



## **Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, March 29, 2018, 5:30 p.m.**

Chair: Matt Turner  
Vice Chair: Kristi Marleau

Staff Liaisons: [Carolyn Clevenger](#), [Chris G. Marks](#)  
Public Meeting Coordinator: [Angie Ayers](#)

### **1. Call to Order/Pledge of Allegiance**

### **2. Roll Call**

### **3. Public Comment**

### **4. BPAC Meeting Minutes**

**Page/Action**

4.1. Approve October 5, 2017 BPAC Meeting Minutes 1 A

### **5. Regular Matters**

5.1. Countywide Active Transportation Plan Update 7 I  
5.2. San Pablo Avenue Corridor Project Update 15 I  
5.3. Transportation Development Act Article 3 Project review and Alameda  
County Bicycle and Pedestrian Master Plan Update 21 I

### **6. Staff Reports**

6.1. 2017 Bicycle and Pedestrian Plans Implementation Report 23 I

### **7. Member Reports**

7.1. BPAC Calendar FY2017-18 39 I  
7.2. BPAC Roster 41 I

### **8. Adjournment**

Next Meeting: Thursday, June 28, 2018

#### **Notes:**

- All items on the agenda are subject to action and/or change by the committee.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



## Alameda CTC Schedule of Upcoming Meetings:

### Commission Chair

Supervisor Richard Valle, District 2

### Commission Vice Chair

Mayor Pauline Cutter,  
City of San Leandro

### AC Transit

Board President Elsa Ortiz

### Alameda County

Supervisor Scott Haggerty, District 1  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

### BART

Director Rebecca Saltzman

### City of Alameda

Mayor Trish Spencer

### City of Albany

Councilmember Peter Maass

### City of Berkeley

Councilmember Kriss Worthington

### City of Dublin

Mayor David Haubert

### City of Emeryville

Mayor John Bauters

### City of Fremont

Mayor Lily Mei

### City of Hayward

Mayor Barbara Halliday

### City of Livermore

Mayor John Marchand

### City of Newark

Councilmember Luis Freitas

### City of Oakland

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Dan Kalb

### City of Piedmont

Vice Mayor Teddy Gray King

### City of Pleasanton

Mayor Jerry Thorne

### City of Union City

Mayor Carol Dutra-Vernaci

### Executive Director

Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	May 10, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	April 9, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	April 26, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	May 21, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	June 28, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



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

# 3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Welcome and Introductions

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30 p.m. A roll call was conducted and all members were present with the exception of Preston Jordan, Ben Schweng, and Diane Shaw.

### Subsequent to the roll call:

Ben Schweng arrived after the vote of item 3.1. Preston Jordan arrived during item 4.0.

## 2. Public Comment

There were no public comments.

## 3. Approval of July 26, 2017 Minutes

Corrections were requested to change the last sentence at the top of page 3 to "...issues with things..." and to change the last sentence at the bottom of page 3 to "...Matt Bomberg's last day...."

*Midori Tabata made a motion to approve this item with the above corrections. Dave Murtha seconded the motion. The motion passed with the following votes:*

Yes: Bisson, Fishbaugh, Hill, Johansen, Marleau, Murtha, Tabata, Turner

No: None

Abstain: None

Absent: Jordan, Schweng, Shaw

## 4. Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign Report

Leslie Lara-Enriquez presented an overview of the Safe Routes to Schools (SR2S) Program. It included new program goals, a new implementation structure, and development of new SR2S advisory committees to guide program implementation. She informed the committee that Alameda CTC is taking on a more active program management role with support of three consultant contracts to deliver the program. Ms. Lara-Enriquez noted that Tool Design Group and Transform will coordinate the countywide events and education, and that Alta Planning + Design will be involved in direct student safety training and site assessments. Ms. Lara-Enriquez stated that the SR2S Program grew from two schools in 2006 to 194 schools by 2016. Carolyn Clevenger provided an update on the iBike campaign and bicycle safety education.

Feliz Hill asked the projection for increasing the threshold number of schools. Ms. Lara-Enriquez said that the threshold goal this year was for 180 schools participating in the

program, which was exceeded. Ms. Lara-Enriquez noted that the goal is to eventually have all 350 public schools in Alameda County enrolled in the SR2S Program.

Feliz Hill asked what's involved to make the program self-sustaining in terms of funds. Ms. Clevenger stated that SR2S will never be revenue generating or pay for itself. The idea is for Alameda CTC to make it sustainable by having the program more integrated with the schools and connected at the District level.

Midori Tabata asked if Alameda CTC will be doing the overall management for the SR2S Program. Ms. Lara-Enriquez stated that she is taking on more of a program management role and the Alameda CTC resources will be focused on training, education and growing the program. She noted that Transform will continue to perform site coordination. Ms. Clevenger said that with the Alameda CTC formerly took a more hands-off approach, using one master contractor and many sub-contractors who managed and implemented the program. She said that with the new structure, Alameda CTC will get a better sense of what the program is doing and how to make it grow.

Midori Tabata asked if Alameda CTC had a discussion with the schools for alternative funding. Ms. Clevenger stated that with Senate Bill 1 there is an increase with the Active Transportation Program (ATP) and SR2S is eligible for funding through ATP. Alameda CTC is exploring additional partnerships for funding.

Liz Brisson asked how the Alameda County SR2S Program compares to others. Ms. Lara-Enriquez said the three most successful programs are implemented on a countywide level and most of the money comes through the Metropolitan Transportation Commission (MTC). She stated that the goal is to partner with the Alameda County Office of Education, which is how the San Mateo program is implemented.

Liz Brisson suggested Alameda CTC reach out to Councilmember Annie Campbell-Washington's office to utilize her prior experience as a school board member for ideas.

Feliz Hill asked if Alameda CTC explored partnership with local bicycle shops for visibility. Ms. Lara-Enriquez stated that the agency can explore this idea.

Preston Jordan asked if there was an evaluation of mode shift. Ms. Lara-Enriquez said we do an evaluation annually which is more about participation. Ms. Clevenger stated that mode shift metrics are evaluated as part of other efforts, and we haven't seen a big difference; that is one reason for the new approach and evaluation.

Dave Murtha asked if there are individual maps for each of the schools participating in SR2S program. Ms. Lara-Enriquez said SR2S has some funding for maps for some schools.

Preston Jordan suggested the agency use a pilot/control approach and use demographic data to figure out performance.

Matt Turner shared with the committee the infrastructure problems that are in the unincorporated areas that makes mode shift difficult. He noted that parent champions make a difference; however, when the children age out of the school it's difficult to replace the parent champions.

Ben Schweng stated that the SR2S materials do not show that it's for K-12. He's heard from several parents that they are disappointed in bike security for younger children and he suggested that the schools update their bicycle racks.

## **5. I-80/Gilman Interchange Project Review**

Carolyn Clevenger stated that one of the main roles of BPAC is to provide input to sponsors of Capital Projects and she noted that the I-80/Gilman Interchange Project was first presented to the BPAC April 2016. The project is being brought to BPAC to receive input as the project continues to be advanced. Susan Chang, the project manager, stated that the I-80/Gilman Project is currently in the environmental phase and the draft document will be circulated at the beginning of 2018. She noted that a public hearing is scheduled for late January 2018. Ms. Chang stated that the project team met with Preston Jordan and members from Albany Strollers and Rollers to receive input on the I-80/Gilman Interchange Project. Ms. Chang and the consultant team presented the I-80/Gilman Project. Rodney Pimentel, Project Manager from Parsons Transportation Group discussed elements of the project and the project schedule. Preston Jordan summarized the content of the meeting that was held earlier with members from Albany Strollers and Rollers.

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

## **6. Caltrans District 4 Bicycle Plan Update**

Sergio Ruiz, Caltrans Bicycle and Pedestrian Coordinator and Hugh Louch with Alta Planning + Design presented this item. Mr. Ruiz noted that this is Caltrans' first Bicycle Plan and the presentation covered:

- The purpose of the Bicycle and Pedestrian Plan
- Tasks
- Public Outreach
- Needs Analysis
- Project Identification
- Final product and the implementation

Mr. Ruiz noted that they are looking at four types of challenges for cyclists and pedestrians: overcrossings, challenges at existing ramps, conventional highway crossings, and travel along conventional crossings. The presentation closed with a summary of the final product and implementation.

Preston Jordan stated that hopefully Caltrans plan will focus on longer trips, higher speeds and more experienced cyclists. He suggested Caltrans entirely strike rectangle rapid flashing beacons, because it doesn't allow protection for cyclists.

Midori Tabata stated that she has issues with major interchanges such as those on I-880, which go across major corridors. The crossing at Davis Street in San Leandro is definitely a challenge. She noted that Freeway entrances and exits make walking and biking near them impossible.

David Fishbaugh noted issues on Highway 84 through Niles Canyon and Highway 238 in terms of bicycle lanes in poor conditions.

Ben Schweng noted challenges with downtown Hayward on the loop and noted that the dataset used to maintain cyclist-involved collisions does not reflect the actual number. Hugh Louch noted that they used multiple measures due to limitations with the various data sources.

## **7. Staff Reports**

### **7.1. Countywide Bicycle and Pedestrian Plans Implementation Report**

Carolyn Clevenger said this item will be deferred to the next BPAC meeting.

## **8. BPAC Member Reports**

### **8.1. BPAC Calendar FY2017-18**

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

Preston Jordan stated that he attended MTC Active Transportation Working Group and brought up the topic Pavement Management Software, StreetSavers. He noted that MTC staff committed to put StreetSavers on the November 16, 2017 agenda.

### **8.2. BPAC Roster**

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

## **9. Meeting Adjournment**

The meeting adjourned at 8 p.m. The next meeting is scheduled for January 11, 2018 at the Alameda CTC offices.

**Project:** I-80 Gilman Interchange Project

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

Comment	Response
What "length" refers to in the tables in the presentation?	The structure length includes the approaches of the overpass. The Horseshoes are similar to each other – it takes significant length to get the vertical clearance over the freeway. But A2 is a unique design, parallel to the creek and reaching all the way to the Bay Trail.
Do you have the user-level information? How many are going to the sports field, versus Emeryville?	The soccer fields are extremely busy on the weekends. Parents at the stakeholder meetings are interested in riding bicycles to the fields, and along the shoreline. There are a lot of events at the fields. The city of Berkeley is interested in the overcrossing and the at-grade crossings.
Will the study team look at the A1 East - A2West hybrid that Preston Jordan recommended?	<p>The hybrid option "h" described in the meeting uses the longer western ramp on the north shown in the L design, with a shorter (hybrid) eastern ramp that is shown in the northern U alternative. Both the h and the northern U would require additional engineering to integrate the longer arm of the L on the east, which needs more time for permits and funding.</p> <p>The map shows the Class I path, with some portions on low traffic volume reaches that are not Class I. He explains that any other route would eliminate novice bicyclists. Only the L design would be used by novice bicyclists. He strongly prefers the L. He would like this presentation to come to the City Council in Albany. Otherwise, the folks of Albany may miss out. Berkeley has one bridge and the L will connect the ball fields to other ball fields in a low-stress way. It will connect Albany and Berkeley to the waterfront, and it will connect existing Class I to existing Class I trails.</p> <p>It was indicated that the project will do the usage first and see what it is. There are also problems with the interchange itself. Maybe the project could be phased with the overcrossing taken out as a separate element. Right now, the project does not have enough money to carry through Alternative 2. There is a lot of Senate Bill 1 money coming in the future. But they will look at hybrid, do the usage study, and find out what the stakeholders and project sponsors want. There are Cycle 3 ATP Funds,</p>

Comment	Response
	<p>4.1 million, which is tied to delivery schedule and it depends on phasing to show it. They have to get the support on it by the end of December, otherwise, the money will be lost. They want to do the right thing, and they need to strategize to do the right thing.</p>





# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 22, 2018

**TO:** Bicycle and Pedestrian Advisory Committee

**FROM:** Carolyn Clevenger, Director of Planning  
Cathleen Sullivan, Principal Planner  
Chris G. Marks, Associate Transportation Planner

**SUBJECT:** Countywide Active Transportation Plan Update

## Recommendation

Receive an Update on the Countywide Bicycle and Pedestrian Plans purpose and need, goals, and outreach plan.

## Summary

One of the main roles of the Countywide BPAC is to advise Alameda CTC staff and the Alameda CTC at major milestones during the development and update of the Countywide Active Transportation Plan (the Plan, formerly the Countywide Pedestrian and Bicycle Plans). The current Plan was approved in October 2012. In the fall of 2017, Alameda CTC presented the scope of work to BPAC for input. A schedule of deliverables can be found in Attachment 4.1A. Key scoped tasks for the Plan include:

- Project Kick Off (Goals and Vision, Outreach Plan, Technical Advisory Committee Survey)
- Existing Conditions (Level of Traffic Stress Analysis, High Injury Corridor Analysis, Cycling/Walking Trends Analysis)
- Bike Network Recommendations
- Network Prioritization
- Major Barriers
- Safety Toolkit Training
- Program/Policy Recommendations (Best Practices and Recommendations)
- Cost and Revenue Estimates
- Final Plan Document

This is the first of at least four opportunities the BPAC will have to review intermediate deliverables while Alameda CTC and its consultants develop the Plan. At this time, Alameda

CTC staff is requesting the Countywide BPAC review and provide input on the draft Plan purpose and need, goals, and outreach plan (of which the BPAC is a part). The BPAC will also receive an update on the Plan schedule and major milestones.

### **Plan Purpose, Vision, and Goals**

The purpose of the Plan is to guide Alameda CTC in coordinating and facilitating implementation of pedestrian and bicycle facilities and programs throughout Alameda County. The Plan should help Alameda CTC create a transportation system in Alameda County that inspires people of all ages and abilities to walk and bicycle for everyday transportation, recreation, and health, by providing a safe, comfortable, and interconnected network which links to transit and major activity centers and by supporting programs and adopting policies that support biking and walking. In that context, the Plan will to do the following for Alameda CTC:

- Document existing conditions and best practices in local and regional active transportation planning.
- Identify a continuous and connected network of bicycle and pedestrian facilities suited to cyclists and walkers of all ages and abilities and which facilitates access to major activity centers and transit nodes.
- Identify projects of regional significance, including regional trails, major barriers and gaps in cross-jurisdictional connectivity.
- Recommend programs and policies which complement infrastructure recommendations, encourage use of active transportation modes, and are consistent with state and regional goals.
- Develop performance measures which can track progress over time (mode shift, increased biking/walking activity, safety, connectivity, etc.).
- Create cost and funding estimates for key regional projects/major barriers and the recommended network as a whole.

The Plan also has the following goals:

**Safety:** Increase the safety of people bicycling and walking in Alameda County by identifying projects, policies and programs that address the greatest safety needs and by optimizing investments, through corridor-level analyses, performance evaluation, and industry best practices.

**Multimodal Connectivity:** Create connected networks of streets and trails that enable people of all ages and abilities to walk and bike to meet their daily needs, including access to transit, work, school, and major activity centers.

**Encouragement:** Increase walking and biking in Alameda County through adoption of policies and implementation of programs that complement infrastructure

improvements and encourage people to walk and bike for many different types of trips.

**Impactful Investment:** Invest public monies in projects and programs that maximize the benefit to Alameda County's transportation system, complement local and regional investments, and integrate walking and bicycling needs into all transportation planning activities.

## Outreach Plan

Stakeholder outreach and engagement activities will inform the Plan throughout the development process. The specific goals for this outreach effort are as follows:

- Identify and engage a **diverse group of stakeholders** interested in, or potentially impacted by, the proposed policies, projects and programs of the CATP.
- Solicit input on **gaps in cross-jurisdictional connectivity, safety risk hot spots, and major barriers of countywide significance** throughout Alameda County.
- Solicit input on **bike and pedestrian successes** throughout Alameda County to inform the best practices and toolkit development.
- **Assess the state of the practice in Alameda County**, to understand methodologies that local agencies are following in development of their bicycle, pedestrian, active transportation, and/or complete streets plans and the adoption rate of new policies such as Vision Zero.
- Educate stakeholders on bike and pedestrian **planning and design best practices**.
- Receive input on **how to create a useful Plan** for implementing agencies.
- Build **momentum for funding and implementing** future bike and pedestrian infrastructure and programs.
- Identify **methods for leveraging funds** for high priority projects

Outreach for the CATP will focus primarily on input from partner agencies, key stakeholders, other regional partners, and existing standing committees, like BPAC. A Plan website will be created to provide project materials throughout development of the Plan. Key stakeholder groups include:

- **Plan Technical Advisory Committee (Plan TAC)**  
The Plan TAC will be comprised of staff from local jurisdictions and other relevant partner agencies. The TAC's role is to advise Alameda CTC on development of the CATP and review documents at key milestones during the project.
- **Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)**  
The Alameda CTC BPAC is an existing 11-member group comprised of Alameda County residents interested in Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking in Alameda County. As

with the Plan TAC, members will advise and review at key milestones throughout the project.

- **Local Jurisdictions' Bicycle/Pedestrian Committees or Representatives**

The bicycle/pedestrian advisory committees of local jurisdictions may be engaged to help through plan area meetings and key stakeholder meetings to identify major barriers, gaps in cross-jurisdictional connectivity, and challenges/successes of countywide significance.

- **Bicycle and Pedestrian Advocacy Organizations**

Countywide and local bicycle and pedestrian advocacy organizations may be engaged to help identify major barriers, gaps in cross-jurisdictional connectivity, and challenges/successes of countywide significance.

- **Alameda CTC Committees**

Input will be solicited from the Planning, Policy, & Legislation Committee (PPLC), Paratransit Advisory and Planning Committee (PAPCO), and Alameda CTC Commission at key milestones as appropriate, and the final Plan will be adopted by the Commission.

Outreach for the CATP will include the following activities:

- **Plan TAC meetings:** The Plan TAC will meet four to five times at key project milestones during the development of the Plan to provide input and review key documents.
- **Presentation to Alameda CTC standing committees, including BPAC:** Alameda CTC will engage BPAC four to five times during the development of the Plan to provide input and review key documents. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) will be engaged to review the Draft Plan. The Alameda County Transportation Commission (the Commission) and its Planning, Policy, and Legislation Committee (PPLC) will be engaged to review and adopt the Final Plan.
- **Interviews with local staff:** Focused phone conversations will be held with local jurisdiction staff to gather detailed data on programs, policies, and practices. Interview questions will be sent in advance for staff preparation.
- **Targeted stakeholder meetings with advocacy groups, local BPAC, and others:** Meetings with key stakeholder groups that are experts in local biking/walking conditions throughout Alameda County, such as local bicycle/pedestrian advisory committees, advocacy groups, or other local bicycle/pedestrian stakeholders will be utilized to get targeted input on specific topics, e.g. understanding barriers to interjurisdictional connectivity, successes and challenges, or countywide trail connectivity.
- **Planning Area meetings:** Convening of local staff and key stakeholders as appropriate (e.g., local jurisdiction bicycle/pedestrian advisory committee chairs, and/or local advocacy organizations) to discuss draft bike/pedestrian network recommendations and/or policy and program recommendations. These small

group settings will enable in depth discussion of specific geographic areas, major projects, or recommendations.

### Key Milestones

Milestone	Task	Timeframe
1	Kick off and project foundation	Winter 2017-2018
	Vision and goals/Purpose and need	Winter 2018
2	Performance measures	Spring 2018
	Existing conditions	Spring 2018
	Major barriers identification	Summer 2018
3	Bikeway network and pedestrian infrastructure recommendations	Summer 2018
	Program and policy recommendations	Summer 2018
4	Network and infrastructure prioritization	Fall 2018
5	Cost and funding estimates	Winter 2018
	Final plan document	Winter 2019
	Safety Toolkit Training	Summer/Fall 2018

**Fiscal Impact:** There is no fiscal impact associated with the requested action.

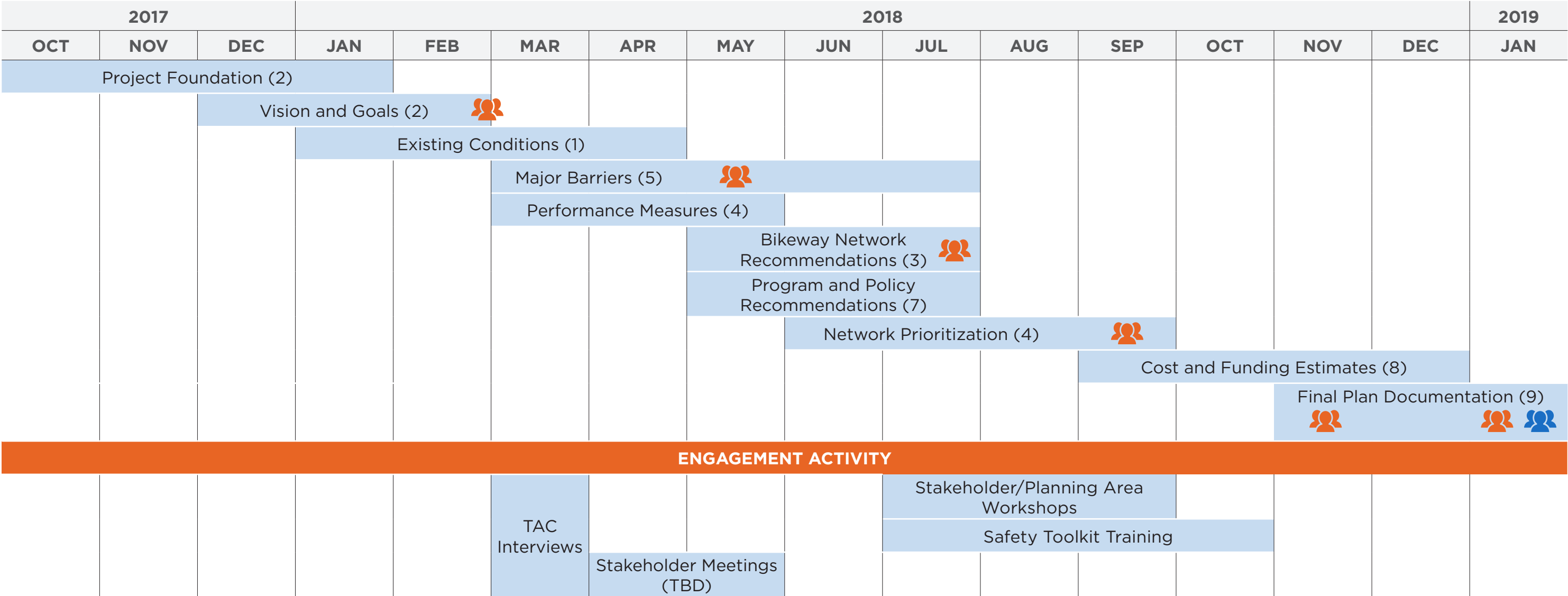
### Attachment

A. Alameda Countywide Active Transportation Plan Key Milestones Map


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Working Draft

ALAMEDA COUNTYWIDE ACTIVE TRANSPORTATION PLAN



LEGEND

 Plan TAC/BPAC

 Commission Meetings

(#) Task

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 22, 2018

**TO:** Bicycle and Pedestrian Advisory Committee

**FROM:** Carolyn Clevenger, Director of Planning

**SUBJECT:** San Pablo Avenue Corridor Project Update

## Recommendation

Provide Input on the San Pablo Avenue Corridor Project.

## Summary

The Alameda County Transportation Commission (Alameda CTC), in partnership with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee, initiated the San Pablo Avenue Corridor Project (Project) in 2017. This Project will build upon existing transportation planning and land use planning efforts along the corridor to develop an implementable multimodal improvement plan for the San Pablo Avenue corridor. In 2016, the Alameda CTC completed three countywide modal plans (the Goods Movement Plan, Transit Plan, and Multimodal Arterials Plan), and AC Transit completed its Major Corridors Study, all of which identified San Pablo Avenue as a critical multijurisdictional arterial serving transit, goods movement, auto, bicycle and pedestrian needs. In addition, significant land use planning, local planning efforts, and economic development initiatives have focused on San Pablo Avenue, where major development is underway and anticipated for the future. The Project seeks to advance the corridor through alternatives development and to prepare projects for the next phase of project delivery.

## Background

The San Pablo Avenue Corridor is a critical interjurisdictional arterial corridor that traverses four cities in Northern Alameda County (Oakland, Emeryville, Berkeley, and Albany) and portions of Western Contra Costa County (including El Cerrito, Richmond and San Pablo), providing north-south connections throughout the inner East Bay paralleling Interstate 80 (I-80). It is a multi-purpose corridor in the broadest sense: it traverses diverse neighborhoods, serving thriving commercial districts, major trip generators, and both well-established and

transitioning residential neighborhoods; it serves local, regional, and interregional trips; and it plays a critical role in the networks of all modes. Significant portions of San Pablo Avenue are technically State Route 123, and thus subject to Caltrans jurisdiction.

San Pablo Avenue carries up to 27,500 average daily vehicles of all types, including autos, buses, shuttles and trucks. Nearly 17,800 daily transit riders traverse the corridor on Alameda-Contra Costa Transit District (AC Transit) bus routes. The corridor includes many high-activity pedestrian areas, and is an important bicycling route, with bike facilities existing or planned on San Pablo Avenue itself or on adjacent bicycle boulevards. The corridor is a designated truck route, serving commercial and industrial uses throughout the corridor. As a portion of a dedicated state route, San Pablo Avenue plays a key role in relieving freeway traffic during incidents and is part of the overall I-80 Integrated Corridor Mobility Project (ICM), also known as the I-80 Smart Corridor.

The corridor is also very important from a land use and economic development perspective. There is currently significant development growth occurring along the corridor which is projected to continue into the future. Several higher-density, mixed use developments have recently been built, and several more proposals are under consideration. Most segments of San Pablo Avenue have been designated as Priority Development Areas (PDAs) by local jurisdictions, and many cities along the corridor have zoned the area along the corridor to allow higher density infill land uses along San Pablo Avenue.

### **Project Limits**

The project area will extend from the southern terminus of San Pablo Avenue in Downtown Oakland to the northern terminus of AC Transit service on San Pablo Avenue at Hilltop Mall in Richmond. The project will consider the “San Pablo Avenue Corridor” to mean not just San Pablo Avenue, but also nearby parallel roadways and sections of perpendicular roadways in order to understand larger circulation patterns, network effects among parallel and perpendicular streets, infrastructure needs and opportunities for prioritizing different travel modes on different streets.

### **Project Purpose**

This Project seeks to build off of the high-level planning efforts completed throughout the corridor and advance the corridor through alternatives development and project development. The purpose of the Project is to improve multimodal access, circulation, and safety in an effort to meet current and future transportation needs, and help support a strong local economy and future redevelopment along the corridor, while maintaining local contexts. There is ample opportunity in the San Pablo Corridor to improve efficiency and safety for all modes, reduce conflicts, enhance the corridor’s ability to carry more people in a more reliable manner, and better serve all users of the corridor.

## **Project Status**

The Project began in fall of 2017, and is anticipated to be an approximately 18-month effort. Attachment A provides an overview of the full Project schedule, including key project steps and deliverables. The Project team has completed the existing conditions analysis, and is in the process of developing long term concepts to lay out a vision for the corridor for the 2040 time horizon. Near term concepts will then be developed that support the long term vision in order to advance improvements as quickly as possible. The long term and near term concepts will be evaluated and further refined throughout the summer. A select subset of improvements will then advance into initial project development in the fall. At the March BPAC meeting, Alameda CTC staff will review major findings from the existing conditions analysis, and seek BPAC's input on potential treatments and improvements.

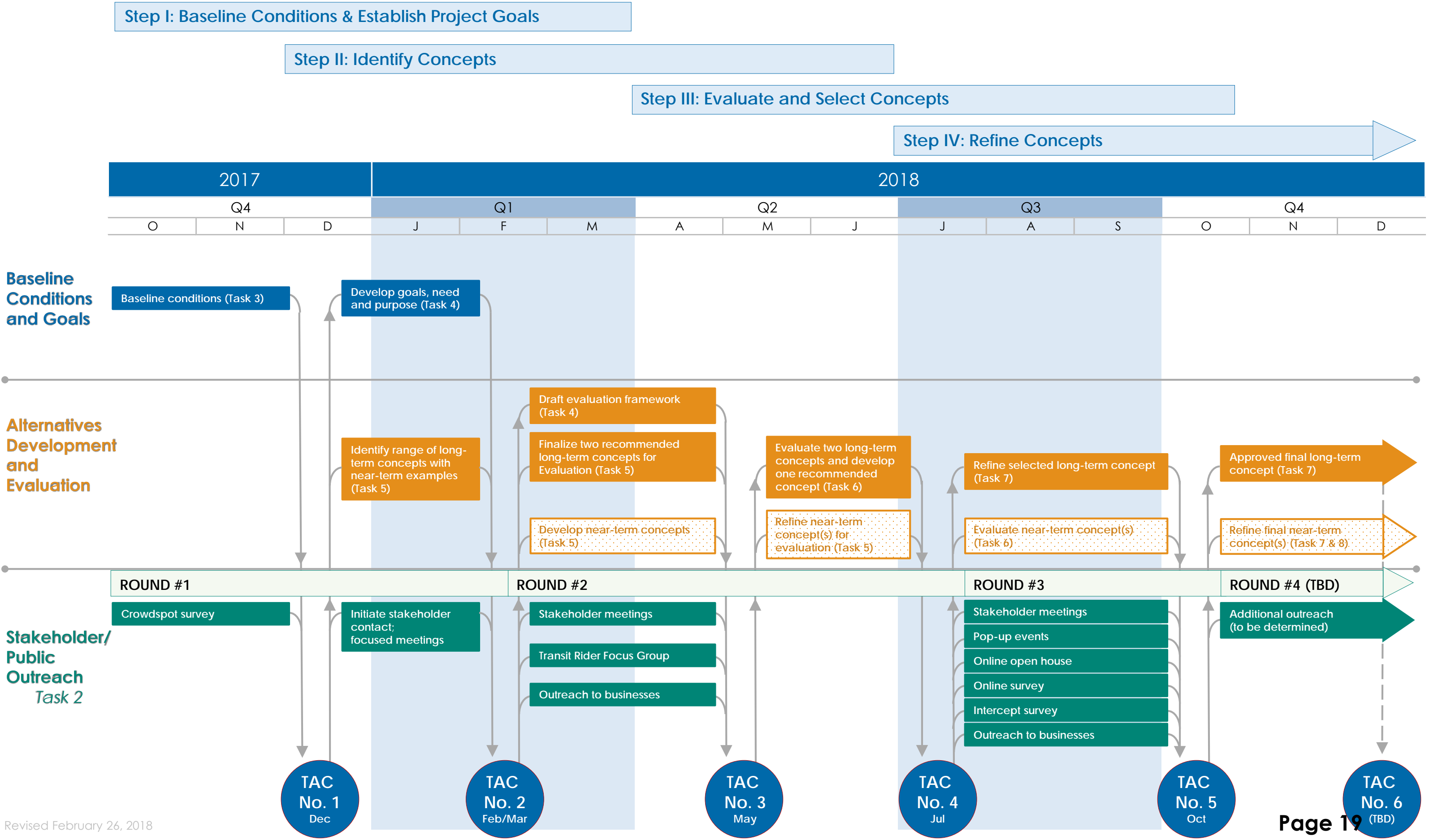
**Fiscal Impact:** There is no fiscal impact associated with the requested action.

## **Attachment**

- A. San Pablo Corridor Project Schedule

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# San Pablo Avenue Corridor Project Schedule



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# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 22, 2018

**TO:** Bicycle and Pedestrian Advisory Committee

**FROM:** Carolyn Clevenger, Director of Planning  
Chris G. Marks, Associate Transportation Planner

**SUBJECT:** Transportation Development Act Article 3 Project Review and Alameda County Bicycle and Pedestrian Master Plan Update

## Recommendation

Provide input on Transportation Development Act (TDA) Article 3 projects for select jurisdictions. Receive an update on Alameda County Bicycle and Pedestrian Master Plan.

## 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 requested to review several projects being submitted by local jurisdictions for funding in Fiscal Year (FY) 2017-2018. The four projects are described below.

## Background

TDA Article 3 is a funding source administered by the Metropolitan Transportation Commission (MTC) that is available annually to local agencies for use on bicycle and pedestrian projects. Local balances are determined according to population by formula, and jurisdictions may spend funds or roll them over to a future year. MTC requires that all projects submitted for funding be reviewed by a Bicycle Advisory Committee (BAC) and several jurisdictions in Alameda County use the Alameda CTC Countywide BPAC for this purpose.

This year two jurisdictions are requesting review of their projects by the Countywide BPAC: Alameda County and the City of Hayward. Their projects are summarized below. All other jurisdictions have elected to roll-over TDA Article 3 funds for future years or will use a local BAC for project review.

## ***Alameda County***

### **1. *Pedestrian Improvements at Various Locations in Alameda County Unincorporated Areas***

The Pedestrian Improvement Project includes sidewalks, curbs, gutters, crosswalks, striping, high visibility crosswalks, pedestrian ramps, modifying existing ramps, and associated improvements at various locations in unincorporated Alameda County to meet American with Disabilities Act standards. This project will improve access to pedestrian activity centers by removing barriers that limit pedestrian travel. The TDA funding request is \$160,000.

## ***City of Hayward***

### **1. *Citywide ADA Compliant Wheelchair Accessible Ramps***

Installation of wheelchair ramps at various locations citywide. The TDA funding request is \$142,491.

## ***Alameda County Bicycle and Pedestrian Master Plan***

Alameda County Public Works is in the process of finalizing the Alameda County Bicycle and Pedestrian Master Plan, which covers bicycle and pedestrian issues for the unincorporated areas of the county. Paul Keener, Senior Transportation Planner, will provide BPAC with an update on the Plan at the March BPAC meeting.

**Fiscal Impact:** There is no fiscal impact associated with the requested action.





# Memorandum

6.1

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

**DATE:** March 22, 2018

**TO:** Bicycle and Pedestrian Advisory Committee

**FROM:** Carolyn Clevenger, Director of Planning  
Chris G. Marks, Associate Transportation Planner

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

## Recommendation

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

## Summary

The current Alameda Countywide Bicycle and Pedestrian Plans (the Plans), adopted in October 2012, contain a series of implementation actions to ensure that the vision and goals of those plans are realized. The implementation actions span three categories: funding, technical tools and assistance, and countywide initiatives. There are 70 implementation actions identified across the two Plans. The implementation actions are found in chapter 7 of the Plans (page 95 of the Bicycle Plan and page 103 of the Pedestrian Plan).

The Plans are available at this link: [http://www.alamedactc.org/app\\_pages/view/5390](http://www.alamedactc.org/app_pages/view/5390)

One of the action items included in the Plans is to annually review the implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made. This report is in fulfillment of that implementation action. Alameda CTC has primary responsibility for most actions, but many require partnership with local jurisdictions, other public agencies, and other organizations. The plans specify that implementation of most actions is dependent upon funding and resource availability.

Attachment 6.1A provides a summary of progress implementing the actions from the Plans. As the new Countywide Active Transportation Plan develops, an updated format for monitoring implementation will be used. This item has been carried over from the BPAC's last meeting on October 5<sup>th</sup>, 2017.

**Fiscal Impact:** There is no fiscal impact associated with the requested action.

**Attachment**

- A. Alameda Countywide Bicycle and Pedestrian Plans Implementation Actions – 2017 Progress Report

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
<b>FUNDING</b>									
<b>1. Implement the Countywide Bicycle/Pedestrian Plan by continuing to dedicate funding and staff time to the plan priorities, and integrating the priorities into the agency's activities</b>									
1.1		Use this plan to guide the agency's bicycle/pedestrian program and funding priorities.	√	√	√	√	√	Ongoing	
1.2		In each funding cycle for all of the funding sources administered by the agency, consider funding the plan priorities (as applicable), using this plan as a guide.	√	√	√	√	√	Ongoing	
1.3		Continue to have a countywide bicycle and pedestrian coordinator and/or team.	√	√	√	√	√	Ongoing	Chris Marks is the new bicycle and pedestrian coordinator.
1.4		Advocate for additional and/or new funding to support the plan priorities at the county, regional, state and federal levels.	√	√	√	√	√	Ongoing	Active Transportation Program was included in SB 1 and Safe Routes to Transit was included in SB 595 (Regional Measure 3).
1.5		Annually review the plan's implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made.	√	√	√	√		Ongoing	Annual reports brought to BPAC in October/ November
1.6		Implement grant funding cycles for bicycle and pedestrian projects and programs every two years, or as discretionary funding is available.	\$		\$		\$	Ongoing	Bicycle/ pedestrian countywide discretionary funds and other funding sources being programmed through biannual Comprehensive Investment Program.
<b>2. Fund and provide technical assistance for the development and updating of local bicycle/pedestrian master plans</b>									
2.1		Continue to fund local master plans so that jurisdictions without an adopted plan can develop one, and the 14 local jurisdictions [ <i>bike</i> ] and 11 local jurisdictions [ <i>ped</i> ] and also other public agencies (such as BART [ <i>bike</i> ], AC Transit [ <i>ped</i> ], and UC Berkeley [ <i>bike/ped</i> ]) with plans can keep them up to date.	\$		\$		\$	Ongoing	2018 CIP includes funding for Union City Bike and Ped Plan Update. Piedmont Active Transportation Plan funded in 2013 Coordinated Call. Local master plans remain eligible for bicycle/pedestrian countywide discretionary funds programmed through CIP.

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
2.2		Develop a toolkit of technical resources to assist agencies in developing and updating their plans, such as best practices, to ensure that plans are effective, and, to the extent feasible, comparable to each other.	■	■				Completed	Bicycle Plan Guidelines adopted in 2015. Active Transportation Plan Cost-estimating tool developed in 2016 to ensure comparable costs in local plans.
<b>3. Coordinate transportation funding with land use decisions that support and enhance bicycling/walking</b>									
3.1		Develop and implement a Priority Development Area (PDA) Investment and Growth Strategy and PDA Strategic Plan that identifies “ready” PDAs and transportation projects within them, including developing cost estimates, incorporating complete communities and streets concepts and policies, and developing Transit-Oriented Design Guidelines.	■	■	√	√	√	Completed	PDA Investment and Growth Strategy approved in May 2017.
3.2		Develop a countywide Community-Based Transportation Program, including updating the existing Community-Based Transportation Plans (CBTPs), incorporating new Communities of Concern areas as defined by MTC, identifying high priority projects (including bicycle and pedestrian projects) and costs estimates, and an implementation strategy.	■	■	√	√	√	Planned	Comprehensive equity analysis conducted as part of 2017 Countywide Transportation Plan.
3.3		Conduct a feasibility study to design a program that integrates land use and transportation supported by financial incentives, similar to Santa Clara Valley Transportation Authority’s “Community Design & Transportation” program, and identify a tracking method.		■				No progress	
3.4		Investigate other ways to maximize the coordination of transportation funding with land use decisions to support and enhance bicycling.			√	√		Ongoing	

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
<b>4. (B) Pursue additional dedicated funding for bikeway maintenance</b>									
4.1	B	Consider setting aside a portion of discretionary funding for maintenance of facilities on the countywide network.	\$		\$		\$	Ongoing	Trail maintenance is an eligible Measure BB bicycle/pedestrian discretionary fund project type. Maintenance projects can compete alongside other projects through Comprehensive Investment Program. State of good repair and safety are part of evaluation process.
4.2	B	Advocate for dedicated funding for bikeway maintenance, particularly for trails, at the regional, state and federal levels.	✓	✓	✓	✓	✓	Ongoing	Alameda CTC staff advocated for trail maintenance to be eligible expenditure of state Active Transportation Program funds when program was created in 2013.
<b>4. (P) Conduct research on, and develop resources for, best practices for funding sidewalk maintenance</b>									
4.1	P	Conduct research on sidewalk maintenance in Alameda County by surveying local jurisdictions on how sidewalk maintenance is currently funded and comparing these funding mechanisms to those used for roadway maintenance.			■			Underway	Alameda CTC has designed a survey of local jurisdictions; to be distributed in November 2016.
4.2	P	Develop best practices and recommendations for funding the maintenance of sidewalks, including suggesting possible new funding sources.				■		No progress	
<b>TECHNICAL TOOLS AND ASSISTANCE</b>									
<b>5. Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies</b>									
5.1		Develop a package of recommended technical assistance and resources that support complete streets in the county. [starting in 2012]	■				■	Ongoing	Alameda CTC completed the Central County Complete Streets Implementation Project which developed a number of technical resources with countywide applicability. Alameda CTC hosted a half-day conference on complete streets implementation in 2013. Alameda CTC has covered topics such as planning for emergency response and green streets in PBWG meetings.

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
5.2		Implement the recommended complete streets resources. [starting in 2012]	√	√	√	√	√	Ongoing	See 5.1.
5.3		Assist local jurisdictions with updating the circulation element of their general plans in compliance with Assembly Bill 1358, the “California Complete Streets Act of 2008,” by 2014, to be in compliance with the MTC policy requirement.	√	√				Completed	Alameda CTC created a Best Practice Resource on Incorporating Complete Streets in a Circulation Element. Alameda CTC is developing a multimodal street typology as part of Countywide Multimodal Arterial Plan that could inform local circulation element updates.
<b>6. Offer regular trainings and information-sharing forums for local-agency staff on best practices in bicycle/pedestrian infrastructure and programs</b>									
6.1		Continue to provide free access to a monthly webinar presented by the Association of Pedestrian and Bicycle Professionals, and consider expanding the reach of this program to those not located near the Alameda CTC offices.	√	√	√	√	√	Dis-continued	
6.2		Host additional webinars on topics of interest, as they are made available.	√	√	√	√	√	Ongoing	
6.3		Host half-day educational forums on best practices in bicycle and pedestrian infrastructure and programs, at least every other year.	√		√		√	Ongoing	Half-day conference on Complete Streets Implementation hosted in Summer 2013. No progress in 2015 or 2016. MTC hosted a forum in 2017.
6.4		Re-convene the Pedestrian Bicycle Working Group (PBWG), a group of local agency and advocacy staff that meets up to four times a year to share information, learn about best practices, and give input to Alameda CTC on its programs and projects.	√	√	√	√	√	Ongoing	
6.5		Establish a quarterly speaker series featuring bicycle and pedestrian experts to address timely topics such as the implementation of Complete Streets, liability concerns, innovative infrastructure treatments, and CEQA-related obstacles.	√	√	√	√	√	No progress	

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
<b>7. Develop a local best practices resource and other tools that encourage jurisdictions to use bicycle/pedestrian-friendly design standards</b>									
7.1		Develop a local best practices resource that includes engineering-level detail for both basic and innovative infrastructure in use in Alameda County, as a way to share and spread best practices throughout the county, and to reduce the need for local agencies to re-invent the wheel. Information about programs, such as signage or enforcement, could also be included. The resource will be developed with input from local agencies, and could be print or web-based.	■	■				No progress	
7.2		Disseminate information about best practices and innovative design guidelines, [bike: such as the NACTO Urban Bikeway Design Guide], as they become available, and work with local jurisdictions to determine which are the most useful and should be highlighted.	√	√	√	√	√	Ongoing	
7.3	B	Determine if a Bicycle Design Guidelines and Best Practices document would be useful to local jurisdictions as a resource for designing bicycle projects in Alameda County, including those funded by Alameda CTC, and if so, develop the document.		■				Completed	Countywide Bicycle/Pedestrian Coordinator determined that this is of lower value as many jurisdictions have developed local design guidelines as part of master plans and many examples of innovative, exemplary design guidelines already exist.
7.3	P	Update the "Toolkit for Improving Walkability in Alameda County," last published in 2009. At the same time (or earlier), consider developing Pedestrian Design Guidelines and Best Practices to be used by local jurisdictions as a resource for designing all pedestrian projects in Alameda County, including those funded by Alameda CTC.		■				No progress	

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
7.4		Once the above tools have been established, select a new tool to develop each year, via input from local jurisdictions (see list of possible tools in the “Countywide Priorities” chapter under “Technical Tools and Assistance” program).			■	■	■	Ongoing	
7.5		Support local jurisdictions in testing and implementing innovative infrastructure, as feasible.	√	√	√	√	√	Ongoing	Innovation is considered as part of project selection criteria for bicycle/pedestrian countywide discretionary funding, to help offset typically higher costs associated with innovative infrastructure.
7.6		Via information-sharing forums, such as the PBWG, develop a better countywide understanding of the limitations of the Highway Design Manual being used for the design of local streets, and the alternative design standards available for facilities.	√	√	√	√	√	Ongoing	
<b>8. Offer technical assistance to local jurisdictions on complex bicycle/pedestrian design projects</b>									
8.1		Research and develop the best method of offering technical assistance that is simple for local jurisdictions to use and feasible for Alameda CTC to operate. This could be done by expanding Alameda CTC’s current Transit-Oriented Development Technical Assistance program (TOD TAP) to include bicycle and pedestrian projects.	■	■	√	√	√	Completed	Alameda CTC funded several bicycle/pedestrian technical assistance projects as part of Sustainable Communities Technical Assistance Project (SCTAP) in 2013.
<b>9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles</b>									
9.1		Provide technical assistance to local jurisdictions to develop alternative CEQA policies, guidelines and standards to overcome, or at least lessen, some of the obstacles noted above. This may be done by developing a CEQA mitigation toolkit based on the best practices and resources developed in previous implementation actions.	√	√	√	√		Ongoing	Senate Bill 743 passed in 2014 will eliminate vehicle Level of Service as a CEQA. This shift should reduce frequency of mitigation measures which degrade the walking/biking environment and remove an impediment to bicycle/pedestrian projects that remove vehicle travel lanes. Alameda CTC is considering how best to support local jurisdictions in implementation.



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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
9.2		Provide trainings and speaker sessions (via implementation action #6 above) for local jurisdictions that address relevant topics, such as expanding LOS standards to include multi-modal measures; the appropriate level of environmental review for different types of bicycle and pedestrian plans and projects; trip-generation methodologies appropriate for smart growth developments; and significance thresholds for transportation impacts.	√	√	√	√	√	Ongoing	Alameda CTC reviewed and adopted a series of trip-generation methodologies appropriate for smart growth as part of 2013 CMP. Alameda CTC is monitoring implementation of SB 743 to address auto LOS issues (see 9.1). Alameda CTC is funding a technical assistance project in Oakland that will develop a streamlined method for environmental review of road diet projects.
<b>COUNTYWIDE INITIATIVES</b>									
<b>10. Develop and implement a strategy to address how to improve and grow (as feasible) four near-term priority countywide programs (10.1 to 10.4 below)</b>									
10.1		<b>Safe routes to schools (SR2S) program.</b> Approximately 100 schools had established SR2S programs in 2012. This plan's long-term goal is to have a program in every school in the county (see Strategy 2.6 in the "Vision and Goals" chapter).	■	√	√	√	√	Ongoing	Program has increased number of schools and events year-over-year; many schools exhibit increases in student active and shared mode split
10.2	B	<b>Countywide bicycle safety education program.</b> Safety classes are offered around the county in a variety of languages. The goal is to further expand the program to broaden its reach (see Strategy 2.5 in the "Vision and Goals" chapter).	■	√	√	√	√	Ongoing	Program has increased classes provided and attendance year-over-year. A major focus for the 2017-2018 school year is to increase direct safety training.
10.2	P	<b>Countywide pedestrian safety advertising campaign.</b> This is a new program that will create a countywide safety campaign aimed at promoting road safety among motorists, pedestrians, bicyclists and bus drivers.		■	√	√	√	No progress	
10.3	B	<b>Countywide bicycle safety advertising campaign.</b> This is a new program that will create a countywide safety campaign aimed at promoting road safety among motorists, pedestrians, bicyclists and bus drivers.		■	√	√	√	No progress	

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
10.3	P	<b>Countywide Safe Routes for Seniors program.</b> Many walking clubs and programs for seniors already exist around the county. The goal is to create a comprehensive countywide program that encourages seniors to walk, bike, and access transit safely (see Strategy 2.7 in the "Vision and Goals" chapter).			■	√	√	No progress	
10.4	B	<b>Countywide bicycling promotion program.</b> The current "Ride into Life!" advertising campaign, which is coordinated with Bike to Work Day each year, was evaluated in 2010/2011. The agency will re-examine this program, and other possible new efforts, to determine possible improvements.	√	√	■	√	√	Completed	"Ride into Life!" campaign revamped as "I Bike" campaign in 2013.
10.4	P	<b>Countywide walking promotion program.</b> The agency will develop new strategies to promote walking for health, recreation and transportation.				■	√	No progress	
10.5		Work with local jurisdictions to grow the above programs even further by developing and offering an easy-to-administer option for jurisdictions to contribute local funding toward countywide programs to expand the programs in their jurisdiction.	√	√				No progress	
<b>11. Develop and adopt an internal Complete Streets policy</b>									
11.1		Alameda CTC will develop an internal Complete Streets policy that addresses the wide variety of activities that the agency performs, including capital projects development, fund programming, and countywide planning, tools and resources. This will ensure that capital projects implemented and/or funded by the agency provide safe and convenient access to all users, including bicyclists/pedestrians, as appropriate and feasible for each project.	■					No progress	

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
<b>12. Determine options for modifying the countywide travel demand model to make it more sensitive to bicycling/walking and implement the best feasible option</b>									
12.1		As part of the model update—which will among other things, align the model with the 2010 Census, update the model years to 2010 and 2040, and incorporate the Sustainable Communities Strategy—evaluate options for modifying the model to make it more sensitive to bicycling/walking trips, and select the best feasible option. Implement the selected option. [starting in 2012]	■	✓	✓			Completed	Model update completed in 2015. Model improvements include adjusting bicycle mode share to reflect extent of bicycle network and assigning bicycle trips to network.
12.2		Consider leading a study, in collaboration with a local jurisdiction, of a road diet (possibly along a CMP network segment) to better understand the impacts to non-motorized transportation of using the model. Based on such a study, further recommendations could be developed to improve the model and the application of LOS standards.	■	✓	✓			No progress	
<b>13. Determine options for revising the Congestion Management Program to enhance bicycle/pedestrian safety and access, and implement the best feasible option</b>									
13.1		During the update to the CMP, explore the options for revising the CMP to improve bicycle/pedestrian safety and access, and implement the best feasible option. As one option, consider using minimum safety and access standards for bicyclists and pedestrians, rather than multi-modal LOS, which may not provide direct guidance on future improvements.	■					Completed	2013 CMP update explored use of MMLOS, ultimately determining HCM 2010 MMLOS metrics not suitable for CMP purposes. Multimodal Arterial Plan is using bicycle level of traffic stress and a pedestrian comfort index to assess existing conditions and potential improvements on countywide arterial network.

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
13.2		Update the CMP guidelines to better define how to develop Areawide Deficiency Plans to address deficiencies on the CMP network, which will allow bicycling and walking improvements to more easily be incorporated into projects, or at a minimum, not pit the implementation of bicycle and pedestrian projects against auto projects to improve LOS.	■	✓	✓	✓		Completed	
13.3		Conduct a feasibility study to explore implementing an impact analysis measure that supports alternative modes, such as San Francisco's Automobile Trip Generated (ATG) measure, instead of using LOS methodologies that primarily address auto impacts. [starting in 2012]	■	✓	✓			No progress	No longer relevant due to SB 743.
13.4		Create maps of the areas of overlap between the CMP and the countywide bicycle/pedestrian vision network. This analysis will reveal the areas and routes on which to focus efforts to improve the CMP process from a bicycle and pedestrian safety and access perspective.	■					Completed	Overlap between CMP and bicycle/pedestrian networks being explored as part of Countywide Multimodal Arterial Plan.
<b>14. Work with the County Public Health Department to consider bicycle/pedestrian data and needs in the development and implementation of health and transportation programs</b>									
14.1		Identify specific bicycle and pedestrian data and social marketing efforts on which to partner with the Alameda County Public Health Department (PHD) to further the goals of this plan.	■					No progress	
14.2		Continue to work collaboratively with the PHD on the intersection of public health and bicycling/walking.	✓	✓	✓	✓	✓	Ongoing	
<b>15. Monitor, evaluate and report on progress annually on implementation of the Countywide Bicycle/Pedestrian Plan</b>									

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
15.1		Monitor the status of the plan's eight performance measures included in this chapter, and report on them in the Alameda CTC's annual Performance Report. In future years, the results of these and all other performance measures, as reflected in the Performance Report, will be used by Alameda CTC to set priorities in the agency's Capital Improvement Program.	■	■	■	■	■	Ongoing	Seven of eight performance measures are reported on annually as part of Alameda CTC Performance Report.
15.2		Annually review the plan's implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made (this action is also reported under implementation action #1). Create a public report with this data, to be posted on the agency's website.	■	■	■	■		Ongoing	Annual reports brought to BPAC in October
15.3		Create and update a Geographic Information System (GIS) database to include all countywide, and also local, planned and built bicycle facilities [bike] and to track completion of the pedestrian facilities in the Ped Plan's vision system [ped]. Work with local jurisdictions to update this database annually.	■	✓	✓	✓	✓	Ongoing	GIS database of bikeways completed and updated annually based on information obtained from local jurisdictions
15.4		Continue the annual bicycle and pedestrian count program, as a way to gauge the effectiveness of new facilities and programs at encouraging bicycling/walking.	✓	✓	✓	✓	✓	Ongoing	Manual counts collected in 2013 and 2014; 4 automated counters remain installed around county. Alameda CTC expanded program and completed manual counts in 2016.
15.5		Update the Bicycle/Pedestrian Plan every four to five years, coordinating with the updates of the Countywide Transportation Plan and of the Countywide Pedestrian/Bicycle Plan.				■	■	Initiating fall 2017.	
<b>16. Conduct research to inform future plan updates and countywide bicycle/pedestrian planning</b> <b>Before next plan update [2013–2016]</b>									

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
16.1		<b>Performance targets:</b> Work with local jurisdictions and other stakeholders to research and, as feasible and appropriate to a countywide agency, develop comprehensive and meaningful quantitative targets for bicycling/walking in Alameda County. Also, consider establishing a future vehicle miles traveled target and using the countywide travel demand model to determine what actions are needed today to achieve the goal.	■	■				No progress	Deferred until next Countywide Bicycle and Pedestrian Plan update.
16.2		<b>Data collection:</b> Assess the benefits and disadvantages of Alameda CTC collecting its own bicycling/walking data, rather than relying on outside sources of data, in order to have more timely information for reporting on performance measures, and possibly targets, and in the next plan update.	■	■				Completed	Staff has identified deficiencies in many outside publicly available data sources, but has also identified that best opportunities are to pursue enhanced data collection at regional level.
16.3		<b>Collision analysis:</b> Conduct a detailed countywide collision analysis, which can help guide future plan and funding priorities, and the direction and focus of the countywide bicycle/pedestrian safety advertising campaign.	■	■				Completed	Completed in 2014.
16.4		<b>Caltrans-owned facilities:</b> Work with local jurisdictions, Caltrans and other agencies, as appropriate, to develop a list of interchanges, overcrossings, undercrossings and at-grade crossings of Caltrans highways and roadways on which bicycle and pedestrian access could be improved, and consider prioritizing the list and working with Caltrans to identify funding for the highest priority projects. [bike: This work would build upon the list of major non-bikeway capital projects already included in Appendix X.] This list would be shared with Caltrans, and other agencies, as appropriate, to help them identify opportunities to better accommodate non-motorized users.		■	■			No progress	

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
16.5		<b>Typical project costs:</b> Work with local agencies to refine typical construction and maintenance costs for bicycle/pedestrian capital projects. These cost assumptions could be used for estimating project costs not only in the Countywide Bicycle/Pedestrian Plan update but also in local master plans.			■	■		Ongoing	Bicycle/pedestrian cost estimating guide was completed in 2015, which includes unit cost information based on actual project bid documents.
16.6		<b>Countywide and local BPACs:</b> Evaluate the staffing, funding, administration, composition and performance of the countywide and local BPACs for strengths, weaknesses and opportunities to improve their effectiveness.			■	■		No progress	
<b>During next plan update [2017]</b>									
16.7		<b>Bicycling/Walking rates:</b> Develop case studies of how other cities and counties around the nation have managed to increase bicycling/walking rates, and develop best practices and recommended policies both for internal use and for local jurisdictions.					■	Not yet initiated	
16.8		<b>Central business districts [ped: and major commercial districts]:</b> Review and standardize the definition of central business districts (CBDs) [ped: and major commercial districts (MCDs)], as used in the “Countywide Priorities” chapter, and determine their distribution throughout the county for planning purposes under the updated Bicycle/Pedestrian Plan.					■	Not yet initiated	
16.9	B	<b>Major bus transfer points:</b> Re-evaluate the purpose and definition of major bus transfer points, included in the “Countywide Priorities” chapter.					■	Not yet initiated	

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

### Implementation Actions

			2013	2014	2015	2016	2017	Status	Notes
16.9	P	<b>Rail transit access costs:</b> Develop separate costs for high ridership rail stations, such as many BART stations, and low ridership rail stations, such as some Amtrak stations, so that cost estimates are more accurate.					■	Not yet initiated	
16.10	B	<b>Types of Bikeways:</b> Differentiate bicycle boulevards from other Class III bicycle routes in the vision network, since the cost and usage of these facilities are very different.					■	Not yet initiated	
16.10	P	<b>Major [non-bikeway] capital projects:</b> Identify the major [non-bikeway] capital projects (such as over- and under-crossings, and bicycle/pedestrian bridges) needed along the bicycle/pedestrian vision network [ <i>bike</i> : that are along access to transit and access to CBD routes]. This will assist in estimating the full costs of the Bicycle/Pedestrian Plan and prioritizing projects.					■	Not yet initiated	
16.1	B							Not yet initiated	
16.11	P	<b>Facilities needing major repair and/or upgrades:</b> Work with local jurisdictions to develop an inventory of countywide bicycle/pedestrian facilities in the vision network that are considered “built” but still are in need of repair or upgrades in order to be considered “completed,” and also the estimated costs to improve them.					■	Not yet initiated	
16.1	B							Not yet initiated	
16.1	B	<b>Re-paving needs:</b> Refine the cost to improve and maintain pavement along all bikeways in the bicycle vision network.					■	Not yet initiated	



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

7.1

**DRAFT Meeting Schedule for 2017-2018 Fiscal Year**  
*Updated March 9, 2018*

	<b>Meeting Date</b>	<b>Meeting Purpose</b>
1	July 26, 2017	<ul style="list-style-type: none"><li>• Oakland/Alameda Freeway Access Project Review</li><li>• Countywide Bike/Ped Plan Update</li><li>• Organizational meeting</li><li>• Project review look-ahead including Measure BB projects</li></ul>
2	October 5, 2017	<ul style="list-style-type: none"><li>• Report on Safe Routes to Schools, Bicycle Safety Education, and iBike Campaign</li><li>• I-80/Gilman Interchange Project</li><li>• Caltrans District 4 Bike Plan</li><li>• Annual Bike/Ped Plan Implementation Report</li></ul>
3	March 29, 2018	<ul style="list-style-type: none"><li>• Countywide Active Transportation Plan: Purpose/Goals</li><li>• San Pablo Multimodal Corridor Project</li><li>• Review TDA Article 3 Projects</li><li>• Alameda County Bicycle and Pedestrian Master Plan</li></ul>
4	June 28, 2018	<ul style="list-style-type: none"><li>• Organizational Meeting</li><li>• Countywide Active Transportation Plan: Existing Conditions</li><li>• 2018 CIP Update</li><li>• Bikeshare Update</li><li>• I-80/Gilman Update</li></ul>

Other items to be scheduled:

- Corridor Studies (San Pablo Avenue and East 14<sup>th</sup> Street/Mission Boulevard/Fremont Boulevard)
- I-80/Ashby Interchange Project
- I-880 Interchange Projects

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-16	Oct-18
8	Mr.	McWilliams III	Fred	Oakland	Alameda County Mayors' Conference, D-4	Feb-18		Feb-20
9	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19
11	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18

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