy or to have a general plan that complies with the California Complete Streets Act of 2008 (AB1358) by January 31, 2013, five months before the Alameda CTC requirement. In October 2012, Alameda CTC staff requested that the MTC grant jurisdictions within Alameda County an administrative deadline extension for adoption of complete streets policies. In December 2012, the administrative extension was approved and extended to June 30, 2013. However, in order for Alameda CTC to ensure that it only considers and programs OBAG funds to jurisdictions that have met the OBAG requirements, jurisdictions that wish to apply for OBAG funds must have adopted their complete streets policy or submit a letter stating that the jurisdiction's general plan is compliant with the California Complete Streets Act by April 1, 2013. Jurisdictions that do not wish to apply for OBAG funds must still adopt a complete streets policy by June 30, 2013 to comply with the MPFAs requirement.

In October 2012, the Alameda CTC Commission approved the ten policy elements required for local jurisdictions in Alameda County to be compliant with the MPFAs requirement. Alameda CTC staff developed the policy elements to incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both agency requirements. To support local jurisdictions in adopting a complete streets policy resolution, staff developed a sample resolution, sample staff report and sample PowerPoint presentation that provides an overview of complete streets. In addition, Alameda CTC staff invited jurisdictions to submit their draft policies to Alameda CTC for staff to review and comment on their compliance with the required policy elements.

As of late March, fourteen of the fifteen jurisdictions in the county have adopted complete streets policies, and one jurisdiction (Fremont) submitted a letter stating that their general plan is compliant with the state Complete Streets Act, thus meeting the OBAG requirement (see summary table below). (In order to be compliant with the MPFA requirement, Fremont will also adopt a complete streets policy by June 30, 2013.) Alameda CTC staff reviewed and provided comments on the nine draft policies and letter (from Fremont) that were submitted for review.

Status: Adopted Local Complete Streets Policy Resolutions		
Jurisdiction	**Date Resolution Adopted**	**Policy Posted to Jurisdiction Website**
Alameda County	**12/4/2012**	
Alameda (City)	**1/14/2013**	✓
Albany	**1/22/2013**	
Berkeley	**12/11/2012**	✓
Dublin	**12/4/2012**	✓
Emeryville	**1/15/2013**	✓

Fremont	**1/7/2013** (date of letter indicating General Plan compliance)	✓
Hayward	**3/19/2013**	✓
Livermore	**1/28/2013**	
Newark	**3/14/2013**	
Oakland	**2/5/2013**	✓
Piedmont	**11/19/2012**	✓
Pleasanton	**12/4/2012**	✓
San Leandro	**2/4/2013**	
Union City	**11/27/2012**	

Alameda CTC is asking all jurisdictions to post their final adopted policy to their website, and has created a webpage on Alameda CTC's website to link to these policies: www.alamedactc.org/app_pages/view/9753. To date, nine cities have provided links, as shown in the above table.

Next Steps

Alameda CTC staff is currently in the process of reviewing all adopted resolutions to ensure that they meet the intent of the required policy elements, and will report to the Alameda CTC Commission in the near future on this topic. Now that all jurisdictions have adopted complete streets policies, Alameda CTC staff and MTC are developing resources and technical assistance for policy implementation. MTC is developing a workshop on complete streets design and implementation, scheduled for May 13 (http://www.mtc.ca.gov/planning/complete_streets/). Alameda CTC staff will be providing resources, such as workshops, a speaker series and a half-day conference, on implementation.

This page intentionally left blank

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '12*
1	**Ms.**	**Tabata, Chair**	**Midori**	**Oakland**	**Alameda County Mayors' Conference, D-4**	**Jul-06**	**Oct-11**	**Oct-13**	**0**
2	**Ms.**	**Welsh, Vice-Chair**	**Ann**	**Pleasanton**	**Alameda County Supervisor Nate Miley, District 4**	**Oct-09**	**Jan-12**	**Jan-14**	**1**
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	0
5	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	2
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	2
9	Mr.	Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
10	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	2
11		**Vacancy**			**Alameda County Mayors' Conference, D-2**				

This page intentionally left blank

Alameda County Transportation Commission

Bicycle and Pedestrian Advisory Committee

Draft Meeting Schedule for 2012-2013 Fiscal Year

Created: May 30, 2012
Updated: March 29, 2013

	Meeting Date	Meeting Purpose
1	July 12, 2012	• Review Draft Countywide Pedestrian and Bicycle Plans (Info) • Review Draft Bike/Ped Counts Report and 2012 Counts List (Info) • Draft Performance Report (Info) • Update on Complete Streets & June Workshop (Info)
2	September 6, 2012 (Note – this is the 1st Thursday of the month)	• Input on OBAG Funding Program & Complete Street Policy requirement (Info) • Summary of All Local Pass-Thru Expenditures (Board report) (Info) • Update on Subcommittee on BPAC Renaming • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • CDF Grants: Sponsor presentations (Berkeley Aquatic Park, Travel Choice, and Albany AT Plan)
3	October 4, 2012 (Note – this is the 1st Thursday of the month)	• Recommendation on Final Draft Countywide Pedestrian and Bicycle Plans (Action) • Input on OBAG Funding Program (Info) • Input on Alameda CTC Complete Street Policy requirement (Info) • Update on Subcommittee on BPAC Renaming
4	November 15, 2012 (Note – this is the 3rd Thursday of the month)	• Input on OBAG Funding Program (Info) • Approval of Revised BPAC Bylaws (Action) • CDF Grants: Amendment requests and sponsor presentations, as needed (Irvington) • Update on the Transportation Expenditure Plan ballot measure (Info) • Grant Summary Report to Commission (Info)
5	February 7, 2013	• Update on OBAG Funding Program and PDA Planning (Info) • Status report on Alameda County SR2S program (Info) • Early input on Bike Safety Education RFP (Info) • Update on Complete Streets policy adoption (Info) • Update on Bike to Work Day 2013 planning and funding (Info)
6	April 11, 2013	• OBAG/Measure B/VRF Coordinated Call for Projects: Review summary list of all submitted projects. (Info) • Develop questions on Complete Streets Checklists for OBAG Projects (Info) • Review Bike Safety Education Scope of Work (Action) • Update on Complete Streets policy adoption (Info) • Review TDA Article 3 Projects (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed
7	May 2, 2013	• Updates on OBAG Funding Program and PDA Planning (Info)

	(Notes – this is the 1st Thursday of the month and t**his meeting date may change!)**	• Input on Draft List of Projects for OBAG/Other Funding • Review TDA Article 3 Projects, as needed (Info) • CDF Grants, Cycles #3&4: Semi-Annual Progress Reports (Info) • CDF Grants: Amendment requests and sponsor presentations, as needed (City of Oakland Final Report?), plus update on East Bay Greenway project (Info)

8	June 13, 2013
	(Note: This meeting date may change!)
		• Updates on OBAG Funding Program and PDA Planning (Info)
		• Input on Final List of Projects for OBAG/Other Funding
		• Input on Draft 2013 Countywide Bicycle and Pedestrian Counts Report (Info)
		• Input on Draft Performance Report (Info)
		• BART Bicycle Advisory Task Force Appointment(s) (Action)
		• CDF Grants: Amendment requests and sponsor presentations, as needed
		• Report on Bike to Work Day (Info)
		• Grant Summary Report from May Commission Meeting (Info)
		• Summary of All Local Pass-Thru Expenditures (Board report) (Info)
		• Organizational Meeting:
		  ○ Distribute BPAC Action Log: FY 12/13 (Info)
		  ○ Presentation on Alameda CTC's Bike/Ped Work Program for 13/14 (Info)
		  ○ Schedule for 13/14 BPAC Meetings (Info)
		  ○ Election of Chair & Vice-Chair for FY 13/14 (Action)
		  ○ Review Bylaws (Action)

Future Meetings:

- Final Performance Report (Info)

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type *(sponsor-driven)*	Meeting Time
Friday, March 22, 2013	**Inside Oakland**	**Oakland Chamber of Commerce**	Oakland Chamber Board Room 475 14th St., Suite 100 Oakland, 94612	B - Business	8:30 - 10am
Saturday, March 23, 2013	**Oakland Running Festival Expo**	**City of Oakland**	Oakland Marriott City Center 1001 Broadway Oakland, CA	BP - Bike/Ped	9am - 5 pm
Tuesday, March 26, 2013	**Legislative Meeting with Congressman Eric Swalwell's Sr. District Rep, Josh Huber**	**Congressman Eric Swalwell**	5075 Hopyard Road, Suite 220 Pleasanton, CA 94588	E_G - Elected Officials_Governme nt Agencies	1 - 1:30pm
Wednesday, March 27, 2013	**BikeMobile**	**Oakland Center One Apartments**	Oakland	ED - Education	
Monday, April 01, 2013	**Government Affairs Committee Meeting**	**Berkeley Chamber of Commerce**	1834 University Ave. Berkeley, CA 94703	B - Business	12 - 2pm
Monday, April 01, 2013	**Atlantis Bus Fuel & Wash Facility Dedication Ceremony**	**WHEELS & Tri-Valley Rapid**	875 Atlantis Court Livermore, CA 94551	B - Business	3 - 5pm
Saturday, April 06, 2013	**Cinderella Classic**	**Valley Spokesman Bicycle Touring Club**	Alameda County Fairgrounds, Pleasanton, CA	BP - Bike/Ped	10am - 5pm
Monday, April 08, 2013	**Government Affairs Committee Meeting**	**San Leandro Chamber of Commerce**	Chamber Offices 15555 E. 14th St., Suite 100 San Leandro, CA 94578	B - Business	12 - 2pm
Wednesday, April 10, 2013	**Economic Development Forum: Alameda Point Redevelopment Progress - John Russo, City of Alameda, Speaker**	**Oakland Metropolitan Chamber of Commerce**	Chamber Board Room 475 14th Street Oakland, CA	G - General	3 - 4:30pm
Wednesday, April 10, 2013	**Earth Expo - BikeMobile**	**ACPWA**	Frank H. Ogawa Plaza (in front of City Hall) Oakland, CA	G - General	10am - 2pm
Saturday, April 13, 2013	**Riibbon Cutting: Stanley Boulevard Safety & Streetscape Improvement Project**	**ACPWA**	Shadow Cliffs Regional Park (Lakeside Picnic Area) 2500 Stanley Boulevard Pleasanton, CA	E_G - Elected Officials_Governme nt Agencies	10am - 1pm
Tuesday, April 16, 2013	**BikeMobile**	**Dougherty Elementary School**	5301 Hibernia Drive Dublin, CA 94568	ED - Education	2 - 4pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type *(sponsor-driven)*	Meeting Time
Wednesday, April 17, 2013	**APBP Webinar: Economic Benefits of Walkable and Bike Friendly Communities**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Saturday, April 20, 2013	**Earth Day (includes BikeMobile)**	**City of Emeryville**	Doyle Hollis Park (between Hollis/Doyle and 61st/62nd Streets)	G - General	11am - 3pm
Saturday, April 20, 2013	**BikeMobile**	**Bikes In Berkeley Festival**	2300 Martin Luther King Jr Way Berkeley, CA	G - General	3 - 5pm
Sunday, April 21, 2013	**Primavera Century Bicycle Tour**	**Fremont Freewheelers Bicycle Club**	Mission San Jose High School 41717 Palm Avenue Fremont, CA 94539	BP - Bike/Ped	10am - 3 pm
Tuesday, April 23, 2013	**Upcoming Contract Opportunities/DBE Public Participation Session**	**Bay Area Business Outreach Committee**	Oakland	B - Business	3 - 6pm
Tuesday, April 23, 2013	**Senior Health Fair**	**North Berkeley Senior Center**	North Berkeley Senior Center, 1901 Hearst Avenue, Berkeley, CA 94709	S_PWD - Senior Center and People with Disabilities	1-4pm
Tuesday, April 23, 2013	**Clean Commutes Fair**	**Alameda County General Services**	125 12th St., Oakland, CA	E_G - Elected Officials_Government Agencies	11:30am - 2pm
Wednesday, April 24, 2013	**Government Affairs Committee Meeting**	**Fremont Chamber of Commerce**	39488 Stevenson Place, Suite 100, Fremont, CA, 94539	B - Business	7:45 - 8:45am
Thursday, April 25, 2013	**Clean Commutes Fair**	**Alameda County General Services**	224 West Winton Avenue Hayward, CA	E_G - Elected Officials_Government Agencies	11:30am - 2pm
Thursday, April 25, 2013	**CalMentor Quarterly Meeting**	**Caltrans District 4**	Oakland	B - Business	TBD
Thursday, April 25, 2013	**Senior Resource Fair**	**City of Albany**	Albany Senior Center 846 Masonic Ave Albany, CA 94706	S_PWD - Senior Center and People with Disabilities	10am - 2pm
Friday, April 26, 2013	**Inside Oakland**	**Oakland Chamber of Commerce**	Oakland Chamber Board Room 475 14th St. Oakland, 94612	B - Business	8:30 - 10am

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type *(sponsor-driven)*	Meeting Time
Wednesday, May 01, 2013	**Annual Pleasanton Transit Fair**	**City of Pleasanton Senior Center**	Pleasanton Senior Center 5333 Sunol Blvd.	S_PWD - Senior Center and People with Disabilities	10-1 pm
Wednesday, May 01, 2013	**BikeMobile**	**Albany High School**	603 Key Route Blvd Albany, CA	ED - Education	unknown
Thursday, May 02, 2013	**Senior Resource Fair**	**Hayward Area Recreation and Park District**	Kenneth C. Aitken Senior and Communicty Center 17800 Redwood Road Castro Valley, Ca 94546	S_PWD - Senior Center and People with Disabilities	9am - 1pm
Thursday, May 02, 2013	**1st Wednesdays Street Party**	**Pleasanton Downtown Association**	Main Street, Downtown Pleasanton, CA	G - General	4:30 - 9:45pm
Saturday, May 04, 2013	**22nd Annual Livermore Wine Country Festival**	**Livermore Chamber of Commerce**	Livermore (Between First Street. Livermore Avenue and O Street)	G - General	10am - 6pm
Saturday, May 04, 2013	**BikeMobile**	**Jefferson Elementary School**	250 Dutton Avenue Berkeley, CA	ED - Education	unknown
Wednesday, May 08, 2013	**BikeMobile**	**Tyrell Elementary School**	27000 Tyrrell Avenue Hayward, CA 94544	ED - Education	unknown
Thursday, May 09, 2013	**Bike to School and Work Day**	**East Bay Bicycle Coalition**	Frank Ogawa Plaza (and the Dublin /Pleasanton BART Station)	BP - Bike/Ped	6 - 10 am
Thursday, May 09, 2013	**BikeMobile**	**Junction Middle School**	298 Junction Avenue Livermore, CA 94551	ED - Education	unknown
Saturday, May 11, 2013	**Spring Festival**	**Park Street Business Association**	Park Street btw encinal and Lincoln Avenues Alameda, CA	G - General	10am - 6pm
Wednesday, May 15, 2013	**APBP Webinar: Bike Signals**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Friday, May 17, 2013	**BikeMobile**	**Malcolm X Elementary School**	1731 Prince St, Berkeley, CA 94703	ED - Education	5 - 8pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type *(sponsor-driven)*	Meeting Time
Saturday, May 18, 2013	**BikeMobile**	**Cornell School**	920 Cornell Avenue Albany, CA	ED - Education	10am - 1pm
Saturday, May 18, 2013	**BikeMobile**	**Thousand Oaks Elementary School**	840 Colusa Avenue, Berkeley, CA 94704	ED - Education	
Saturday, May 18, 2013	**Amgen Tour of California**	**City of Livermore**	Downtown Livermore, 22 S. L Street, Livermore, CA 94550	BP - Bike/Ped	10am - 8pm
Sunday, May 19, 2013	**Asian American Heritage Festival/Older American Month Celebration**	**City of Hayward**	Hayward City Hall, 777 B Street, Hayward, CA 94541	S_PWD - Senior Center and People with Disabilities	10am - 5pm
Friday, May 24, 2013	**Inside Oakland**	**Oakland Chamber of Commerce**	Oakland Chamber Board Room 475 14th St. Oakland, 94612	B - Business	8:30 - 10am
Saturday, May 25, 2013	**San Lorenzo Farmers' Market**	**Pacific Coast Farmers' Market Association**	Hesperian and Paseo Grande	B - Business	9am - 1pm
Wednesday, May 29, 2013	**BikeMobile**	**Corvallis Elementary School**	14790 Corvallis Street San Leandro, CA 94579	ED - Education	3:30 - 7:30PM
Friday, May 31, 2013	**BikeMobile**	**Wilson Elementary School**	1300 Williams Street, San Leandro, CA 94577	ED - Education	
Saturday, June 01, 2013	**BikeMobile**	**Washington Elementary School**	2300 Martin Luther King Junior Way Berkeley, CA 94704	ED - Education	
Friday, June 07, 2013	**Four Seasons of Health Expo**	**Four Seasons of Health Implementation Team and City of Fremont**	Fremont Multi-Service Senior Center in Central Park, 40086 Paseo Padre Parkway	S_PWD - Senior Center and People with Disabilities	9:30am - 1:30pm
Wednesday, June 19, 2013	**APBP Webinar: What's in There for Me: Mining National Data for Information on Walking and Bicycling**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Thursday, June 20, 2013	**Senior Days at the Alameda County Fair**	**Alameda County**	Alameda County Fairgrounds, 4501 Pleasanton Ave., Pleasanton, CA 94566	S_PWD - Senior Center and People with Disabilities	12 - 5pm

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type *(sponsor-driven)*	Meeting Time
Thursday, June 20, 2013	Downtown Hayward Steet Parties	Hayward Chamber of Commerce	A & B Street	G - General	5:30 - 8:30pm
Thursday, June 27, 2013	Senior Days at the Alameda County Fair	Alameda County	Alameda County Fairgrounds, 4501 Pleasanton Ave., Pleasanton, CA 94566	S_PWD - Senior Center and People with Disabilities	12 - 5pm
Friday, June 28, 2013	Inside Oakland	Oakland Chamber of Commerce	Oakland Chamber Board Room 475 14th St. Oakland, 94612	B - Business	8:30 - 10am
Saturday, June 29, 2013	Afghan Community Health Fair	The Afghan Coalition	Fremont Senior Center 40086 Paseo Padre Parkway, Fremont, CA	S_PWD - Senior Center and People with Disabilities	10 - 2 pm
Monday, July 01, 2013	Annual Mobility Workshop	Alameda CTC	Ed Roberts Campus, Berkeley, CA	S_PWD - Senior Center and People with Disabilities	8-4p
Thursday, July 04, 2013	Senior Days at the Alameda County Fair	Alameda County	Alameda County Fairgrounds, 4501 Pleasanton Ave., Pleasanton, CA 94566	S_PWD - Senior Center and People with Disabilities	12 - 5pm
Wednesday, July 17, 2013	APBP Webinar: From Paint to Preform: Getting the Most from Pavement Markings	Alameda CTC/ APBP	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Thursday, July 18, 2013	Healthy Living Festival	USOAC	Oakland Zoo: 9777 Golf Links Road	S_PWD - Senior Center and People with Disabilities	8am - 2pm
Saturday, July 20, 2013	Pedal Fest	Jack London Square, East Bay Bicycle Coalition, Walk Oakland Bike Oakland	Jack London Square	BP - Bike/Ped	11am - 8pm
Friday, July 26, 2013	Inside Oakland	Oakland Chamber of Commerce	Oakland Chamber Board Room 475 14th St. Oakland, 94612	B - Business	8:30 - 10am
Wednesday, August 07, 2013	Healthy Aging Fair	Alameda County Area Agency on Aging	Chabot College Cafeteria (25555 Hesperian Blvd)	S_PWD - Senior Center and People with Disabilities	10am - 2:30pm
Saturday, August 10, 2013	Black Expo	Bay Area Black Expo	Mills College	G - General	all day

Meeting Date	Event Name	Sponsor Agency/ Organization	Meeting Location	Outreach Type *(sponsor-driven)*	Meeting Time
Wednesday, August 21, 2013	**APBP Webinar: Getting Better Data for Better Decisions: Improving Performance Measures and Outcomes**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Thursday, August 29, 2013	**BOC (Breakfast of Champions) Presentation**	**BOC - Oakland**	Francesco's Restaurant, 8520 Pardee Drive, Oakland, CA 94621	B - Business	7:30 - 9:30am
Wednesday, September 18, 2013	**APBP Webinar: Integrating Spatial Data to Develop Community Priorities**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Sunday, September 29, 2013	**Muscular Dystrophy Association Presentation**	**Muscular Dystrophy Association**	Kaiser Permanente Oakland, 3801 Howe Street, Fabiola Building, Oakland, CA 94611	S_PWD - Senior Center and People with Disabilities	1 - 3pm
Thursday, October 03, 2013	**BOC Construction & Professional Services DBE Training**	**Bay Area Business Outreach Committee**	San Jose (at VTA)	B - Business	8am - 1pm
Wednesday, October 16, 2013	**APBP Webinar: Using Photo-enforcement to Improve Pedestrian Safety**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
October 2013 - TBD	**Festival of Lights - Diwali Mela 2013**		Alameda County Fairgrounds, 4501 Pleasanton Ave Pleasanton, CA 94566	G - General	11am - 11pm
Wednesday, November 20, 2013	**APBP Webinar: Is There Safety in Numbers for Cyclists and Pedestrians?**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm
Wednesday, December 18, 2013	**APBP Webinar: Integrating Equity into Bicycle and Pedestrian Planning**	**Alameda CTC/ APBP**	Alameda CTC, 3rd Floor	BP - Bike/Ped	12 - 1pm