



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

City of Alameda
Mayor Trish Spencer

City of Albany
Vice Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Bicycle and Pedestrian Community Advisory Committee

Thursday, July 9, 2015, 5:30 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

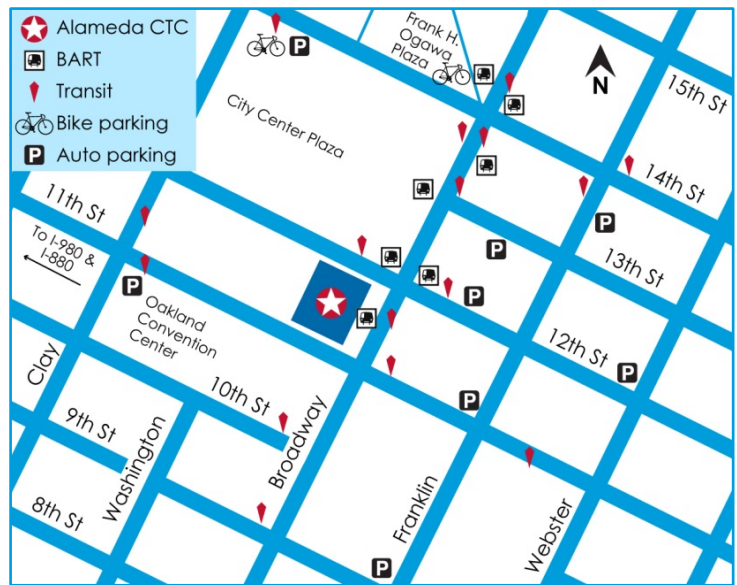
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). **There is bicycle**

parking inside of the garage located off of 11th Street. Press the white button on the call box to inform security of the meeting you are attending at Alameda CTC. Once approved, security will open the gate and there is bicycle parking straight ahead.



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street.

To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, July 9, 2015, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

Chair: Midori Tabata
Vice Chair: Sara Zimmerman
Bicycle and Pedestrian Coordinator:
Matt Bomberg
Staff Liaison: Tess Lengyel
Public Meeting Coordinator: Angie Ayers

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. BPAC Meeting Minutes	Page	A/I
	3.1. Approval of April 9, 2015 BPAC Meeting Minutes	1	A
5:45 – 6:35 p.m. Staff	4. Review of Fruitvale Alive Gap Closure Project	7	I
6:35 – 7:05 p.m. Saravana Suthanthira	5. Presentation on Countywide Multimodal Arterial Plan (Verbal)		I
7:05 – 7:20 p.m. BPAC Members	6. Organizational Meeting		
	6.1. Election of Officers for FY15-16	29	A
	6.2. Review of BPAC Bylaws	31	I
	6.3. Review of FY15-16 BPAC Meeting Calendar	47	A
7:20 – 7:25 p.m. Matt Bomberg	7. Staff Reports (Verbal)		I
7:25 – 7:30 p.m. BPAC Members	8. BPAC Member Reports (Verbal)		
	8.1. BPAC Roster	49	I
7:30 p.m. Midori Tabata	9. Adjournment		

Next meeting: October 8, 2015

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

This page intentionally left blank



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, April 9, 2015, 5:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:35 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present.

2. Public Comment

Ken Bukowski told the committee that on April 4, 2015 he did a video recording of a workshop hosted by Supervisor Keith Carson on "Planning and Caring for Aging Loved Ones." The workshop topics included financial planning, housing options, self-care, etc. Ken let the committee know that the recording may be viewed at <http://regional-video.com/>.

3. Approval of January 8, 2015 Minutes

Preston Jordan moved to approve the January 8, 2015 minutes. Jeremy Johansen seconded the motion. The motion passed 10-0.

4. Complete Streets Project Review Training

Matt Bomberg informed the committee that to prepare for their new role, Alameda CTC arranged a training on complete streets design to help BPAC members review projects. He gave an overview of the items in the packet that are part of this agenda item.

Matt told the committee that ideally they will receive a project to review two weeks before the meeting and the Project Review Checklist will help members to organize their comments. He then introduced Matthew Ridgeway and Carrie Nelson from Fehr & Peers to perform the project review training.

Matthew Ridgeway and Carrie Nelson discussed with the committee Complete Streets design principles and planning to help educate them on what to look for and things to consider while reviewing projects. Matthew and Carrie mentioned that looking at a street and considering what is best for every user is difficult. They discussed a variety of situations and solutions on how to address different designs for pedestrians, bicyclists, and vehicles.

Questions/feedback from members:

- A member requested a definition on infrequent vehicles. Matthew if a truck is present on a street twice a day that's infrequent. It's up to the city engineers to determine what is frequent versus infrequent.
- What is the experience with the solutions discussed versus actual practice? Matthew and Carrie discussed projects in different jurisdictions that went well and others that did not go well because of poor design.

5. Guided Example: Complete Streets Project Review

Matthew Ridgeway and Carrie Nelson walked through with BPAC a sample project review exercise using a project in Sacramento, CA. The committee critiqued the project design.

Questions/feedback from members:

Some members of the committee were concerned about their ability to understand a project design, identify issues, and prioritize problems. Other members expressed that working with project design drawings gets easier with practice and that in their experience reviewing designs for local projects they have helped city staff to improve project designs. One committee member offered that a helpful way to understand a design drawing is to imagine oneself as a driver, a bicyclist, and a pedestrian at different points in the drawing and think through how one would navigate the roadway or intersection. Matt Bomberg noted that in the future BPAC members would be reviewing projects in locations they are familiar with and would have more time to prepare for meetings. Matt also offered that the graphics from the example project make it difficult to see what the project proposes to change as before and after are shown in the same figure.

To address these concerns, members requested additional training. A member also suggested that another approach is to establish subcommittees and pair members with more experience with members with less experience. Tess Lengyel suggested that before Alameda CTC offer additional training on design review, BPAC members should try an actual project review meeting. Tess also offered that BPAC members can meet informally prior to the meeting to help each other understand the project materials.

6. Transportation Development ACT Article 3 Projects

Matt Bomberg informed the committee that one role of the BPAC is to review and provide input on Transportation Development Act Article 3 projects in Alameda County, on request by local jurisdictions. He stated that the BPAC has been requested to review projects submitted by two local jurisdictions, the City of Hayward and the Alameda County Public Works Agency (ACPWA) for funding in fiscal year 2015-2016. The City of Hayward is proposing to spend its full TDA Article 3 allocation on an ADA Curb Ramp program install wheel chair ramps in downtown Hayward. The ACPWA is proposing to spend its funds on three different projects and Carol Levine with ACPWA will discuss those projects.

Matt said the City of Livermore is forming a BPAC and will update its local bicycle/pedestrian master plan through its expenditures of the TDA Article 3 funds, and as such does not need BPAC review and approval of its proposed TDA Article 3 expenditures.

He noted that all projects submitted for TDA Article 3 funding in this funding cycle are listed in the agenda packet.

Carol Levine stated that ACPWA will request their TDA Article 3 funds as follows:

- \$100,000 for the Bicycle and Pedestrian Improvements
- \$100,000 for Pedestrian Ramps
- \$100,000 for Bicycle and Pedestrian Program which focus on bike to work and bike to school day

Questions/feedback from members (and further responses from city staff obtained via email):

- A member mentioned his concerns over the design of curb ramps and requested curb ramp designs ensure that the retaining curb is outside of the sidewalk width. ACPWA staff responded that pedestrian ramps are designed to Manual on Uniform Traffic Control Devices standards.
- Members inquired if the City of Hayward is really implementing ADA ramps downtown Hayward and noted Hayward has used TDA 3 funds for this purpose several years in a row while other cities are using the funds to create Bicycle/Pedestrian Master Plans, support bicycle/pedestrian safety programs, and implement various other projects. Hayward staff noted that the City has funds programmed to support an update of the current Bicycle and Pedestrian Plan and hopes to kick off this work before fall if possible.
- What is the activity done for Bike to Work Day for the unincorporated areas? ACPWA staff explained that funds support stations located at Castro Valley BART station, Bay Fair BART station, Grant Elementary School and Stanley Blvd (Shadow Cliff entrance in East County).

7. City of Piedmont Bicycle and Pedestrian Master Plan Project Closeout Presentation

Kate Black and Janet Chang with the City of Piedmont along with Niko Letunic with Eisen | Letunic Transportation, Environmental and Urban Planning reported this is the final reporting period for the City of Piedmont and Pedestrian Master Plan Project. Nico stated that Eisen | Letunic was hired as a consultant to work with the City of Piedmont to create the Bicycle and Pedestrian Master Plan. He informed BPAC that the outreach process was very comprehensive and the community involvement was impressive considering the City of Piedmont is a small community. Kate discussed lesson learned from the outreach process. She said the City learned a better way of doing public outreach for public projects and developed a comprehensive approach using the workshops and surveys that Niko recommended that involved the community and resulted in working collaboratively. Janet said that planning staff has been working with the public works director and city engineer are working together to coordinate the implementation of the high priority projects and the city maintenance plan.

BPAC inquired about the first project the City will implement. Janet said the city is implementing signage project and coordinating with the City of Oakland on a Grand Avenue Road Diet project that would implement bike lanes. The City of Piedmont said that the project took 13 months to complete.

8. Commission Actions and Staff Reports

8.1. Alameda CTC Countywide Multimodal Plans and Comprehensive Investment Plan

Tess Lengyel gave an overview of the Alameda CTC Countywide multimodal plans. She highlighted each of the below plans:

- Countywide Goods Movement Plan that is being coordinated with the Regional Goods Movement Plan.
- Countywide Transit Plan that is being coordinated with AC Transit major corridor study.
- Countywide Arterial Plan that is being coordinated with local circulation elements.

Questions/feedback from Members:

- Will Alameda County provide funding for rail like Union Pacific Railroad? Tess said that several rail lines run through the heart of many local communities in Alameda County and the plans are looking at how rail lines affect communities.
- To what degree does the Goods Movement plan impact biking, walking and health? The goods movement plan includes last-mile and local delivery issues which often occur on local roads that are shared by bicyclists and pedestrians. The plan is also looking at air quality issues from port operations, trucks, and rail.
- Members requested that Alameda CTC use data from Caltrans Origination and Destination Study in planning studies. Matt noted that the member was referring to the Caltrans Statewide Household Travel Survey data, and that MTC is currently reviewing the data and developing a sample weighting scheme to correct for the fact that many surveys were conducted when children were not in school. Alameda CTC has requested the data several times but it has not been ready.

Tess gave an overview of the Comprehensive Investment Plan (CIP). She stated that the CIP is a programming document that will translate long range plans into short-term commitments of funding. Tess stated that the CIP will include a 5 year fiscally constrained programming budget, a two-year allocation plan, and that all funding sources under Alameda CTC's purview will be included in the CIP, including capital projects, as well as programs and plans. She noted that since the BPAC reviewed CIP scoring criteria in January 2015, the Commission took an action on initial CIP two-year allocation plan in March 2015.

8.2. State Active Transportation Program Cycle II

Matt Bomberg informed the committee that on March 26th, the California Transportation Commission approved the Cycle 2 Active Transportation Program Guidelines. The Cycle 2 Call for projects applications is due by June 1, 2015, and includes Fiscal Years 2016-17, 2017-18 and 2018-19 funding years totaling \$360 million.

8.3. Bay Area Bikeshare Expansion

Matt Bomberg shared that MTC approved the contract to expand the Bikeshare regionally and specific in Oakland, Berkeley, and Emeryville at their April 8, 2015 committee meeting and that the item will soon go to the full MTC Commission for approval.

Matt Bomberg informed the committee that Alameda CTC will be unveiling the I Bike and I Walk campaigns in preparation for bike month in May.

9. BPAC Member Report

Ben Schweng announced two events in Hayward that will take place on Saturday, May 16, 2015:

- Cyclepath – an event to raise community awareness of bicycle related transportation issues in Hayward Downtown area.
- Downtown Hayward Bicycle Street Fair – will include Bike Rodeo, vintage BMX show, and street jam

Midori Tabata informed the group that Walk Oakland – Bike Oakland with the support from Bay Area Bikes and Bike East Bay is hosting a women's group ride on Sunday April 19th at the Fruitvale BART Bike Station assist women/girls to get confident and stay safe on their bikes.

Preston Jordan reiterated his request for a future agenda item for Pavement Management Plans specifically recommending that Alameda CTC and then to MTC a requirement that the pavement management programs incorporate criteria for streets that are bicycle routes.

Preston Jordan said the City of Albany is developing its 2035 General Plan and about year ago he started suggesting they consider automated vehicle technology. Preston is concerned that many of the investments the county is making may be irrelevant in the next 10 to 20 years and he's requesting a future agenda item to discuss this.

Lucy Gigli invited BPAC members to two complete streets projects in the City of Alameda on April 14 and April 29 for Clement Street.

Matt Turner discussed the Castro Valley BPAC. He said many demographic shifts are happening in Castro Valley and many new people in the community are getting involved in the process of discussing the Bicycle and Pedestrian Master Plan.

9.1. BPAC Roster

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

10. Meeting Adjournment

The meeting adjourned at 8:50 p.m. The next meeting is scheduled for July 9, 2015 at the Alameda CTC offices.

This page intentionally left blank



Memorandum

4.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 25, 2015

SUBJECT: Review of Fruitvale Alive Gap Closure Project

RECOMMENDATION: Provide Input on Fruitvale Alive Gap Closure Project.

Summary

One of the main roles of the Countywide BPAC is to provide input to sponsors of capital projects and programs during early development phase. The City of Oakland received a Measure B Bicycle/Pedestrian Countywide Discretionary Fund grant for the Fruitvale Alive Gap Closure Streetscape Project. This grant funds a feasibility study and preliminary design activities for the project which is located on Fruitvale Avenue between East 12th Street and the Oakland/Alameda Estuary.

According to the project's grant application, the project needs and benefits are as follows:

The Fruitvale Avenue corridor functions as a spine connecting neighborhoods in the Oakland Hills, densely populated neighborhoods between I-580 and I-880, waterfront uses and the City of Alameda to the Fruitvale BART Station. A lack of connectivity above and below I-880, high collision rates at intersections, and a poor pedestrian environment characterize the Fruitvale corridor in the gap area. The community's priorities for the corridor, as reported in Fruitvale Alive! and the Central Estuary Area Plan, include safe pedestrian crossings and reduced vehicle congestion and speed along the corridor. Residents have also prioritized streetscape improvements such as signage and wayfinding, improved lighting and pedestrian and bicycle amenities including public art, to strengthen connections between the neighborhoods, particularly at the freeway undercrossings, which act as a significant visual barrier between neighborhoods.

By addressing bicycle and pedestrian deficiencies on Fruitvale Ave., the Project would provide a continuous connection between the Fruitvale BART station and the City of Alameda, thus improving regional transit routes. Further, the Project would advance community supported ideas contained in the Fruitvale Alive! and Central Estuary Area Plans and produce a clear synergy with other planned improvements throughout the area. Existing and new residents west and east of I-880 will benefit from improved bicycle and pedestrian access to the waterfront and to the San Francisco Bay Trail. Improving access to BART is a

high priority that has been occurring in a piecemeal fashion. This project addresses the critical gap to providing safe access for bicycles and pedestrians to BART, and also for improving the I-880 undercrossing, with the aim of reducing a visual barrier and connecting the greater Fruitvale community to significant waterfront amenities.

The City of Oakland project manager will be in attendance at the July 9, 2015 meeting to answer questions and respond to comments on the project's preliminary design concepts. BPAC members are encouraged to review the project materials and formulate questions and comments in advance of the meeting, using the worksheet in Attachment E.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Project Review Cover Sheet
- B. Project Overview Maps
- C. Project Concept Drawings
 - 1. Policy Improvements Completed and Policy Improvements to be Completed
 - 2. Cycletrack Concept Drawing –See separate attachment
 - 3. Median Concept Drawing – See separate attachment
 - 4. Alameda/Gateway Detail
 - 5. I-880 Underpass Detail
- D. Project Area Collision History Map and Information
- E. Project Review Checklist and Input Form

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner



Bicycle Pedestrian Advisory Committee Capital Project Information Sheet

Background Information

Project Name: Fruitvale Alive Gap Closure Streetscape Project

Project Location: Fruitvale Avenue between Alameda Avenue and E. 12th Street
Describe project limits, intersections, etc.

Project Type (check one below):

Arterial/ Collector	Freeway Interchange	Multi-use Pathway	Transit Station Area	Local Street	Streetscape
X			X		X

Project Cost (estimated): TBD

Project Phase: Conceptual Design and 35% Engineer Design
(Example: feasibility study, scoping, preliminary design, 30% design)

Project Description: The City of Oakland is working to improve the safety and experience for all modes of travel on Fruitvale Avenue from Alameda Avenue to East 12th Street. A critical gap in bike and pedestrian facilities exists along Fruitvale Avenue where bike and pedestrian connections are substandard and need improvement. The Fruitvale Alive! Gap Closure Streetscape Project will build upon the previous planning, design, and construction work done for the corridor to increase the utility of this corridor for bike and pedestrian access while simultaneously improving traffic operation.

Project Context

Major Trip Generators (please describe): The Fruitvale Avenue corridor functions as the spine connecting the MacArthur Freeway (I-580), densely populated neighborhoods, shopping districts, the future AC Transit Bus Rapid Transit (BRT) project, the Fruitvale BART Station, Nimitz Freeway (I-880), waterfront uses, and the City of Alameda to each other.

Land Use(s): Medium Density Residential, Commercial
(Example: high-density residential, mixed residential/commercial, rural/agricultural, etc.)

Existing Facility Classifications

FHWA Functional class: Major Arterial

Transit routes: AC Transit Bus Routes - Local Route 51A, All Nighter Route 851, Transbay Route O. Fruitvale BART Station.

Bicycle facilities: Class I and II Bikeways

Pedestrian facilities: Sidewalks, crosswalks at signalized intersections

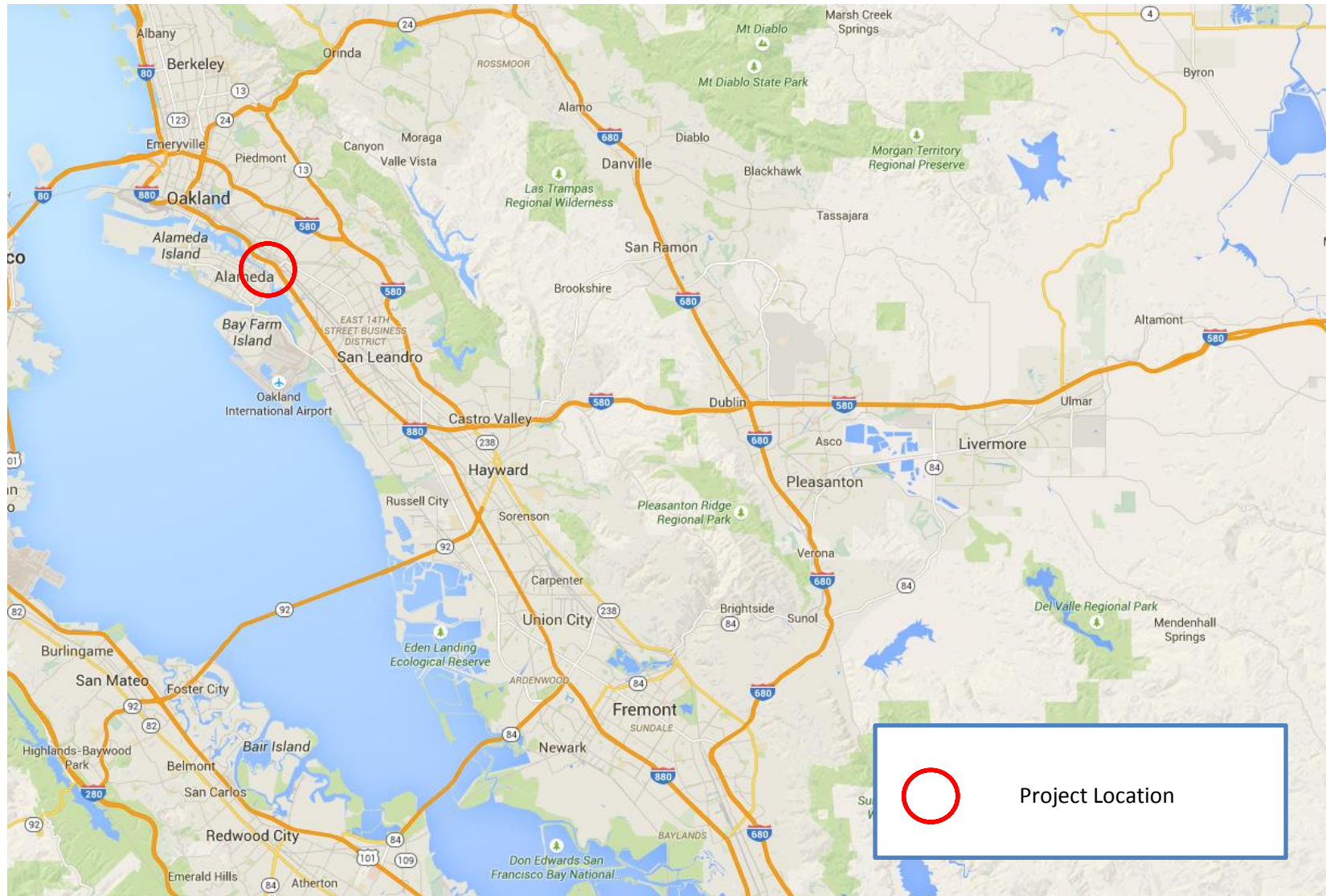
Truck route (yes/no): Yes – North of San Leandro St.; No – South of San Leandro St.

Design speed: 25 mph

AADT: About 22,000 vehicles per day

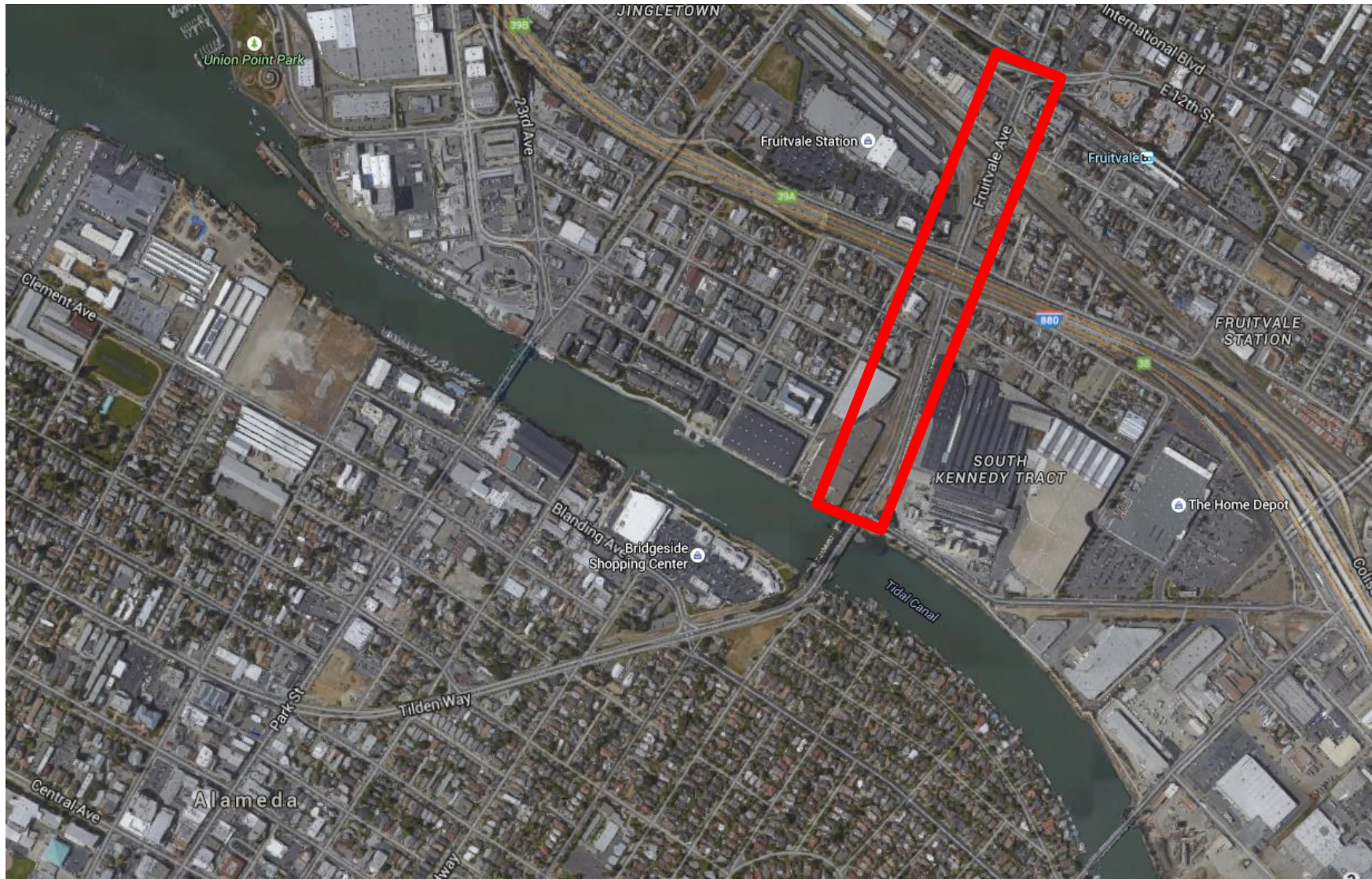
This page intentionally left blank

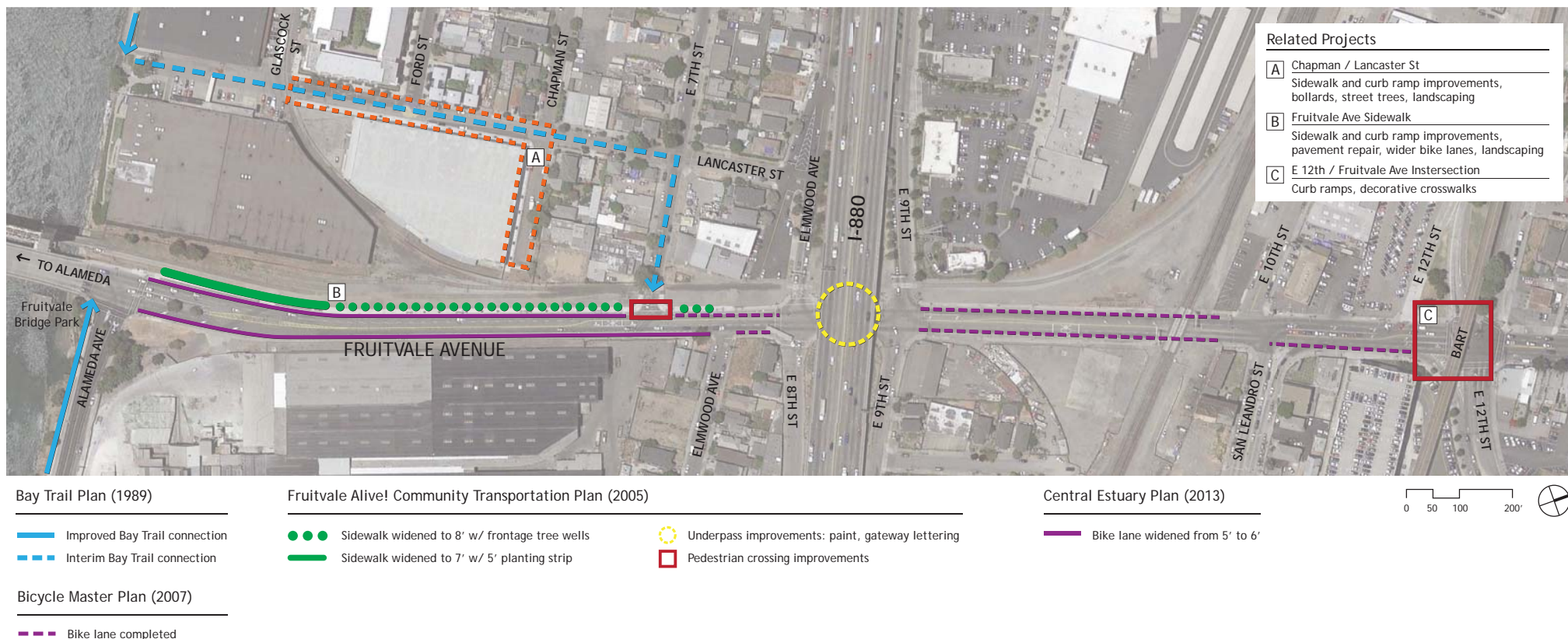
Project Location



Project Overview Maps

Project Vicinity

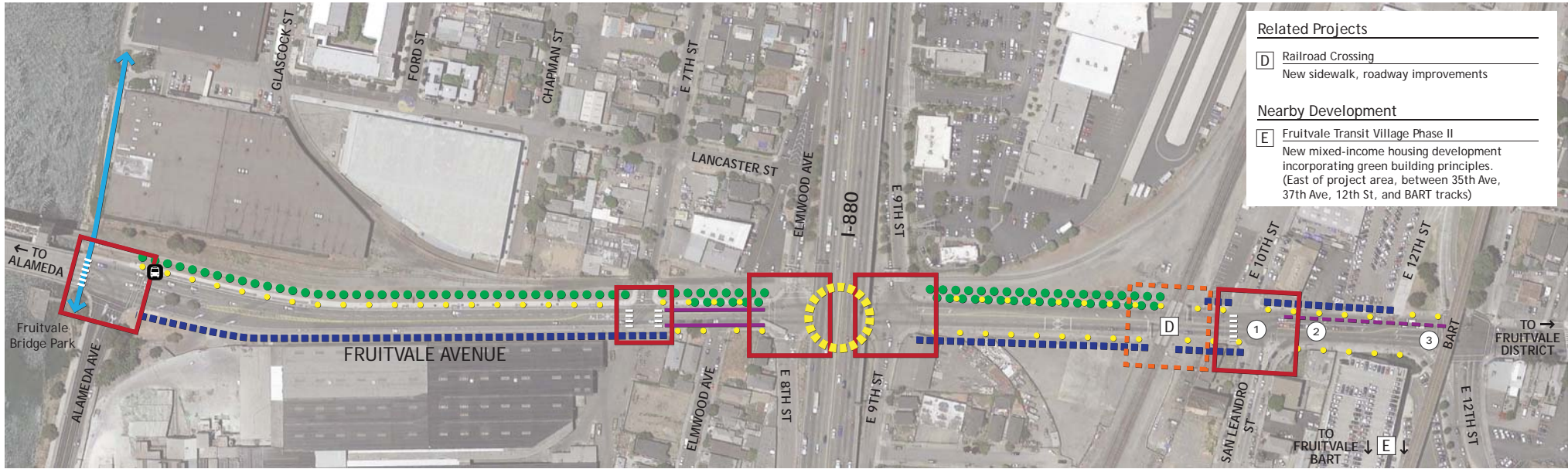




Policy Improvements Completed

FRUITVALE ALIVE GAP CLOSURE STREETScape IMPROVEMENT PROJECT

Community Meeting #1 · 5/12/2015



Related Projects

- D** Railroad Crossing
New sidewalk, roadway improvements

Nearby Development

- E** Fruitvale Transit Village Phase II
New mixed-income housing development incorporating green building principles. (East of project area, between 35th Ave, 37th Ave, 12th St, and BART tracks)

Bay Trail Plan (1989)

- Improved Bay Trail connection

Pedestrian Master Plan (2002)

Fruitvale Avenue designated a City Pedestrian Route with 12' minimum recommended sidewalk width

Bicycle Master Plan (2007)

- Bike lane

Fruitvale Alive! Community Transportation Plan (2005)

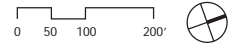
- Pedestrian-scale light fixtures
- Widen sidewalk (10' min) and improve streetscape when frontage properties are redeveloped
- New street trees
- ||||| New crosswalks
- New bus shelter
- ⊙ Underpass improvements: lighting, landscaping

- Pedestrian crossing improvements: use highly visible markings, add in-pavement "PED XING" marking, add countdown timers, install advance limit lines, add pedestrian crossing signs and add in-pavement markers to unsignalized crosswalks
- ① Pedestrian safety concern area. Install "Keep Crosswalk Clear" sign and red arrow bulb for right turn movements.
- ② Re-stripe SB lanes to two left-turn lanes and one through lane.
- ③ Eliminate NB right turn lane. Re-stripe to two left-turn lanes, one through lane, and one through and right lane. Increase turning radius for EB right truck turns.

Central Estuary Plan (2013)

Primary bicycle and pedestrian connection between Alameda, BART, and the Central Estuary (length of project area)

- Widen bike lane from 5' to 6'
- Pedestrian-scale light fixtures (east side)



Policy Improvements To Be Completed

FRUITVALE ALIVE GAP CLOSURE STREETScape IMPROVEMENT PROJECT

Community Meeting #1 · 5/12/2015



Existing Condition

1. Median narrow and concrete.
2. Roadway wider than needed.
3. 6' sidewalk.
4. Large curb radius.

5. Bus stops unimproved.
6. City-owned area needs improvement.
7. Auto-oriented street lights.
8. Standard bike lanes.



A - Renovated Median

1. Median widened slightly and planted with trees and shrubs.
2. Roadway narrowed slightly to shorten pedestrian crossing distance.
3. Sidewalk widened to 10' and planted with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.

5. Bus stops improved.
6. City-owned area landscaped and improved.
7. Pedestrian- and auto-oriented street lights.
8. Bike lanes widened and buffered with paint stripe.
9. New gateway sign.



B - Widened Median

1. Median widened and planted with trees and shrubs.
2. Roadway narrowed to shorten pedestrian crossing distance.
3. Sidewalk widened to 10' and planted with street trees.
4. Curb radius reduced to shorten pedestrian crossing distance.

5. Bus stops improved.
6. City-owned area landscaped and improved.
7. Pedestrian- and auto-oriented street lights.
8. Bike lanes widened and buffered with paint stripe.
9. Salvaged Hegenberger Road gateway sign with new banner.

This page intentionally left blank



Existing Condition

- | | |
|---|---|
| <ul style="list-style-type: none"> 1. 6' sidewalks. 2. 5' bike lanes. 3. 4-leg crosswalks incomplete 4. No pedestrian-oriented lighting | <ul style="list-style-type: none"> 5. Chain link fence 6. Weeds and gravel next to sidewalk 7. Underpass and column paint needs updating 8. Large curb radius |
|---|---|



Concept Improvements

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Sidewalks widened to 10'. 2. Bike lane widened to 7'. 3. Crosswalks provided on all four intersection legs per Fruitvale Alive Community Transportation Plan. 4. Pedestrian-oriented lights improve pedestrian safety and match Fruitvale Alive lights. | <ul style="list-style-type: none"> 5. Chain link fence replaced with decorative fencing and relocated to back of columns. 6. Cobble surfacing provides low maintenance edge band. 7. Underpass improvements cleaned and refurbished. 8. Curb radius reduced to shorten pedestrian crossing distance. 9. Gateway signage added to underpass. |
|---|--|

This page intentionally left blank

Collision History in Project Vicinity
January 1, 2008 - December 31, 2012

Case ID	Crash Severity	Violation Category	Number Fatalities	Number Injuries	Pedestrian Involved?	Bicycle Involved?	Truck Involved?	Alcohol Involved?	Crash Type	Pedestrian Action	Primary Road	Secondary Road	In Intersection?	Date	Time	Number Parties	Primary Collision Factor	CA Vehicle Code Section	CA Vehicle Code Subsection
3994443	4	0	0	1		Y			D	A	INTERNATIONAL BL	FRUITVALE AV	N	11/16/2008	1404	2	D	0	
4927433	3	0	0	1		Y			D	A	FRUITVALE AV	E 8TH ST	Y	10/29/2010	1315	2	D	0	
5780661	4	0	0	1					C	A	SAN LEANDRO AV	FRUITVALE AV	N	7/28/2012	850	2	D	0	
3731292	4	3	0	1					C	A	INTERNATIONAL BL	FRUITVALE AV	N	4/17/2008	1431	2	A	22350	
3817154	4	3	0	2					C	A	E 12TH ST	FRUITVALE AV	N	6/5/2008	1645	2	A	22350	
4401619	3	3	0	1					C	A	FRUITVALE AV	8TH ST	Y	7/24/2009	1503	2	A	22350	
4511063	4	3	0	1					D	A	INTERNATIONAL BL	FRUITVALE AV	Y	11/26/2009	1606	2	A	22350	
5890777	4	3	0	1					C	A	INTERNATIONAL BL	FRUITVALE AV	N	11/26/2012	2215	2	A	22350	
5668285	4	4	0	2					C	A	FRUITVALE AV	ELMWOOD ST	Y	5/21/2012	1305	3	A	21703	
4910371	3	5	0	2		Y			D	A	ALAMEDA AV	FRUITVALE AV	N	8/18/2010	1038	2	A	21202	A
5266200	4	5	0	1		Y			H	A	INTERNATIONAL BL	FRUITVALE AV	Y	7/11/2011	1625	2	A	21650	1
5483508	4	8	0	1		Y			H	A	FRUITVALE AV	INTERNATIONAL BL	N	1/5/2012	622	2	A	22107	
5506647	4	8	0	1					E	A	ELMWOOD AV	FRUITVALE AV	N	12/22/2011	233	1	A	22107	
5537704	4	8	0	1					E	A	FRUITVALE AV	ALAMEDA AV	N	2/24/2012	2305	1	A	22107	
5892007	4	8	0	4					B	A	FRUITVALE AV	SAN LEANDRO	Y	12/21/2012	2018	2	A	22107	
5219598	4	9	0	1					D	A	FRUITVALE AV	INTERNATIONAL BL	Y	6/18/2011	2330	2	A	21801	A
5270279	4	9	0	1		Y			H	A	FRUITVALE AV	ELMWOOD AV	Y	6/12/2011	1508	2	A	21801	A
5782853	3	9	0	1					A	A	FRUITVALE AV	E 12TH ST	Y	8/25/2012	1113	2	A	21801	A
5795112	3	9	0	1					D	A	INTERNATIONAL BL	FRUITVALE AV	Y	7/26/2012	1930	3	A	21801	A
5928514	4	9	0	7					D	A	FRUITVALE AV	E 12TH ST	Y	11/11/2012	1154	2	A	21801	A
3977063	2	10	0	1	Y				G	B	FRUITVALE AV	E 8TH ST	Y	11/18/2008	810	3	A	21950	A
4038332	3	10	0	1	Y			Y	G	B	INTERNATIONAL BL	FRUITVALE AV	Y	1/24/2009	1909	2	A	21950	A
4180542	1	10	1	0	Y				G	B	E 9TH ST	FRUITVALE AV	N	5/10/2008	1931	2	A	21950	A
4452693	4	10	0	1	Y			Y	G	B	INTERNATIONAL BL	FRUITVALE AV	Y	10/19/2009	2101	2	A	21950	A
5192642	4	10	0	1	Y				G	B	FRUITVALE AV	INTERNATIONAL BL	Y	2/24/2011	1815	2	A	21950	A
5213012	4	10	0	1	Y				G	B	INTERNATIONAL BL	FRUITVALE AV	Y	4/5/2011	1246	2	A	21950	A
5213194	4	10	0	1	Y				G	B	FRUITVALE AV	E 9TH ST	Y	5/27/2011	1014	2	A	21950	A
5790544	3	10	0	1	Y				G	B	FRUITVALE AV	E 13TH ST	N	8/27/2012	1837	2	A	21950	A
4417583	2	11	0	1	Y				G	B	SAN LEANDRO ST	FRUITVALE AV	N	9/30/2009	1139	2	A	21456	B
5811220	4	11	0	1	Y				G	D	FRUITVALE AV	SAN LEANDRO ST	N	9/25/2012	850	2	A	21954	A
3608947	4	12	0	2	Y				D	F	FRUITVALE AV	INTERNATIONAL BL	Y	2/18/2008	1153	3	A	21453	A
3624094	4	12	0	2					D	A	FRUITVALE AV	E 8TH ST	Y	2/4/2008	1305	2	A	21453	A
3656560	4	12	0	1		Y			H	A	FRUITVALE AV	E 9TH ST	Y	3/17/2008	905	2	A	21453	A
4489820	4	12	0	1					D	A	ALAMEDA AV	FRUITVALE AV	Y	11/14/2009	119	2	A	21453	A
4926072	1	12	1	0					H	A	FRUITVALE AV	E 10TH ST	N	12/1/2009	1849	1	A	22451	B
5214925	3	12	0	1					D	A	FRUITVALE AV	E 12TH ST	Y	6/26/2011	1623	2	A	21453	A
5276752	4	12	0	1					B	A	FRUITVALE AV	E 12TH ST	Y	8/15/2011	928	2	A	21453	A
5555494	4	12	0	1					D	A	FRUITVALE AV	INTERNATIONAL BL	Y	3/15/2012	2235	2	A	21453	A
5927756	4	12	0	2					D	A	FRUITVALE AV	12TH ST	Y	11/22/2012	844	2	A	21453	A
3945888	3	17	0	1		Y			D	A	FRUITVALE AV	E 9TH ST	Y	10/9/2008	2009	2	A	21451	A
4197378	4	21	0	1					C	A	FRUITVALE AV	SAN LEANDRO ST	N	4/1/2009	852	2	A	22106	

Source: Statewide Integrated Traffic Record System as downloaded through UC Berkeley Traffic Injury Mapping System, June 2015

This page intentionally left blank

Collision Severity

- 1 - Fatal
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)
- 0 – Property Damage Only (PDO) (PDO collisions not included on TIMS)

Violation Category

- 01 - Driving or Bicycling Under the Influence of Alcohol or Drug
- 02 - Impeding Traffic
- 03 - Unsafe Speed
- 04 - Following Too Closely
- 05 - Wrong Side of Road
- 06 - Improper Passing
- 07 - Unsafe Lane Change
- 08 - Improper Turning
- 09 - Automobile Right of Way
- 10 - Pedestrian Right of Way
- 11 - Pedestrian Violation
- 12 - Traffic Signals and Signs
- 13 - Hazardous Parking
- 14 - Lights
- 15 - Brakes
- 16 - Other Equipment
- 17 - Other Hazardous Violation
- 18 - Other Than Driver (or Pedestrian)
- 19 -
- 20 -
- 21 - Unsafe Starting or Backing
- 22 - Other Improper Driving
- 23 - Pedestrian or "Other" Under the Influence of Alcohol or Drug
- 24 - Fell Asleep
- 00 - Unknown
- - Not Stated

Type of Collision

- A - Head-On
- B - Sideswipe
- C - Rear End
- D - Broadside
- E - Hit Object
- F - Overturned
- G - Vehicle/Pedestrian
- H - Other
- - Not Stated

Ped Action

- A - No Pedestrian Involved
- B - Crossing in Crosswalk at Intersection
- C - Crossing in Crosswalk Not at Intersection
- D - Crossing Not in Crosswalk
- E - In Road, Including Shoulder
- F - Not in Road
- G - Approaching/Leaving School Bus
- - Not Stated

Primary Collision Factor

- A - (Vehicle) Code Violation
- B - Other Improper Driving
- C - Other Than Driver
- D - Unknown
- E - Fell Asleep
- - Not Stated

CA Vehicle Code

Corresponds to categories and described in vehicle code manual -
<http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm>)

This page intentionally left blank



Bicycle Pedestrian Advisory Committee Project Review Checklist

Routine accommodation

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

Shorten crossings

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

Manage vehicle speeds

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

Improve visibility

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

Clarify the right-of-way

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

One decision at a time

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

Keep it direct

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

Access for all

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

Comfortable, secure environment

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

Low stress bicycling streets

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

Low stress bicycling intersections

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

Trail/Multi-Use Path user conflicts

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

Trail/Multi-Use Path crossings

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

Bicycle/pedestrian friendly freeway ramps

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

Fast, efficient, attractive transit operations

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

Accommodating trucks

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



Bicycle Pedestrian Advisory Committee Project Review Input Form

Instructions:

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

Project Name:

Comments/Questions on Project Design:

Routine accommodation

Shorten crossings

Manage vehicle speeds

Improve visibility

Clarify the right-of-way

One decision at a time

Keep it direct

Access for all

Comfortable, secure environment

Low stress bicycling streets

Low stress bicycling intersections

Trail/Multi-Use Path user conflicts

Trail/Multi-Use Path crossings

Bicycle/pedestrian friendly freeway ramps

Fast, efficient, attractive transit operations

Accommodating trucks

Other Comments or Questions



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 25, 2015

SUBJECT: Election of BPAC Officers

RECOMMENDATION: Elect a chair and vice chair for the 2015-2016 fiscal year.

Summary

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

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

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

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

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

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

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 25, 2015

SUBJECT: BPAC Bylaws

RECOMMENDATION: Receive an update on BPAC bylaws

Summary

The BPAC reviews its bylaws at its annual organizational meeting, usually the first meeting at the beginning of a new fiscal year.

As part of Measure BB implementation, the Commission will approve bylaws for all advisory committees including the Alameda County Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, Paratransit Advisory and Planning Committee, and Independent Watchdog Committee. Commission approval of bylaws will ensure that committee activities are linked to the agency's Overall Work Program and budget.

The proposed changes to BPAC bylaws are presented in Attachment A. Proposed changes include the following:

- **Definitions:** This section was updated to include definitions for:
 - 2014 Transportation Expenditure Plan
 - Independent Watchdog Committee (IWC) to replace Citizens Watchdog Committee
 - Measure BB, Measure BB Program, and Measure BB Project
- **Members:** This section was updated to specify the members' term limit and to specify that when vacancies are filled, the appointee must meet the requirements to serve on the committee.
- **Meetings:** This section was updated to limit the amount of time a member of the public may speak and to include the Overall Work Program and budget which governs the number of regular/subcommittee meetings a committee may hold based on what has been funded in the budget.
- **Subcommittees:** This section was updated to reference the Overall Work Program and budget, which the Commission approves.
- **General Matters:** This section was updated to specify that the bylaws of each committee are approved and adopted by the Commission to ensure that the committees meet the needs of the Commission based on their purpose as established.

- Overall: Measure BB was included where applicable to programs and projects.

The proposed bylaws changes are presented to the BPAC for informational purposes. The Commission will consider adopting the updated bylaws at its September meetings.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Proposed changes to BPAC bylaws

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

Countywide Bicycle and Pedestrian Advisory Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The Plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

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

1.13.1 All five Alameda County Supervisors.

1.13.2 Two City of Oakland representatives.

1.13.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.14.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.14.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

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

1.35 Alameda County Congestion Management Agency (ACCMA). The governmental agency which previously served as the state legislatively required congestion management agency with responsibilities to coordinate transportation planning, funding, and other activities in a congestion management program.

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

1.57 Alameda Countywide Bicycle and Pedestrian Advisory Committee (BPAC or "Committee"). The Alameda CTC Committee that involves interested community members in

the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

1.6-8 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

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

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

1.9 Discretionary Funding Guidelines. ~~Document that specifies eligible projects and programs, selection criteria, and weighting for a Measure B, Measure BB or VRF funding cycle.~~

1.9-10 Fiscal Year. July 1 through June 30.

1.11 Independent Watchdog Committee (IWC or "Committee"). ~~The Alameda CTC Committee of individuals created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other citizens groups. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee is the same committee as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.~~

1.10-12 Measure B. ~~The measure approved by the Alameda County voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Expenditure Plan. Collections for the the sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.~~

1.13 Measure BB. ~~The measure approved by the Alameda County voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half-cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.~~

1.11 Vehicle Registration Fee (VRF). ~~The \$10 fee imposed on each annual motor vehicle registration or renewal of registration in Alameda County. The fee, approved by voters as Measure F in 2010, is collected and administered by the Alameda CTC and governed by the Alameda County Transportation Improvement Measure Expenditure Plan.~~

1.12-14 Measure B Bicycle and Pedestrian Countywide Discretionary Fund ("Discretionary Fund"). ~~A grant program developed to expand and enhance bicycle and pedestrian transportation in Alameda County, focusing on projects, programs and plans with countywide significance or demonstration programs/projects that could be applied~~

countywide. The program is funded by a portion of the 5 percent Measure B set-aside for bicycle and pedestrian projects.

~~**1.15 Measure BB Bike and Pedestrian Grant Program.** A grant program developed to implement and maintain regional bicycle and pedestrian facilities and increase safe bicycling. The program is funded by 3 percent of Measure BB net revenues.~~

~~**1.16 Measure B Program.** Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenue or grant allocation basis.~~

~~**1.17 Measure BB Program.** Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.~~

~~**1.18 Measure B Project.** Transportation or transportation-related capital projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.~~

~~**1.19 Measure BB Project.** Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.~~

~~**1.13 VRF Pedestrian and Bicyclist Access and Safety Program.** A to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally maintained roads and reduce occasional congestion that may occur with incidents. The program will be administered as a discretionary program.~~

~~**1.14 Measure B or VRF Project.** Transportation or transportation-related construction project that receives Measure B or VRF funding.~~

~~**1.15 Measure B or VRF Program.** Transportation or transportation-related program that receives Measure B or VRF funding.~~

~~**1.16-20 Measure B and Measure BB Direct Local Program-Distribution (DLD) Funds.** Measure B and Measure BB revenues distributed-allocated directly to local jurisdictions or transit operators.~~

~~**1.17 Discretionary Funding Guidelines.** Document that specifies eligible projects and programs, selection criteria, and weighting for a Measure B or VRF funding cycle.~~

~~**1.18-21 Organizational Meeting.** The annual regular meeting of the BPAC in preparation for the next fiscal year's activities.~~

1.19-22 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.20-23 Planning Area. Geographic groupings of cities and ~~of~~ Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.24 Vehicle Registration Fee (VRF). A \$10 fee imposed on each annual motor vehicle registration or vehicle registration renewal Alameda County. Measure F approved by Alameda County voters in 2010, is collected and administered by the Alameda CTC.

1.25 VRF Pedestrian and Bicyclist Access and Safety Program. A program to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. The program will be administered as a discretionary program.

1.26 VRF Project. Transportation or transportation-related ~~construction~~ capital project that receives VRF funding.

1.27 VRF Program. Transportation or transportation-related program that receives VRF funding.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The BPAC purpose is to involve interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking-, with the goal of increasing the safety and convenience of walking and bicycling conditions in Alameda County in order to increase the proportion of trips made by walking and bicycling.

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

2.2.1 Advise Alameda CTC staff and the Alameda CTC on the development and update of the Countywide Pedestrian and Bicycle Plans.

2.2.2 Review and provide input on Measure B, Measure BB and VRF discretionary funding guidelines that can be used for bicycle and pedestrian capital projects, programs, and plans/studies.

2.2.3 Review and provide input on the Metropolitan Transportation Commission (MTC) Complete Streets Checklists for Alameda County projects.

2.2.4 Review and provide input to Alameda CTC and sponsor agency partners in early phases of project development, as described in *Alameda CTC Countywide BPAC Project Review Guidelines* document.

2.2.5 Review the implementation of the Measure B direct local program distribution Bicycle and Pedestrian Safety funds.

2.2.6 Review and provide input on the progress and outcomes of Measure B, Measure BB and VRF funded bicycle and pedestrian projects and programs.

2.2.7 Annually monitor implementation of the Countywide Pedestrian and Bicycle Plans.

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

2.2.8.1 Providing input to Alameda CTC Project Sponsors.

2.2.8.2 Serving as the Countywide Bicycle Advisory Committee (BAC) for Transportation Development Act (TDA) Article 3 Funding.

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

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

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

Article 3: Members

3.1 Number of Members. The BPAC consists of 11 members. The intent is to have the BPAC represent both bicycling and pedestrian interests, to include representatives from all areas of the county, and to represent the variety of interests in bicycling and walking needs

including the needs of seniors and children. In addition, the BPAC should represent Alameda County's diversity in age, income level, gender, ethnicity, and bicycling experience, to the greatest extent feasible.

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

3.2.1 One appointee per County Supervisor (five total).

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

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

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

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

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

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

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

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

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

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

Article 4: Officers

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

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

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

Article 5: Meetings

5.1 Open and Public Meetings. All BPAC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all BPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker~~limited~~ at the discretion of the chair. The number of BPAC meetings, including regular meetings, sub-committee meetings and special meetings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. BPAC will hold regular meetings on a quarterly basis. Annually, at the Organizational Meeting, the Committee shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year.

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

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

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

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

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

5.8 Meeting Conduct. BPAC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The Committee may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission ~~when and as necessary or advisable to make nominations for office of BPAC, to develop and propose policy on a particular issue, to conduct an investigation, or to draft a report or other document, or for any other purpose~~ within the authority of the BPAC. ~~Subcommittees will be staffed by the Alameda CTC.~~

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

Article 7: Records and Notices

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

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

7.3 Brown Act. All meetings of the BPAC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair, pursuant to procedures set by the chair and/or the Committee.

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

Article 8: General Matters

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

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

8.3 ~~Amendments to Bylaws.~~ ~~These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly constituted Committee meeting at which a quorum is present.~~ Bylaws governing the meetings and activities of the BPAC are approved by the Alameda CTC.

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

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the ~~July 2000 Alameda County~~ Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the conflicting provision in the Transportation Expenditure Plans, state law, the lawful action of ACTIA or the Alameda CTC shall prevail.

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

Alameda CTC BPAC Summary of Bylaw Changes

- **Definitions:** This section was updated to include definitions for:
 - 2014 Transportation Expenditure Plan
 - Bicycle and Pedestrian Advisory Committee (BPAC) to describe its new role
 - Independent Watchdog Committee (IWC) to replace CWC
 - Measure BB, Measure BB Program, and Measure BB Project
- **Members:** This section was updated for all bylaws, except for the Alameda County Technical Advisory Committee (ACTAC), to specify the members' term limit and to specify that when vacancies are filled, the appointee must meet the requirements to serve on the committee.
- **Meetings:** This section was updated to limit the amount of time a member of the public may speak and to include the Overall Work Program and budget which governs the number of regular/subcommittee meetings a committee may hold based on what has been funded in the budget.
- **Subcommittees:** This section was updated to reference the Overall Work Program and budget, which the Commission approves.
- **General Matters:** This section was updated to specify that the bylaws of each committee are approved and adopted by the Commission to ensure that the committees meet the needs of the Commission based on their purpose as established.
- **Overall:** Measure BB was included where applicable to programs and projects.

This page intentionally left blank

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

6.3

DRAFT Meeting Schedule for 2015-2016 Fiscal Year
Updated June 9, 2015

	Meeting Date	Meeting Purpose
1	July 9, 2015	<ul style="list-style-type: none">• BPAC Review of Fruitvale Alive Gap Closure project (Input)• Presentation on Countywide Multimodal Arterial Plan (Info)• Organizational Meeting:<ul style="list-style-type: none">○ Election of Chair & Vice-Chair for FY 15/16 (Action)○ Review of Bylaws (Info)○ Review of Meeting Calendar for FY15/16 (Input)
2	October 8, 2015	<ul style="list-style-type: none">• BPAC Review of Iron Horse Connectivity Feasibility Study (Input)• Annual report on Countywide Bicycle and Pedestrian Plan Implementation Progress (Info)• CDF Grants: Amendment requests and sponsor presentations, as needed (Info)
3	January 7, 2016	<ul style="list-style-type: none">• Presentation on Caltrans District 4 Bicycle Plan (Info)• Update on Central County Complete Streets Implementation Project (Info)
4	April 7, 2016	<ul style="list-style-type: none">• BPAC Project Review – Project TBD (Input)• Review TDA Article 3 Projects (Info)• CDF Grants: Amendment requests and sponsor presentations, as needed (Info)

This page intentionally left blank

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15	0
2	Ms.	Zimmerman, Vice-Chair	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	0
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	0
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	0
9	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
10	Mr.	Turner	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	0
11		Vacancy			Alameda County Supervisor Richard Valle, District 2				

This page intentionally left blank