

Attention!!!

Please note that the June 27, 2011 PAPCO meeting will be from 1 to 3:30 p.m. at 1333 Broadway, Suite 300. Please plan your transportation accordingly. The agenda packet is enclosed.

If you have any additional questions, please contact Naomi at (510) 208-7469.

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Paratransit Advisory and Planning Committee Meeting Agenda

Monday, June 27, 2011, 1 to 3:30 p.m.

Meeting Outcomes:

- Review and approve PAPCO Bylaws
- Elect officers for fiscal year 2011-2012
- Receive an update on the Countywide Bicycle and Pedestrian Plans and provide input on the Programs approach
- Receive an update on the Coordination and Mobility Management Program
- Receive a staff update on the 2011 Annual Mobility Workshop
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan

1:00 – 1:12 p.m. **1. Welcome and Introductions**

Sylvia Stadmire

1:12 – 1:15 p.m. **2. Public Comment**

Public

I

1:15 – 1:20 p.m. **3. Approval of May 23, 2011 Minutes**

Sylvia Stadmire [03 PAPCO Meeting Minutes 052311.pdf](#) – Page 1

A

1:20 – 1:35 p.m. **4. Bylaws Subcommittee Recommendation**

PAPCO and
Staff

On June 1, 2011 the Bylaws Subcommittee met and reviewed the revised PAPCO Bylaws. A representative of the subcommittee will report on the subcommittee's recommendation.

[04 Memo PAPCO Bylaws.pdf](#) – Page 9

[04A Draft PAPCO Bylaws.pdf](#) – Page 11

A

- 1:35 – 1:55 p.m. **5. Election of Officers for Fiscal Year 2011-2012** |

Staff and PAPCO *Annually, PAPCO elects officers in June. PAPCO will nominate and elect the chair, vice chair, Citizens Watchdog Committee representative, and East Bay Paratransit SRAC representative.*

[05 PAPCO Evaluation.pdf](#) – Page 21

[05A Officer Roles and Responsibilities.pdf](#) – Page 23
- 1:55 – 2:10 p.m. **6. Coordination and Mobility Management Program Update** |

Staff *The Committee will receive an update on the Coordination and Mobility Management Program implemented by TAC and the Alameda CTC during FY 10/11.*
- 2:10 – 2:30p.m. **7. Countywide Bicycle and Pedestrian Plans Update and Input on the Programs Approach** |

Rochelle *The Committee will receive an update on the Countywide Bicycle and Pedestrian Plans and provide input on the Programs approach.*

Wheeler and [07 Overview Memo Proqams Approach.pdf](#) – Page 25

Diane Stark [07A Memo Proqams.pdf](#) – Page27

[07B Comment Sheet.pdf](#) – Page 59
- 2:30 – 2:45 p.m. **8. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation** |

PAPCO [08 PAPCO Calendar of Events.pdf](#) – Page 61

[08A PAPCO Appointments.pdf](#) – Page 63

[08B PAPCO Workplan.pdf](#) – Page 65
- 2:45 – 3:00 p.m. **9. Committee Reports** |

Sharon Powers A. East Bay Paratransit Service Review Advisory
and Harriette Committee (SRAC)
Saunders B. Citizens Watchdog Committee (CWC)
- 3:00 – 3:30 p.m. **10. Staff Updates** |

Staff A. Mobility Management

[10A One Call One Click Solutions to Common Issues.pdf](#)– Page 69

B. 2011 Annual Mobility Workshop Update

- C. Countywide Transportation Plan Transportation Expenditure Plan Update
[10C CWTP-TEP Overview.pdf](#) – Page 71
[10C1 Regional SCS-RPT CWTP-TEP Process.pdf](#) – Page 73
- D. Outreach Update
- E. Other Staff Updates

11.Mandated Program and Policy Reports

- [11 WAAC Minutes 030211.pdf](#) – Page 85
- [11A Transit Access Report.pdf](#) – Page 91

12.Draft Agenda Items for September 26, 2011 PAPCO

- A. Annual Mobility Workshop Outcomes Report
- B. Develop PAPCO Goals
- C. Discuss Draft Work Plan for FY 11/12
- D. Provide input on the Transportation Expenditure Plan
- E. Discuss Conflict of Interest and Ethics
- F. Report Update from East Bay Paratransit
- G. TAC Report

3:30 p.m.

13.Adjournment

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

Annual Mobility Workshop:

Date: July 12, 2011
Time: 10 a.m. to 4 p.m.
Location: Ed Roberts Campus, 3075 Adeline Street, Berkeley, CA 94703
(at Ashby BART Station)

Next Meeting:

Date: September 26, 2011
Time: 1 to 3:30 p.m.
Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons:

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

Naomi Armenta, Paratransit Coordinator
(510) 208-7469
narmenta@alamedactc.org

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

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

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



Paratransit Advisory and Planning Committee Meeting Minutes Monday, May 23, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson- Simon	<u>P</u> Clara Sample <u>A</u> Harriette Saunders
<u>P</u> Carolyn Orr, Vice-Chair	<u>P</u> Jane Lewis <u>P</u> Jonah Markowitz	<u>P</u> Will Scott
<u>P</u> Aydan Aysoy <u>A</u> Larry Bunn	<u>P</u> Betty Mulholland <u>P</u> Sharon Powers	<u>A</u> Maryanne Tracy- Baker
<u>A</u> Herb Clayton <u>P</u> Shawn Costello	<u>P</u> Vanessa Proee <u>P</u> Carmen Rivera- Hendrickson	<u>P</u> Esther Waltz <u>A</u> Renee Wittmeier
<u>A</u> Herb Hastings <u>A</u> Joyce Jacobson	<u>P</u> Michelle Rousey	<u>P</u> Hale Zukas

Staff:

<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>A</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Naomi Armenta, Paratransit Coordinator	<u>P</u> Krystle Pasco, Paratransit Coordination Team

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:05 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support Services; Shawn Fong, City of Fremont; Kim Huffman, AC Transit; Hakeim McGee, City of Oakland; Patricia Osage, Satellite

2. Public Comments

Esther wished Jennifer Cullen's son a happy early 18th birthday.

3. Approval of April 25, 2011 Minutes

Betty Mulholland moved that PAPCO approve the minutes as written. Sandra Johnson-Simon seconded the motion. The motion carried unanimously (15-0).

4. Base Program and MSL Funding Recommendation

Naomi Armenta informed the committee that the Paratransit Coordination Team sent them the Program Plan Review results from the two separate subcommittee reviews of all the base paratransit programs and which form the recommendations for the FY 2011/12 base paratransit programs before PAPCO today. She commended PAPCO members for their thorough, thoughtful and exhaustive reviews of each paratransit program plan, as well as the jurisdictions for providing the necessary information for PAPCO's review. She went over the recommendation and explained the Measure B, Minimum Service Level (MSL) and other funding that each paratransit program has applied for.

Naomi asked the committee members if they would like to review any program application further. There were no requests for additional reviews.

Will Scott moved that PAPCO approve the Base Program and MSL Funding recommendation. Shawn Costello seconded the motion. The motion carried unanimously (15-0).

5. Establishment of Bylaws Subcommittee Membership

Naomi stated that PAPCO reviews its bylaws annually. She mentioned that staff is reviewing all four community advisory committees' bylaws for similarities and plans to standardize them where possible. The Bylaws Subcommittee will meet on June 1. The chair called for volunteers for the Bylaws Subcommittee, and the following PAPCO members volunteered:

- Shawn Costello
- Sandra Johnson-Simon
- Betty Mulholland
- Rev. Carolyn Orr
- Sharon Powers
- Vanessa Proee
- Clara Sample

- Will Scott
- Sylvia Stadmire
- Esther Ann Waltz

6. Stabilization Funding Report

Naomi gave an update on the stabilization funding process. She mentioned that in June 2009, the ACTIA Board, at PAPCO's request, set aside \$820,000 from gap funding for stabilization funding to mitigate service cuts due to the reduction in Measure B revenue. Due to the projected decrease in revenue, the service providers proposed service cuts in the following year, totaling about 30,000 fewer rides and 7,500 fewer meals for that year. The stabilization funding was established to address those proposed cuts to service by providers.

To receive stabilization funding, service providers had to demonstrate that they had or were about to exhaust their revenues and were looking to make service cuts. ACTIA awarded stabilization funding to AC Transit, BART, LAVTA, the City of Oakland and the City of San Leandro, and approved extending the remaining stabilization funding for another year to avoid further service cuts.

Naomi mentioned that no programs applied for stabilization funding in FY 10-11 because the economy had improved and the projections had increased. In April 2011, the Commission approved the recommendation by PAPCO not to authorize additional Stabilization for FY 11-12. The Commission also approved TAC and PAPCO's recommendation that AC Transit and BART, in support of East Bay Paratransit, be eligible to apply for the remaining funding of \$163,090.

Naomi stated that the stabilization funding was meant to ease the landing for the programs during the hard economic times but eventually this led to the delay in the Cycle 5 grant funding release. However, as revenue projections have increased for this coming year, staff does not recommend setting aside further stabilization funding for FY 11-12.

7. Report from East Bay Paratransit

Mark Weinstein, the general manager of Veolia (the consultant group that oversees the operations for East Bay Paratransit (EBP) on behalf of AC Transit and BART), gave a report on East Bay Paratransit. He reported that EBP saw an increase in ridership of 200 more rides each day due in part to budget cuts to other agencies that are now shifting their patrons onto EBP. Nonetheless, their on-time performance is currently at 93.8 percent compared to last year, which was at 94 percent.

Mark reported that in December, EBP finished installing Mobile Data Computers (MDCs) in its entire fleet, funded in large part by a Measure B Gap grant. The MDCs helped drivers navigate with additional audio instructions and minimize drivers getting lost. Mark mentioned that EBP now has the capability to monitor the driving of the vehicles. This helps in complaint management by providing information such as vehicle locations and speeds. EBP can cross check complaints against vehicle location data.

East Bay Paratransit is also looking into establishing satellite offices in both San Pablo and Fremont for the eligibility certification interviews. This will be finalized soon.

8. Gap Grant Reports – Varied Volunteer Programs

Naomi introduced two gap grant recipients that extended their grants.

Jennifer Cullen presented on the Senior Support Services Program of the Tri-Valley that services the Dublin, Pleasanton, Livermore and Sunol residents. This program started in 1981 and serves approximately 1,600 seniors a year. Currently, a core of over 100 volunteers provides over 4,000 visits and 5,000 phone visits a year.

The program is designed to meet the needs of seniors who have an urgent medical appointment and have exhausted all other options to obtain a ride. The program supplements existing public and paratransit services by providing rides via volunteer drivers. Seniors 60 and older may be eligible for this program if the seniors need to get to a medical appointment out of the traditional service area and/or are unable to use paratransit locally. This program is free to riders; although, donations are accepted.

Shawn Fong gave an update on the VIP Rides Program that services the Fremont, Newark, and Union City areas. This program is supervised by Life Eldercare through which the volunteers are recruited, trained, and supervised. VIP Rides is primarily a door-to-door assisted service for both seniors and people with disabilities for a variety of trips such as medical appointments, grocery shopping, or errands. The volunteers are all community members who are interested in helping seniors and people with disabilities.

Program participants are expected to fill out an application, and they must make a reservation three days in advance for a ride. Riders can request a ride in a volunteer's vehicle, or they can request that a volunteer accompany them on a ride using local paratransit vehicles. There is a requested donation of \$5 for each ride.

The VIP Rides Program also works on service linkages to other transit agencies. The program is on mark to meet its goals for the year and provides a cost savings to the base fund and paratransit program of over \$70,000.

9. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Vanessa stated that she will go to Sacramento on Wednesday, May 25 with Community Resources for Independent Living (CRIL) to advocate for paratransit issues.

Sylvia wanted to thank Carmen and the other PAPCO members involved for doing great work to get transportation to the fair grounds for the Alameda County Fair.

Carmen stated that the AC Transit Route 8 bus will run from the Dublin/Pleasanton BART station to the county fairgrounds. This will only be available for the duration of the fair, but they are working on getting that bus line running for the entire year. Carmen also mentioned the availability of \$7.6 billion in federal transportation grants, and encouraged Alameda CTC to apply for grants. She mentioned that legislators are also worried about paratransit and people with disabilities with regard to transportation.

Sylvia attended the San Leandro Senior Commission meeting, and the Commission was appreciative of the funds granted by Alameda CTC. She also attended the Meals on Wheels Gala as well as Nate Miley's 60th birthday celebration and promotion as the president of the Board of Supervisors at the Claremont. She also passed around an invitation to the Broadmoor housing open house on June 11 from 9 to 11 a.m., which will include a pancake breakfast open house. Sylvia also reported that she received an award from the City of San Leandro.

Sandra attended an Elks oratorical contest, and she volunteered for a poverty walk for children that included a free lunch and a T-shirt if you donated a canned good.

Betty reported that she is now a commissioner for Oakland on the Commission for People with Disabilities.

10. Committee Reports

- A. East Bay Paratransit Service Review Advisory Committee (SRAC)
 - a. Sharon reported that the meeting was cancelled, and the next meeting is on June 7.

- B. Citizens Watchdog Committee (CWC)
 - a. Tess reported that the last CWC meeting was in March, the CWC is beginning work on the 9th Annual Report to the Public, and the next meeting is in June. CWC members are currently looking at the compliance reports and focusing on the reserves reported in the data.

11. Staff Updates

- A. Mobility Management
 - Naomi noted the packet attachment regarding the One Call, One Click transportation service fact sheet.

- B. 2011 Annual Mobility Workshop Update
 - Rachel Ede gave an update on the 2011 Annual Mobility Workshop including the new date, time and venue change. She will mention more details at the next meeting.

- C. Countywide Transportation Plan Transportation Expenditure Plan Update
Tess gave an update on the Countywide Transportation Plan and Transportation Expenditure Plan. MTC issued a call for projects in March, and the Alameda County jurisdictions submitted applications to the Alameda CTC by April 12. Alameda CTC screened the applications and developed a preliminary list of CWTP projects and programs to submit to MTC by April 29. Staff is presenting the final CWTP and the Regional Transportation Plan projects and programs lists to Alameda CTC committees in May.

Tess mentioned the three committees working on this effort: Technical Advisory Working Group, Community Advisory Working Group and the Steering committee. She also mentioned the public hearing at the May 26 Steering Committee meeting from 12 to 12:30 p.m. at the Alameda CTC offices. The Steering Committee will review the final projects and programs list that Alameda CTC will submit to the MTC, and make a recommendation for approval by the Commission on the same day.

The next steps for this process are performing evaluation of the projects and programs in relation to the goals adopted for the plan. The committees will also discuss the parameters for the Transportation Expenditure Plan. They will evaluate different scenarios that each offer different amounts of money. Alameda CTC aims to have an adopted transportation plan by the end of this year. There will be more updates at the next meeting.

- D. Outreach Update

Krystle gave an update on the outreach events coming up and the new promotional items that recently came in. She will attend the 5th Annual Health and Resource Fair on Thursday, June 23 at the North Oakland Senior Center and on Friday, July 15, she will attend the United Seniors of Oakland and Alameda County's Healthy Living Festival at the Oakland Zoo.

- E. Other Staff Updates

Naomi gave an update on the Superfest disabilities film festival in which she was a film judge. This year, they will focus on youth with disabilities; more information is available on the flyer on the back table.

Mandated Program and Policy Reports

Members were asked to review the attachments in their packets.

12. Draft Agenda Items for June 27, 2011 PAPCO

- A. Approval of Bylaws
- B. Election of Officers for FY 11-12 (Chair, Vice-Chair, SRAC, CWC)
- C. Input on the Pedestrian Plan "Priority Programs" Chapter
- D. Coordination Mobility Management Program Update
- E. Gap Grant Reports – Travel Training; Shuttles
- F. Annual Mobility Workshop Update
- G. Countywide Transportation Plan and Transportation Expenditure Plan Update
- H. TAC Report

13. Adjournment

The meeting adjourned at 3:20 p.m.



MEMORANDUM

To: Paratransit Advisory and Planning Committee (PAPCO)

From: Naomi Armenta, Paratransit Coordinator

Date: June 9, 2011

Subject: Updated PAPCO Bylaws

Recommendation

Staff recommends that the PAPCO review and approve the updated PAPCO Bylaws (Attachment 05A).

Summary

Typically, PAPCO reviews its bylaws at a subcommittee and at the organizational meeting in June of every year. At that time, both staff and PAPCO can update the bylaws to reflect current practices and conditions, or to improve committee functioning. This year, staff is proposing substantial revisions, primarily in response to the recent merger of the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA). This merger provided an opportunity to standardize the bylaws between the agency's four community advisory committees. This memo details the major changes proposed to the bylaws. Attached are the new proposed bylaws (Attachment 05A).

Background

New membership structure: With the merger of ACTIA and ACCMA, a new Commission was created with a new membership structure. The Alameda CTC has 22 members. PAPCO has traditionally sought two appointments from each County Supervisor, one from each City in Alameda County, and one from each fixed-route transit agency providing ADA-mandated services. If fully

appointed, this would indicate a 28 member committee. Since the appointment structure already closely reflects the Commission's new structure; staff recommended reducing the County Supervisor appointments from two to one, therefore creating a 23 member committee. This is the current number of appointments to PAPCO. At its May meeting, the Commission approved changing the PAPCO membership from 28 members to 23 members, reflecting the recommended change.

Bylaws Revisions

Overall, the proposed updated bylaws contain essentially all of the sections from the current bylaws. Major changes include 1) the addition of new sections to further clarify and reflect current practices, and to make the bylaws consistent between the four community advisory committees; and 2) the deletion of sections to make the four sets of bylaws consistent. Another significant change is formatting, which staff has standardized for all committees.

The changes include:

- Article 1 Definitions was updated and standardized with the other bylaws.
- Article 2 Mission, Purposes, and Responsibilities was reformatted into Purpose and Responsibilities.
- Article 3 Members expanded to include Appointment, Term of Office, Removal and additional clarifications.
- Article 4 Officers was standardized.
- Article 5 Meetings was standardized.
- Article 6 Subcommittees was standardized and includes a maximum number of participants, as well as a minimum.
- Article 7 Records and Notices was added to include guidance regarding minutes, rosters, the Brown Act, and meeting notices.
- Article 8 General Matters was added to include miscellaneous items including simplified per diem guidance, conflicts of interest, bylaws amendments, public statements, conflicts with governing documents, and staffing.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

05A Proposed PAPCO Bylaws



Paratransit Advisory and Planning Committee Bylaws

Article 1: Definitions

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

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

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

1.3 ADA Eligible Person. A person with disabilities who is eligible for Americans with Disabilities Act (ADA) paratransit services within the legal requirements of the ADA. The general definition of an ADA-eligible individual is a person who is unable, due to disability, to utilize regular fixed-route transit services.

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

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

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

1.7 Citizens Advisory Committee (CAC). The Alameda CTC Committee that serves as a liaison group between the Alameda CTC and the members' respective communities. Appointed by the ACTIA Board or the Commission, the CAC keeps the Commission informed of the progress of Measure B programs and projects, and discusses local community transportation concerns, as well as provides feedback to members' respective communities.

1.8 Citizens Watchdog Committee (CWC). The Alameda CTC Committee, a committee of individuals created by the ACTIA Board, as required by Measure B, with the assistance of the League of Women Voters and other citizens groups, and continued by the Commission. The Committee reports directly to the public and is charged with reviewing all expenditures of the agency. Citizens Watchdog Committee members are 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.

1.9 Consumer. Any individual who uses any public transportation services available in Alameda County for seniors and people with disabilities. Consumers may or may not be eligible for services mandated under the Americans with Disabilities Act.

1.10 Coordination/Gaps in Service Funds (Tier 1). Funds available under Measure B on a Countywide basis for gaps in the special transportation service network and/or for coordination among systems. These funds would be allocated by PAPCO to reduce differences in service that might occur based on the geographic residence of any individual needing special transportation services for seniors and people with disabilities, subject to approval by the Commission.

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

1.12 Fiscal Year. July 1 through June 30.

1.13 Mandated Services. Paratransit services mandated by the Americans with Disabilities Act (ADA), also known as "ADA Paratransit." These services are provided by regular route transit operators, including AC Transit and BART, acting together as the East Bay Paratransit Consortium, as well as Union City Transit and LAVTA.

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

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

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

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

1.18 Non-mandated Services. Special transportation services, including paratransit, that are not subject to the requirements of the Americans with Disabilities Act. In Alameda County, the non-mandated services that receive Measure B funds are provided by the cities and the County of Alameda. Examples of non-mandated services include, but are not limited to, shuttle service, taxi programs and special group trips.

1.19 Paratransit Advisory and Planning Committee (PAPCO or “Committee”). 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 funded paratransit providers in Alameda County.

1.20 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: San Leandro, Hayward, unincorporated areas near Hayward; South County: Fremont, Newark, Union City; East County: Pleasanton, the unincorporated area of Sunol, Dublin, Livermore.

1.21 Programmatic Funding. Measure B funds distributed on a monthly basis based on a distribution formula. Approximately 10.45 percent of net Measure B revenues are distributed to mandated and non-mandated specialized transportation services based on a formula developed by PAPCO and approved by the Commission.

1.22 Residents with Disabilities. Alameda County residents who have physical or mental impairments that substantially limit one or more of the major life functions—caring for oneself, performing manual tasks, walking, seeing, hearing, breathing, learning, working—of an individual. Residents with disabilities are ADA eligible if their disabilities prohibit them from using regular fixed route transit.

1.23 Special Transportation. Transportation services for seniors and people with disabilities, aimed at improving the mobility of seniors and people with disabilities by supplementing conventional fixed-route transit service. Examples of special transportation services may include, but are not limited to, paratransit, local senior shuttles, transportation to meal sites, and meal delivery.

1.24 Technical Advisory Committee (TAC). A committee of Measure B service providers, including both the providers of mandated services and the providers of non-mandated services. The Technical Advisory Committee will meet in joint session with PAPCO at least three times per year, and may meet independently at other times to discuss issues of relevance to service providers.

1.25 Tier 2 Funds. Additional funds that may be available for capital expenditures over the life of the sales tax measure. These funds are not guaranteed; however, should they become available, up to \$7.5 million dollars would be allocated to coordination of service gaps and special transportation for seniors and persons with disabilities. These funds would be allocated by PAPCO to reduce differences in service that might occur based on the geographic residence of any individual needing specialized transportation services for seniors and people with disabilities, subject to approval by the Commission.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee purpose is to fulfill the functions mandated for the Committee in the Expenditure Plan and to advise the Alameda CTC on all special transportation matters.

2.2 Committee Roles and Responsibilities from Expenditure Plan. As defined by the Measure B Expenditure Plan, the roles and responsibilities of the Committee are to:

2.2.1 Determine the formula to be used to distribute funds for non-mandated services to the cities in Alameda County and the County of Alameda.

2.2.2 Allocate funds identified for coordination/gaps in service in Tier 1 of the Expenditure Plan, subject to approval of the Alameda CTC.

2.2.3 Allocate funds identified for capital expenditures for coordination/gaps in service in Tier 2 of the Expenditure Plan, assuming funds are available for allocation, subject to approval of the Alameda CTC.

2.3 Additional Responsibilities. Additional PAPCO member responsibilities are to:

2.3.1 Review mandated and non-mandated services for cost effectiveness and adequacy of service levels and to make recommendations to the Alameda CTC regarding the approval of requests for funding. In this capacity, the Committee may identify alternative approaches that will improve special transportation service in Alameda County.

2.3.2 Review performance data submitted by mandated and non-mandated special transportation service providers, with the objective of creating a more productive and effective service network, through better communication and collaboration of service providers.

2.3.3 Report annually to the Alameda CTC and all providers on the status of special transportation services. This report will include at a minimum service availability, quality, and improvements made as compared to the previous year.

2.3.4 Provide a forum for consumers to discuss common interests and goals in making recommendations affecting all special transportation services funded in whole or in part by Measure B funds in Alameda County.

2.3.5 Encourage coordination of special transportation and public transit services as they relate to seniors and individuals with disabilities in Alameda County.

2.3.6 Solicit information from consumers and the larger community on special transportation service needs and disseminate findings to consumers, the Alameda CTC, and other concerned individuals and agencies.

2.3.7 Participate in surveys and planning activities undertaken by various public agencies as they relate to seniors and individuals with disabilities in Alameda County.

2.3.8 Fulfill all responsibilities as the County Paratransit Coordinating Council (PCC), as assigned by the Metropolitan Transportation Commission, the County, the state or the federal government.

2.3.9 Perform outreach regarding PAPCO activities and Measure B funds at least once each fiscal year. Examples of outreach may include attending a transit fair or Transportation Forum, accompanying staff to Alameda CTC outreach presentations, or publishing an article in a local publication.

Article 3: Members

3.1 Number of Members. The PAPCO will consist of 23 members.

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

3.2.1 One member per County Supervisor (five total).

3.2.2 One member per City (14 total).

3.2.3 One member per Transit Agency—AC Transit, BART, LAVTA, and Union City.

3.3 Membership Qualification. Each member must be an Alameda County resident and a special transportation consumer.

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

3.5 Attendance. Members are expected to actively support committee activities and regularly attend meetings. Accordingly, more than two absences in any fiscal year period may be cause for removal from the Committee. However, a member removed from the Committee may be subject to reappointment 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 passes away or otherwise becomes incapable of continuing to serve.

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

Article 4: Officers

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

4.1.1 Duties. The chair shall preside at all meetings and will represent the PAPCO before the Commission to report on PAPCO activities. The chair shall serve as an ex-officio member of all committees except a nominating subcommittee (when the PAPCO discusses the chair position). In addition, if MTC convenes Paratransit Coordinating Council (PCC) meetings, the PAPCO chair or his/her designee will attend and report back to PAPCO on these meetings. 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.

4.3 Elected Representatives. PAPCO shall annually elect a representative to serve on AC Transit and BART's East Bay Paratransit Service Review Advisory Committee (SRAC). This representative will attend SRAC meetings, report on PAPCO activities to the SRAC, and report to the full membership of PAPCO on SRAC activities. PAPCO shall annually elect a representative to serve on Alameda CTC's Citizen's Watchdog Committee (CWC). This representative will attend CWC meetings, report on PAPCO activities to the CWC, and report to the full membership of PAPCO on CWC activities.

Article 5: Meetings

5.1 Open and Public Meetings. All PAPCO meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all PAPCO meetings. Comments by a member of the public in the general public comment period or on any agenda item shall be limited to five minutes per item. In the discretion of the chair, the time limit may be increased or reduced, but not to less than two minutes.

5.2 Regular Meetings. The PAPCO will hold up to 10 meetings per year. Annually, at the Organizational Meeting, PAPCO shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed during the year by action of PAPCO. On a quarterly basis, PAPCO is expected to meet jointly with the Technical Advisory Committee (TAC) of paratransit providers. TAC members will not have voting privileges at these joint meetings, but will engage in all discussions and will present their point of view prior to any decision-making at those meetings.

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

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

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

5.6 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the PAPCO 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. PAPCO meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

Article 6: Subcommittees

6.1 Establishment. The PAPCO may establish subcommittees when and as necessary or advisable to make nominations for office of PAPCO, to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of PAPCO. The standing subcommittees are Bylaws, Fiduciary and Finance, Program Plan Review, and Section 5310.

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

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding, 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 PAPCO meetings 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 PAPCO on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or committee.

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

Article 8: General Matters

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

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

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

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

8.5 Conflict with Governing Documents. In the event these bylaws conflict with the 2000 Alameda County Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the conflicting provision in the Expenditure Plan, state law, or 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 per diem administration.

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PAPCO Evaluation Fiscal Year 2010/11

Membership

Since June 2010, the following committee members have left PAPCO:

- Audrey Lord-Hausman
- Ronald Washington

The following committee members were appointed PAPCO:

- Gaye Lenahan
- Sandra Johnson Simon
- Esther Waltz

Recruitment efforts undertaken by PAPCO: PAPCO receives a list of appointments and vacancies in every packet. The PAPCO Chair reminds the CTC Commission of vacancies in the monthly report.

Outreach

According to the Bylaws, *“Each PAPCO member is required at least once each fiscal year to perform outreach regarding PAPCO activities and Measure B funds. Examples of outreach may include attending a transit fair, accompanying staff to ACTIA outreach presentations, or publishing an article in a local publication.”*

In Fiscal Year 2010/11, at least 21 members have participated in outreach activities, including:

- Attending Transportation Forums and Senior and Health Fairs
- Delivering Access Alameda guides to Senior Centers
- Attending and speaking at other Advisory Committee meetings

Attendance

Member	PAPCO	Subcommittees Attended	Subcommittee %
Aydan Aysoy	90%	1	100%
Larry Bunn	60%	2	100%
Herb Clayton	50%	0	N/A
Shawn Costello	90%	3	75%
Herb Hastings	80%	2	100%

Member	PAPCO	Subcommittees Attended	Subcommittee %
Joyce Jacobson	60%	0	N/A
Sandra Johnson Simon	100%	2	66%
Gaye Lenahan	N/A	N/A	N/A
Jane Lewis	90%	1	100%
Jonah Markowitz	90%	1	100%
Betty Mulholland	70%	4	100%
Rev. Carolyn M. Orr	90%	3	75%
Sharon Powers	100%	2	50%
Vanessa Proee	100%	3	100%
Carmen Rivera-Hendrickson	80%	2	100%
Michelle Rousey	100%	2	66%
Clara Sample	100%	4	80%
Harriette Saunders	90%	4	80%
Will Scott	80%	3	60%
Sylvia Stadmire	100%	5	100%
Maryanne Tracy-Baker	70%	3	100%
Esther Waltz	100%	1	50%
Renee Wittmeier	80%	0	N/A
Hale Zukas	100%	2	100%
Average	86%	2	85%

Number of members who have missed 3 or more PAPCO meetings: **5**
PAPCO has attained quorum for every meeting in Fiscal Year 2010/11.

Roles and Responsibilities of PAPCO Officers

At the end of each fiscal year, PAPCO elects four new officers to serve a one-year term from July through June, including a PAPCO Chair, a PAPCO Vice Chair, an Alameda CTC Citizen's Watchdog Committee (CWC) member, and an East Bay Paratransit Consortium Service Review Advisory Committee (SRAC) member. Officers receive a great deal of support from Staff and no one should feel too inexperienced to run for office. Every month Staff draws up agendas with the input of the Chair and Vice Chair and meets to go over them at an "agenda planning session." The agenda planning session is also a chance to discuss and plan how the meeting will be run. Staff will also assist with writing notes for any presentation Officers or other members would like to make to other committees or meetings.

Roles and responsibilities of each electorate are outlined below:

PAPCO Chair

- Provides overall leadership to PAPCO
- Facilitates the monthly PAPCO meetings to ensure full and fair participation from all members
- Weighs in on all decisions of PAPCO and provides opinion
- Participates in a monthly planning session with staff to plan PAPCO's agenda
- Participates with staff to plan the annual mobility workshop
- When possible, attends TAC meetings to represent PAPCO view and update TAC on key PAPCO actions
- Participates in most subcommittees
- Provides monthly reports to the Alameda CTC Commission
- Eligible for up to four per diems per month for PAPCO, TAC, and Commission meetings
- Eligible for additional per diems for eligible subcommittees

Estimated Time Commitment per month: 15 – 20 hours (can vary depending on how many "extra" meetings are attended)

PAPCO Vice Chair

- Provides overall leadership to PAPCO
- Assists the PAPCO Chair to ensure full and fair participation from all Committee members

Attachment B2

Roles and Responsibilities of PAPCO Officers

- Participates in a monthly planning session with staff to plan PAPCO's agenda
- Participates with staff to plan the annual mobility workshop
- Participates in some subcommittees
- Eligible for up to two per diems per month for PAPCO and Commission meetings, or four if filling in for Chair
- Eligible for additional per diems for eligible subcommittees
- Actively participates in outreach efforts

Estimated Time Commitment per month: 8 – 10 hours per month (can vary depending on how many “extra” meetings are attended)

Citizen's Watchdog Committee Appointee

- Participates in CWC meetings, usually held quarterly on the second Monday of the month from 6:30 – 8:30pm
- Responsible for scrutinizing all Alameda CTC expenditures and reports directly to the public on how Measure B funds are spent, including paratransit funding
- Responsible for updating PAPCO on CWC actions and activities
- Eligible for per diem for CWC meeting

Estimated Time Commitment per Quarter: 4 – 8 hours

East Bay Paratransit Service Review Advisory Committee Appointee

- Participates in SRAC meeting on the first Tuesday of the month, approximately every other month, from 12:30 – 3:00pm
- Responsible for representing PAPCO position on decisions
- Responsible for updating PAPCO on SRAC actions and activities

Note: If the PAPCO member who is elected SRAC representative is already a member of the SRAC, they will give up their original SRAC seat to become the PAPCO representative. When their term as PAPCO representative to SRAC ends, they will need to reapply to be a member of SRAC.

Estimated Time Commitment per quarter: 3 – 5 hours



MEMORANDUM

Date: June 9, 2011

To: PAPCO

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

Subject: **Updates to the Bicycle & Pedestrian Plans: Programs Approach**

Recommendations

It is recommended that the Paratransit Advisory and Planning Committee (PAPCO) provide input on the proposed approach to programs in the Alameda Countywide Bicycle and Pedestrian Plans updates at the meeting, and, if desired, in writing by Friday, July 1, 2011. See Attachment 07A for more information.

Summary

Both the Countywide Pedestrian and Bicycle Plans are now being updated. A memo from the Plans Updates consultant, recommending a draft list of programs to include in the plans updates is included in Attachment 07A. The memo includes the process for selecting the proposed programs, how they meet the draft plans' goals, available effectiveness information for each program, and potential parties responsible for coordinating the programs. The memo also includes a list of questions for discussion at the PAPCO meeting. A comment sheet is also attached for submitting input on the recommended approach (see instructions below). Input from the PAPCO will be incorporated into the Priority Projects and Programs chapters of the updated Plans.

PAPCO members are encouraged to use the attached comment sheet (Attachment 07B) to submit written comments on the programs, but may also provide input via email. Written comments should be submitted to Rochelle Wheeler at rwheeler@alamedactc.org by **Friday, July 1, 2011, at 5:00 p.m.**

Discussion

The Alameda County CTC approved the first Countywide Pedestrian Plan, and the first update to the Countywide Bicycle Plan, in 2006. PAPCO provided input on the development of the Pedestrian Plan. Since then, these plans have been used to guide bicycle and pedestrian grant fund programming and Alameda CTC bicycle/pedestrian efforts. The plans are now being updated, with the goal of having the plans adopted in early 2012, so that they can be coordinated with the updates of the Countywide and Regional Transportation Plans, which are anticipated to be adopted by 2012 and 2013, respectively.

During the plan development process, the Countywide BPAC and the Bicycle Pedestrian Plans Working Group (PWG) are the two primary groups that will review and give input on the development of each chapter of the plan. Naomi Armenta (Alameda CTC) and Sylvia Stadmire (PAPCO) are members of the PWG. Selected draft chapters and topics are also being brought to the full PAPCO for input.

To date, PAPCO has been invited to review and provide input on several of the draft plan chapters: the draft Existing Conditions chapters, and Vision, Goals & Objectives chapters, and the approach to the vision and priority networks for the Plans.

The approach to programs was presented to the PWG and the BPAC earlier in June for their review and feedback. The input from PAPCO, BPAC, PWG and interested others will be incorporated into the Priority Projects and Programs chapters in the Plans. This chapter will be available for all to review in draft form.

Next Steps

Comments on the program approach for the Bicycle and Pedestrian Plans will be consolidated and incorporated into the draft versions of the Priority Projects and Programs chapters.

Attachments

- 07A. Memo on Proposed Bicycle and Pedestrian Programs Approach
- 07B. Comment Sheet



MEMORANDUM

To Diane Stark and Rochelle Wheeler, Alameda CTC
From Victoria Eisen
Date June 1, 2011
Project Alameda Countywide Bicycle and Pedestrian Plan Updates
Subject **Proposed approach to countywide programs**

Background

Over the past several months, discussions have focused on capital projects for inclusion in the Vision and Priorities networks of the Countywide Bicycle and Pedestrian Plans. In addition to capital projects of countywide significance, creating a pedestrian and bicycle culture in Alameda County will require programs that promote, educate, and provide other programmatic support for walking and cycling. The 2006 Countywide Bicycle and Pedestrian Plans recommended 25 programs, many of which have been implemented or are underway (see Table 1).

This memo summarizes 18 programs that are being considered for the plan updates, as listed in Table 1. The 18 programs were derived from programs included in the 2006 Countywide Bicycle and/or Pedestrian Plans, programs that the Alameda CTC is, or is interested in, supporting, or successful programs from other areas.

The discussion of each program in this memo includes the corresponding draft plan goals, the reported effectiveness of each program, and the potential responsible parties for coordinating each program. Consistency with goals is based on a comparison with the Vision, Goals & Objectives chapters, which the Plans Working Group and Countywide BPAC reviewed in December 2010. Effectiveness is discussed for those programs where information is available for similar programs.

Program categories

The 18 specific programs being recommended fall under one of five categories: promotion, education, technical support, collaboration and research, and facilities programs. In some cases, a program could fall under two categories, such as promotion and education: the most relevant one has been selected. Of the 18, ten of the programs support bicycle and pedestrian use, five are bicycle-only, and three are pedestrian only.

Program selection

All of the programs being recommended are, at a minimum, countywide in nature, or provide a model transferrable throughout Alameda County. In addition, all recommended programs are either proven to be effective based on similar programs in Alameda County or other areas, or do not have information available about effectiveness (see Table 2). Those with no effectiveness data available were included because they still meet goals of the plans.

Eleven of the 18 programs were recommended in either the 2006 Countywide Bicycle or Pedestrian Plan (or both – see Table 1). The remaining seven include three programs that are already supported by Alameda CTC: #5 Countywide walking promotion campaign and # 6, Safe Routes for Seniors, which is described in the agency’s Active Transportation Case Statement, and #12 Annual count program. Finally, four of the recommended programs are recommended by the Alameda CTC staff and/or the consultant team based on their success in other geographic areas: #2 Sunday Streets, #9 Coordination of multi-agency capital projects, #10 Facilitate collaborative bicycle and pedestrian research, and #15 Bicycle sharing.

Of the 25 programs included in the 2006 Countywide Bicycle and Pedestrian Plans, 21 are being recommended for the plans updates in some form. These recommended programs either appear in this memo as a stand-alone program or have been combined with other programs, or will

be included in the Implementation Chapter, as a policy, next step, or funding priority. Four programs were not recommended to be included, since they are either less countywide in nature, were less strong candidates, or are being performed by others:

Pedestrian Plan

1. Walking maps

Bicycle Plan

2. Explore subregional sharing of bicycle safety training equipment
3. Equip Police Departments with improved handouts
4. Explore ways to offer bicycle driver education materials at DMV offices

Program prioritization

The 2006 Bicycle and Pedestrian Plans treated the priority of programs in slightly different ways. In the Pedestrian Plan, programs were included on equal footing with capital projects of countywide significance, and planning (i.e. local master plans). The Bicycle Plan, however, gave a higher priority to capital projects, which, in general, are often more costly than programs, over programs. Neither Plan developed a prioritized “short list” of programs, similar to the high-priority capital projects list. One of the goals of updating the Plan updates is to acknowledge and elevate the importance of programs in both plans.

The PWG and BPAC are asked to consider whether bicycle and pedestrian programs should be prioritized as a whole, or whether some programs should be prioritized over others. If there should be priorities among the programs, the PWG and BPAC are asked to review the recommended programs in light of which are most effective in increasing walking and biking throughout the county, and which will support local jurisdictions’ efforts to increase the use of these modes.

Alameda CTC Role

For each program, one or more potential Alameda CTC roles are listed. These roles are listed as “potential” since they still require further discussion within the agency. The five roles are:

- Encourage – Alameda CTC would encourage others to fund and implement the programs.
- Fund – Programs under this category would be eligible for funding from Alameda CTC, such as through a grant process. The agency would administer the grant, but not implement the program.
- Support - This may include providing some technical assistance or support.
- Coordinate – This category includes coordinating or seeking funding, perhaps issuing a Request for Proposal (RFP), and administering a grant or contract. It does not include direct implementation of the program.
- Implement – Alameda CTC would fund, or find funding for, the program and implement it directly.

Table 1: Programs Recommended for Inclusion in Plans Updates

	2006 Bike Plan	2006 Ped Plan	Implemented or Underway	Proposed for Bike, Ped, or Bike/Ped Plans
<i>PROMOTION</i>				
1. Individualized Travel Marketing		x	x	BP
2. Sunday Streets				BP
3. Annual Bicycling Promotions	x		x	B
4. Organized walks and walk to transit programs		x	x	P
5. Countywide walking promotion campaigns			x	P
6. Safe Routes for Seniors				P
<i>EDUCATION</i>				
7. Safe Routes to Schools	x	x	x	BP
8. Countywide Bicycle and Pedestrian Safety Campaign	x	x		BP
9. Traffic School Focused on Bicycle and Pedestrian Vehicle Laws	x	x	x	BP

10. Bicycle Safety Education	x		x	B
TECHNICAL SUPPORT				
11. Develop Technical Tools		x	x	BP
12. Bicycle and Pedestrian Count Program			x	BP
13. Government Agency Staff Training and Information Sharing	x	x	x	BP
14. Bikeway Signage Program	x			B
COLLABORATION & RESEARCH				
15. Coordination of multi-agency capital projects			x	BP
16. Facilitate Collaborative Bicycle and Pedestrian Research			x	BP
FACILITIES				
17. Bicycle Parking Capital Program	x		x	B
18. Bicycle sharing				B

Table 2: Evaluation of Programs Considered for the Updated Bicycle and Pedestrian Plans

	Plan(s)*	Effectiveness**	Countywide
1. Individualized Travel Marketing	BP	Y	Y
2. Sunday Streets	BP	Y	Y
3. Annual Bicycling Promotions	B	Y	Y
4. Organized walks and walk to transit programs	P	N/A	Y
5. Countywide walking promotion campaigns	P	N/A	Y
6. Safe Routes for Seniors	P	Y	Y
7. Safe Routes to Schools	BP	Y	Y
8. Countywide Bicycle and Pedestrian Safety Campaign	BP	N/A	Y
9. Traffic School Focused on Bicycle and Pedestrian Vehicle Laws	BP	N/A	Y
10. Bicycle Safety Education	B	N/A	Y
11. Develop Technical Tools	BP	N/A	Y
12. Bicycle and Pedestrian Count Program	BP	N/A	Y
13. Government Agency Staff Training and Info Sharing	BP	N/A	Y
14. Bikeway Signage Program	B	N/A	Y
15. Coordination of multi-agency capital projects	BP	N/A	Y
16. Facilitate Collaborative Bicycle and Pedestrian Research	BP	N/A	Y
17. Bicycle Parking Capital Program	B	Y	Y

18. Bicycle sharing	B	Y	Y
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* B: Bicycle Plan; P: Pedestrian Plan; BP: Bicycle and Pedestrian Plans

**N/A: data not available to determine effectiveness

PROMOTION programs for bicycling and/or walking

1. Individualized Travel Marketing

Individualized marketing offers residents of targeted neighborhoods information about alternatives to the single-occupant vehicle, including walking, biking and public transit. The TravelChoice program, administered by TransForm for the past several years, and funded in part by the Alameda CTC, has tailored marketing campaigns to specific neighborhoods in the cities of Oakland, Alameda and Berkeley, providing localized maps, neighborhood-specific transit materials, and multilingual outreach in order to connect with each household. As the next phase of program development, based on lessons learned from the original TravelChoice programs, TransForm is launching a new program called TravelChoice New Residents. This program, which also has some Alameda CTC funding, focuses specifically on residents as they move into walkable communities near public transit, effectively helping them to start new habits before they fall back on previous auto-oriented behaviors.

- Goal Addressed: Encouragement (Policy 3.1) – Work with all levels of public agencies, nonprofits and advocacy groups to implement effective encouragement programs that promote walking as a safe and convenient form of transportation among a broad range of potential users, including seniors and people with disabilities.
- Effectiveness: Medium/High: A study of the original TravelChoice program launched in the City of Alameda in 2006 revealed drastic changes in participants' travel choices, including a 14 percent decrease in drive alone trips and 34 percent and five percent increases in transit and carpool, respectively.¹ However, in the long term, it is thought that these changes may not be sustainable without an ongoing program in place. The new program (TravelChoice New Residents) is designed to address this issue, by helping to establish

¹ <http://transformca.org/files/travelchoice-alameda-presentation.pdf>

long-term mode shifts. Because the program is not yet launched, the effectiveness is unknown at this time.

- Responsible Parties
 - Potential Alameda CTC role: Fund
 - Other Lead Parties/Partners: Contractor/consultant to administer the program

2. Sunday Streets

Sunday Streets, also known by their Spanish name, “Cyclovia,” are festivals that temporarily close streets to automobile traffic so people can use the entire roadway for walking, bicycling, skating and playing games. By providing a central public location for recreational activities, Sunday Streets build community, encourage residents to be physically active and can boost local economies with additional foot traffic. These events also remind community residents that streets are made for everyone and build greater awareness of bicyclists and pedestrians.

In June 2010, the City of Oakland hosted its first “Oaklavia,” which was also the first Sunday Streets event in Alameda County. It took place on Broadway in downtown. Over a thousand participants attended and downtown businesses reported good sales. Alameda CTC could consider encouraging these events in other Alameda County locations by providing seed money for Sunday Streets events and by facilitating the transfer of knowledge between cities and organizations that have already implemented a Sunday Streets event and those that wish to organize one. Alameda CTC’s role in knowledge transfer could include sponsoring talks, developing a how-to guide, and informing agencies about Sunday Streets through already existing channels such as the Pedestrian and Bicycle Working Group.

- Goal Addressed: Safety, Education and Enforcement (Policy 2.4) – Promote collaboration among local, county and other agencies to deliver effective bicycle and pedestrian safety education programs for

a variety of audiences, including drivers, and provide support for such strategies.

- Effectiveness: Medium: 25% of participants in the 2009 Portland, Oregon Sunday Parkways were not regular bicycle riders before the event,² indicating that such programs can be an effective way to expose residents to bicycling in a positive and safe environment, perhaps contributing to the objective of increasing bicycle mode share and physical activity.
- Responsible Parties
 - Potential Alameda CTC roles: Fund, Support
 - Other Lead Parties/Partners: Advocacy organizations to organize, advertise, recruit and train volunteers, work with government agencies to secure needed permits and ensure adequate law enforcement; Local politicians to endorse and participate

3. Annual Bicycling Promotions

Countywide annual bicycling promotions, such as Bike Month, Bike to Work Day, and International Walk and Bike to School Day can help raise community awareness and further legitimize safe and legal street bicycling. The 2006 Countywide Bicycle Plan recommends “continu(ing) to capitalize on existing annual promotions.” Alameda CTC supports such promotions, including Bike to Work Day, the Get Rolling/Ride into Life advertising campaign, and, through the County Safe Routes to School Program, International Walk and Bike to School Day. These programs encourage new cyclists and support existing cyclists.

- Goals Addressed:
 - Encouragement (Policy 3.1) Work with all levels of public agencies, nonprofits and advocacy groups to implement effective encouragement programs that promote walking as a safe and

² Ginenthal, Linda; Sunday Parkways 2009 Evaluation Report; www.portlandonline.com/transportation/index.cfm?a=274633&c=51522.

- convenient form of transportation among a broad range of potential users, including seniors and people with disabilities.
- Encouragement (Policy 3.5) Promote integration of bicycling into broader countywide transportation demand management programs and serve as a resource to employers on promotional information and resources related to biking to work.
- Effectiveness: High: Fifteen percent of participants in Bike to Work events have been shown to be new riders³. A month-long bike to work challenge in Portland saw 22.7 percent new rider participation⁴. Recent Alameda County surveys of residents and bicyclists show that people who participate in Bike to Work Day, bicycle more often after the event.
- Responsible Parties
 - Potential Alameda CTC roles: Fund, Coordinate

4. Organized walks and walk to transit programs

Many organizations throughout Alameda County lead weekly or annual walks as a way to encourage physical activity, introduce residents to each other and to their communities, and to promote walking for transportation, public health and fun. Since most public transit trips begin and end with walking, increased access to public transit can provide more opportunities for people to be physically active. “Transit ambassador” or “travel training” programs offer personalized orientation for new users of public transit in a particular geographic area.

The 2006 Pedestrian Plan prioritizes organized walks and walk to transit programs. Alameda CTC funded a senior walk club program in 2009 for the Tri-City area (Fremont, Newark and Union City). By June 2011, the program had 14 walking clubs, which organize walks and provide general walking and walk-to-transit information to its members. A

³ Bike to Work Week: A Case Study in Successful Behavior Change; Bicyclinginfo.org

⁴ BTA toasts winners and all 11,000 participants of Bike Commute Challenge;
<http://bikeportland.org/2010/10/08/bta-toasts-winners-of-bike-commute-challenge-40856>

facilitator leads each club for the first 16 weeks, after which the clubs are intended to continue without a facilitator.

Given the documented success of the Senior Walk Clubs program, and the potential for the program to change long-term transportation habits and encourage walking as a transportation option, the Alameda CTC could consider expanding the program to other communities throughout Alameda County or identifying a new focus area, and, in general, continue to prioritize organized walks and walk to transit programs. Also, Alameda CTC could consider serving as a countywide resource to assist local agencies and organizations to start their own organized walks and walk to transit programs.

- Goal Addressed: Encouragement (Policy 3.1) – Work with all levels of public agencies, nonprofits and advocacy groups to implement effective encouragement programs that promote walking as a safe and convenient form of transportation among a broad range of potential users, including seniors and people with disabilities.
- Effectiveness: Unknown: Although the change in the amount of walking resulting from the program is unknown, over 90 percent of participants rated the clubs excellent or good.
- Responsible Parties
 - Potential Alameda CTC roles: Encourage, Fund, Support
 - Other Lead Parties/Partners: local jurisdictions, non-profits.

5. Countywide walking promotion campaigns

Walking promotion campaigns provide information, challenges, and contests to motivate people to walk for physical activity and for transportation. The message can be distributed through a variety of media, including print, television, radio, and online. In 2010, Alameda CTC launched the “Step Into Life” walking campaign, which targets adults and complements Alameda CTC’s other walking programs (Safe Routes to School for youth and the Tri-City Walk Clubs for seniors).

The 2006 Pedestrian Plan recommends promotion of walking among all age groups. Given the potential for this program to change long-term driving habits and encourage walking as a transportation option, the Alameda CTC could continue the countywide walking promotion campaign and expand it to capitalize on social media technologies, and draw from existing behavioral and public health research to develop effective messages for promoting walking.

- Goal Addressed: Encouragement (Policy 3.1) – Work with all levels of public agencies, nonprofits and advocacy groups to implement effective encouragement programs that promote walking as a safe and convenient form of transportation among a broad range of potential users, including seniors and people with disabilities.
- Responsible Parties
 - Potential Alameda CTC roles: Encourage, Fund, Coordinate or Implement
 - Other Lead Parties/Partners: Representatives from the public health field to collaborate on implementation and/or messaging

6. Safe Routes for Seniors

There are two potential components of Safe Routes for Seniors programs:

- Education and encouragement activities, such as pedestrian safety classes, walking clubs, and group events to encourage seniors to walk more
- Physical improvements to the pedestrian environment, identified by senior citizens through walk audits and other conversations with seniors to identify problems and brainstorm infrastructure solutions.

Though a Safe Routes for Seniors program was not identified in the 2006 Bicycle or Pedestrian Plans, Alameda CTC's Active Transportation Plan Case statement includes the goal to “develop a new Safe Routes for Seniors

program to inspire seniors to feel empowered to walk, and even bike, especially as they transition out of driving.”⁵

The Senior Walk Clubs program (described under #4 Organized walks and walk to transit programs) could be rolled into a larger Safe Routes for Seniors program that includes pedestrian safety courses, travel training, and outreach and walking audits in neighborhoods with high concentrations of seniors or disproportionate rates of senior-involved pedestrian crashes.

Given the expected dramatic increase in Alameda County’s 65 and older population,⁶ the increased risk of injury to senior pedestrians⁷, and the documented effectiveness of Safe Routes for Seniors programs⁸, we recommend including a Safe Routes to Seniors program in the updated Pedestrian Plan. The Alameda CTC could develop parameters for a countywide Safe Routes to Seniors program, modeled on similar programs throughout the U.S. and the successful countywide Safe Routes to School program

- Goal Addressed: Encouragement (Policy 3.1) – Work with all levels of public agencies, nonprofits and advocacy groups to implement effective encouragement programs that promote walking as a safe and convenient form of transportation among a broad range of potential users, including seniors and people with disabilities.
- Effectiveness: High: In New York City, the non-profit group Transportation Alternatives, led a six-year Safe Routes for Seniors Program that worked with senior citizens from selected neighborhoods to understand obstacles to walking and advocate for

⁵ www.actia2022.com/pdfs/Alameda%20County_2010%20Campaign_Case%20Statement_ver06-30-08_RTC.pdf

⁶ “In Alameda County, the population 65 and older is expected to grow from approximately 145,000 in 2005 to 390,00 in 2030 – a 170% increase.” (Aging in Alameda County, Trends, Challenges, and Opportunities, ACTIA. Original source: MTC Coordinated Public Transit/Human Services Transportation Plan (2007), ABAG projections 2005.)

⁷ Seniors accounted for 27% of reported pedestrian fatalities between January 2004 and December 2008 but only 11% of Alameda County population. (SWITRS, American Community Survey 2005-2009 estimates)

⁸ www.transalt.org/files/newsroom/reports/2009/Safe_Routes_for_Seniors.pdf

physical improvements and policy changes to improve conditions. The program engaged over 2,000 seniors, resulted in 65 improvements in two underserved neighborhoods, increased walkability for over 26,000 seniors, and led to the adoption of a Safe Routes for Seniors program by the New York City Department of Transportation and the New York State Department of Transportation.⁹

- Responsible Parties
 - Potential Alameda CTC role: Encourage, Fund, Coordinate

EDUCATION programs for bicycling and/or walking

7. Safe Routes to Schools

Safe Routes to Schools (SR2S) refers to a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school, and improving traffic safety around school areas through education, encouragement, law enforcement, and engineering measures. SR2S programs typically involve partnerships among municipalities, school districts, community and parent volunteers, and law enforcement agencies.

Both the 2006 Countywide Pedestrian and Bicycle Plans included a countywide Safe Routes to Schools program. Beginning in 2007, Alameda CTC allocated a grant to TransForm, a non-profit Bay Area organization that advocates for public transit and walkable communities, to launch the Alameda Safe Routes to School Partnership, which included education and encouragement programs at elementary and middle schools throughout Alameda County. The program works

⁹ www.transalt.org/files/newsroom/reports/2009/Safe_Routes_for_Seniors.pdf

with any school with an interest and capacity to develop a Safe Routes to Schools program. In 2011, the program operator was selected via an RFP process, using a combination of local and federal funds. The expanded program will provide additional activities, including a mobile bike repair vehicle. Typically, SR2S programs do not extend through high school, the time when students are making decisions about which mode of transportation to use; however, the expanded program supports high school SR2S programs in an effort to encourage young adult transportation choices to be less reliant on automobiles.

- Goal Addressed: Encouragement (Policy 3.4) – Support the expansion of the countywide Safe Routes to Schools program to every elementary school in the county and to high schools, and encourage local school districts and jurisdictions to implement projects, activities and events that promote walking to school among both students and staff.
- Effectiveness: High: The Alameda County Safe Routes to School Partnership increased countywide walking rates to school by six percent and 11 percent in Oakland during the 2008-09 school year.¹⁰
- Responsible Parties:
 - Potential Alameda CTC role: Fund, Coordinate
 - Other Lead Parties/Partners: School administration to provide support necessary for integrating SR2S programs into school activities and curriculum; local transportation planners and engineers to participate in walk audits; law enforcement to help conduct bicycle rodeos, participate in walk audits and conduct targeted enforcement upon request; and parent volunteers are a necessity for a successful SR2S program

8. Countywide Bicycle and Pedestrian Safety Campaign

Bicycle and pedestrian safety campaigns use a variety of advertising media to deliver messages that encourage safe and legal bicycling,

¹⁰ TransForm, Safe Routes to School Partnership Evaluation Report, School year 2008-09.

walking and driving. Campaign messages are typically tailored to address specific, documented safety issues. Alameda CTC has not implemented a countywide bicycle and pedestrian safety campaign.

Although neither the 2006 Bicycle nor Pedestrian plans explicitly include a countywide safety education program, the Pedestrian Plan recommends “driver education programs [to] alert drivers to their responsibility to ensure pedestrian safety...[including] public service announcements via radio, TV, billboard or bus shelter advertising...” and the Bicycle Plan recommends that Alameda CTC “explore ways to provide bicycle driver education messages aboard AC Transit and BART vehicles.”

Following the lead of the City of San Jose, which in 2002 developed the StreetSmarts Campaign to teach children how to become safer pedestrians and bicyclists and adults how to make smarter choices on the roads, twelve other agencies from throughout the greater San Francisco Bay region, including Danville, Benicia and Santa Rosa, have partnered with San Jose in implementing a Street Smarts Campaign. StreetSmarts is a multi-media campaign, which uses billboards, brochures, press releases and radio spots to deliver campaign messages that are tailored to behavior the individual community is trying to encourage, including observing red lights and encouraging residents to bicycle.

Given the fact that other similar agencies have successfully implemented Street Smarts, such as departments of health (Monterey), and transportation authorities (Marin) and the start-up work that has been addressed by the StreetSmarts program, Alameda CTC could consider implementation of a StreetSmarts-like countywide bicycle and pedestrian safety program for the update of the Bicycle and Pedestrian Plans.

- Goals Addressed: Safety (Policy 2.4) – Promote collaboration among local, county and other agencies to deliver effective bicycle and pedestrian safety education programs for a variety of audiences, including drivers, and provide support for such strategies.
- Responsible Parties
 - Potential Alameda CTC role: Encourage, Fund, Coordinate
 - Other Lead Parties/Partners: Local jurisdictions, non-profits

9. Traffic School Focused on Bicycle and Pedestrian Vehicle Laws

Traffic school classes for motorist violators are often coordinated at a countywide level. Courses may incorporate a short session on safe bicycling, walking, and driving; bicyclist, pedestrian, and motorist rights and responsibilities under the vehicle code; and common bicyclist, pedestrian and motorist errors to avoid.

Through bicyclist citation diversion programs, bicyclists ticketed for riding in an illegal manner are offered the opportunity to reduce their fine by attending a bicyclist safety education course. In some programs, lawbreakers are required to attend such a course to clear their ticket.

Both the 2006 Countywide Bicycle and Pedestrian Plans include a program for traffic school or driver education programs for motorists. The Bicycle Plan also recommends traffic school for bicyclists who have received citations. Through a grant provided by Alameda CTC, the East Bay Bicycle Coalition (EBBC) is working with Alameda County police departments to set up these citation diversion programs, whereby ticketed cyclists are given the option of taking bike safety classes as a substitute for paying a ticket.

Given the acute need for safety education for bicyclists, the Alameda CTC could support implementation of bicycle diversion programs and add a bicycle- and pedestrian-related curriculum into all drivers' education courses.

- **Goals Addressed: Safety, education, and enforcement (Policy 2.4)**– Promote collaboration among local, county and other agencies to deliver effective bicycle and pedestrian safety education programs for a variety of audiences, including drivers, and provide support for such strategies.
- **Effectiveness: Medium/High:** While there is no empirical evidence correlating bicycle safety education and collision reduction, the acute need for safety education is supported by the fact bicyclists were at fault for 53 percent of bicycle-related collisions in Alameda County between 2003 and 2008.¹¹
- **Responsible Parties**
 - Potential Alameda CTC role: Encourage, Fund, Support
 - Other Lead Parties/Partners: Alameda County judicial system and local police departments to approve the courses; bicycle and pedestrian advocacy groups to provide initial course outlines and instructors

10. Bicycle Safety Education

Bicycle safety education consists of safety classes for adults and children that include skill and practice objectives for each age range, on-bike instruction, and topics ranging from basic bicycle handling, to riding with traffic, to commute and transit tips.

The 2006 Countywide Bicycle Plan recommends “establish[ing] county-level bicycle safety education programs for adults and children.”

Alameda CTC has provided grant funding for Safe Routes to Schools Programs (see description above), and for adult bicycle safety education courses, family cycling clinics, and other classes taught by the East Bay Bicycle Coalition (EBBC) since 2007.

Given its potential for changing long-term driving habits and promoting bicycling as a transportation option, this program could continue to be

¹¹ Statewide Integrated Traffic Records System (SWITRS).

included in the Bicycle Plan update, and be implemented through the continued prioritization of the Safe Routes to Schools program and bicycle education courses.

- Goal Addressed: Safety, Education, Enforcement (Policy 2.4) – Promote collaboration among local, county and other agencies to deliver effective bicycle and pedestrian safety education programs for a variety of audiences, including drivers, and provide support for such strategies.
- Responsible Parties
 - Potential Alameda CTC role: Fund, Coordinate
 - Other Lead Parties/Partners: non-profits, or others, to develop and deliver bicycle education classes

TECHNICAL SUPPORT for bicycling and/or walking

11. Develop Technical Tools

Technical tools are guidelines, toolkits, analysis tools, and online resources that assist public agencies to plan, design, and construct high-quality bicycle and pedestrian infrastructure, and to develop and implement effective education, encouragement, and enforcement programs. The 2006 Pedestrian Plan includes “development of technical tools” as a programmatic funding priority, and the first Toolkit for Improving Walkability in Alameda County was published at that time, and was updated in 2009.

If Alameda CTC elects to continue this program, the agency could consider updating the toolkit during the plan update period (i.e., by 2017), expanding the document to include bicycling-related tools, developing additional technical tools, such as Complete Street implementation assistance, and bringing existing technical tools to Alameda County, such as San Francisco’s smartphone-based bike route tracking application, CycleTracks. Technical tools developed under this

program could be used to support collaborative research identified as another programmatic recommendation (#16).

- Goal addressed: Planning and Design (Policy 4.6) – Strongly encourage local jurisdictions to adopt policies, guidelines, standards and regulations that result in pedestrian-friendly communities, and, where applicable, transit-oriented land use development, and provide them with technical assistance and resources to do so.
- Responsible parties:
 - Potential Alameda CTC role: Coordinate or Implement
 - Other Lead Parties/Partners: local jurisdictions to advise on needs

12. Bicycle and Pedestrian Count Program

Bicycle and pedestrian count programs are used to record count data that can be used to measure the effect of infrastructure improvements on walking and bicycling, estimate overall bicyclist and pedestrian activity levels, calculate exposure to vehicles, and track temporal and spatial trends. Count locations, count times, and data collected vary by program.

Although supporting bicycle or pedestrian counts was not recommended in either the 2006 Pedestrian or Bicycle Plans, the Alameda CTC has, since 2008, coordinated an annual count program of bicyclists and pedestrians at 30 locations or more throughout Alameda County. The first two years of the count program were done in collaboration with UC Berkeley's SafeTREC (Safe Transportation & Research Center). The Alameda CTC has allocated funding for counts and data analysis in 2011.

In addition, Alameda CTC worked with two local jurisdictions (Oakland and Dublin) to install a permanent automated in-pavement bicycle counter, and owns three portable automated pedestrian counters. These counters provide continuous count data over many days and years, showing daily, seasonal and annual variations.

The overall count effort, which complements a regional program administered by the Metropolitan Transportation Commission, provides valuable data for tracking trends in bicycle and pedestrian travel, which can be used to gauge the effectiveness of projects and programs, to evaluate collision rates, and for other research aimed at encouraging travel by bike and on foot in Alameda County. This program can be improved by reviewing the location of counts annually to determine if additional sites should be added.

Given the lack of countywide data correlating bicycle and pedestrian activity levels and collision rates, we recommend including an annual manual bicycle and pedestrian count program in the update of the Bicycle and Pedestrian Plans. Also, the Alameda CTC could consider supporting the expansion of automated bicycle and pedestrian counters, in particular along trails, where data is less robust.

- Goal Addressed: Planning (Policy 4.12) – Continue to collect and analyze data on bicycle and pedestrian trips and travel behavior, and encourage other public agencies, special districts and transit agencies to do so as well.
- Responsible Parties:
 - Potential Alameda CTC role: Encourage, Fund, and Coordinate or Implement
 - Other Lead Parties/Partners: Local partners to advise Alameda CTC regarding count locations; MTC to continue regional program

13. Government Agency Staff Training and Information Sharing

Bicycle and pedestrian planning training sessions for government agency staff help keep staff knowledgeable of current standards and recent innovations in bicycle and pedestrian planning. Such training sessions can take the form of webinars, mini-conferences, on-site classes, and speaker series.

The 2006 Bicycle Plan recommended prioritizing education and promotion strategies to “provide mechanisms for cities to share best practices,” while the 2006 Pedestrian Plan prioritized local staff training, and recommended the creation of the Pedestrian Bicycle Working Group. Towards these ends, Alameda CTC sponsors and promotes webinars and events related to bicycle and pedestrian planning, including:

- Providing free access to a monthly webinar sponsored by the Association of Pedestrian and Bicycle Professionals (APBP) for local transportation professionals and the general public
- Hosting a one half-day bicycle/pedestrian conference, which featured presentations from the 2008 Pro Walk/Pro Bike conference made by Bay Area bike/pedestrian practitioners
- Planning to host another half-day conference in FY 11/12

In 2007, the Alameda CTC started the Pedestrian Bicycle Working Group (PBWG), a group of agency, non-profit and advocacy staff working towards improving bicycling and walking in the county. The group, which is on hiatus while the Countywide Plans are being updated, meets to up to four times a year to share bicycle and pedestrian best practices and information, and to provide input to the Alameda CTC on programs.

Given the rapid pace of innovation in the bicycle and pedestrian fields, Alameda CTC could continue the current training and information sharing program and expanding it by providing a speaker series that brings in experts on innovative bicycle and pedestrian treatments, liability issues, mode shift, and other relevant topics.

- Goals Addressed:
 - Education (Policy 2.3) – Provide technical assistance and other tools to local jurisdictions for selecting priority areas for bicycle

- and pedestrian safety improvements, and planning and designing safer streets and facilities.
- Planning & Design (Policy 4.10) – Continue to serve as a forum for local agencies and other stakeholders—including through the Pedestrian and Bicycle Working Group—to plan multi-jurisdictional projects and countywide programs and to share information about bicycle-related issues of mutual concern.
 - Responsible Parties:
 - Potential Alameda CTC role: Fund, Implement
 - Other Lead Parties/Partners: Local jurisdictions, transit operators, park districts and advocacy groups to commit one staff person to attend PBWG meetings

14. Bikeway Signage Program

The 2006 Bicycle Plan recommends that Alameda CTC facilitate the process of developing a uniform countywide bicycle wayfinding signage program that includes a countywide route numbering/naming system and identification of major destinations to sign. This program has not been implemented, in part due to a lack of consensus about the usefulness and legibility of numbering systems. A destination-based signage system that provides destinations, directions and distances for cyclists would be more effective, particularly if implemented intensively at the local level, with close coordination between neighboring jurisdictions, rather than implemented less intensively at a countywide level. The City of Oakland has developed a clear methodology for identifying destinations and locations where signs should be displayed and the frequency and placement of signs. Their sign design is based on the standard Caltrans green and white bikeway signage so that the new wayfinding signage is easily recognizable to bicyclists and motorists as bikeway signage. The Alameda CTC could work with local jurisdiction to discuss and create an approach for countywide signage. Alameda CTC could provide technical design guidance to local jurisdictions on wayfinding signage, and fund local wayfinding signage programs, using the City of Oakland’s program as a model.

- Goal Addressed: Infrastructure (Policy 1.9) – Support and encourage the development of effective, coordinated bicycle wayfinding signage systems that are seamless across jurisdictional boundaries.
- Responsible Parties
 - Potential Alameda CTC roles: Encourage, Fund, Support

COLLABORATION AND RESEARCH to improve bicycling and walking

15. Coordination of multi-agency capital projects

Many local bicycle and pedestrian capital improvements require the cooperation and/or permission of other agencies to implement. These include projects that cross or are within Caltrans, park districts or water agency rights-of-way. This added step in the process of realizing planned facilities takes valuable local staff time, compared to projects on purely local right-of-way, and an ability to negotiate often unfamiliar bureaucracies. These barriers can keep such projects from moving to the top of local priority lists, regardless of their value or relative importance.

Alameda CTC does not have a policy to pursue collaborative projects, but has, on a case-by-case, brought in consultant services to collaborate with Caltrans or a local agency to manage the development of a project. The decision to manage a project is typically related to whether Alameda CTC has an allocated funding source for the project, a direct mandate to implement the project, or management that can improve project delivery. For example, Alameda CTC is leading the East Bay Greenway project which extends across multiple jurisdictions.

The Alameda CTC could establish a program that provides consulting or staff assistance to jurisdictions, aimed at coordinating local jurisdictions with other agencies and providing the procedural guidance and technical support needed to implement projects.

- Goal Addressed: Infrastructure (Bike Policy 1.4/Ped Policy 1.10) - Collaborate with and promote coordination among Caltrans and local agencies to implement facilities on the countywide bicycle network and pedestrian infrastructure of countywide significance.
- Responsible Parties:
 - Potential Alameda CTC roles: Support, Coordinate
 - Other Lead Parties/Partners: Consulting coordinators to work with local jurisdictions to implement projects that require the cooperation of other agencies; local jurisdictions to identify projects and prioritize them for this program

16. Facilitate Collaborative Bicycle and Pedestrian Research

Alameda County's colleges and universities present opportunities for collaborating on bicycle and pedestrian research relevant to the goals of Alameda County's Bicycle and Pedestrian Plans. Although neither 2006 plan identified collaborative research as a programmatic focus area, Alameda CTC's predecessor agency, ACTIA, has had success with such efforts. Similar to its work with the County Department of Public Health, ACTIA partnered with the UC Berkeley Traffic Safety Center (SafeTREC) on their development of a simple model to predict pedestrian volumes at intersections.

Given the need for additional knowledge in the bicycle and pedestrian fields, and the high-quality work being conducted by local educational institutions, the Alameda CTC could consider continuing to work with local colleges and universities to address gaps in bicycle and pedestrian research, in particular gaps that relate to understanding collision rates, collision risk, mode choice, and demand modeling.

- Goal Addressed: Planning (Policy 4.11) Support and fund research into bicycle planning and program implementation when it has a direct benefit for Alameda County.
- Responsible parties:

- Potential Alameda CTC role: Fund, Coordinate
- Other Lead Parties/Partners: Alameda County educational and/or public health institutions.

FACILITIES programs for bicycling

17. Bicycle Parking Capital Program

The 2006 Countywide Bicycle Master Plan recommends a countywide bicycle parking program for bicycle racks and lockers, in addition to providing assistance for:

- Model bicycle parking ordinances
- Selecting vendors
- Prioritizing locations for bike racks
- Matching bicycle parking types to land uses

To date, Alameda CTC has funded bicycle racks and electronic lockers as part of larger grant-funded projects. However, bicycle racks are inexpensive and can often be funded with local funds, so Alameda CTC may wish to prioritize funding high-capacity bicycle parking (e.g., bike stations, on-street bicycle corrals) and innovative technologies and solutions, which tend to be more expensive. In addition, Alameda CTC may consider providing technical assistance and resources to local jurisdictions regarding bicycle parking best practices.

- Goals Addressed:
 - Infrastructure (Policy 1.6) – Encourage transit operators to improve bicycle routes to stations and stops in collaboration with local jurisdictions, to meet current and future demand for bicycle parking at stations and to maximize opportunities for on-board bicycle access, and provide funding for such projects.
 - Infrastructure (Policy 1.8) – Provide technical assistance to local jurisdictions on bicycle parking best practices; and encourage them to install parking to meet current and future demand, and to require it as part of new developments.

- Effectiveness: High: According to a 2006 report, secure bicycle parking is a significant concern, equal to a reduction of trip length by 26.5 minutes.¹² A 2002 study found that, for commute trips, end-trip bicycle parking facilities have a higher importance than length of the trip.¹³
- Responsible Parties
 - Potential Alameda CTC roles: Fund, Support
 - Other Lead Parties/Partners: Government agencies to select and install appropriate bicycle parking

18. Bicycle sharing

Bicycle sharing is an innovative approach to urban mobility, combining the convenience and flexibility of a private vehicle with the accessibility and reliability of mass transit. Bike share programs provide public bicycles on demand for fast and easy access for any trip around a city without the hassles presented by parking a private car or waiting on a transit timetable. Users may rent a bicycle using a smart card and deposit the bicycle at any bike share station. The bike share operator redistributes the bicycles based on demand.

The Metropolitan Transportation Commission (MTC), in conjunction with San Francisco Metropolitan Transportation Agency (SFMTA), City of Redwood City, San Mateo County, Caltrain and the Bay Area Air Quality Management District, plans to launch approximately 1,000 bicycles in San Francisco and at Caltrain stations along the Peninsula. VTA is planning a companion pilot program in San Jose, which will put an additional 100 shared bicycles on the street.

Bike sharing presents a new opportunity for encouraging people to bicycle and expanding the reach of transit. Alameda CTC could consider studying the feasibility of a bike share system, drawing from

¹² J.D. Hunt and J.E. Abraham, "Influences on Bicycle Use," *Transportation*, 463, 2006.

¹³ John E. Abraham, Susan McMillan, Alan T. Brownlee, and John Douglas Hunt, "Investigation of Cycling Sensitivities"; *Transportation Research Board*, 2002.

MTC's bike share experience. Because the MTC experience will inform many aspects on how a bike share system could perform in Alameda County, it may be advantageous for Alameda CTC to make bikeshare a long term goal, with a preliminary plan to initiate a feasibility study at least one year after the MTC bike share launch.

- Goal Addressed: Infrastructure (Policy 1.2) – Support the design and construction of bicycle and pedestrian infrastructure that serves a broad range of travel purposes, abilities and ages, including school-aged children, seniors and people with disabilities.
- Effectiveness: High: Capital BikeShare in Washington D.C. currently has over 10,000 active annual subscribers, and each bike in their fleet gets on average five rides per day.¹⁴
- Responsible Parties
 - Potential Alameda CTC role: Fund, Support, Coordinate
 - Other Lead Parties/Partners: Advertisement revenue can be generated by selling space on bicycles and bikeshare; a private contractor to operate the system; local jurisdictions to provide input on program structure, bicycle locations and operations and some local funding.

Input Requested

At the June 27 PAPCO meeting, input is requested on the following questions:

1. Which proposed programs would most support local jurisdictions' work to improve bicycling and walking?
2. What would the ideal Alameda CTC role be for each program, to support local agency work?
3. Which proposed programs are the most important to be implemented, in your opinion?

¹⁴ Email communication from Capital BikeShare Project Manager; May 18, 2011.

4. Which proposed programs are the least important to be implemented, in your opinion?
5. Would it be useful for the plan updates to prioritize this list of 18 programs?
6. If so, what criteria would you recommend using for selecting the most effective, useful and appropriate programs?
7. Would you recommend combining any of the programs?
8. Are there any other programs that we should consider including?
9. Should any programs be removed?

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Comments on:

Alameda Countywide Bicycle and Pedestrian Plan Updates -
Programs Approach

Prepared By:

Comments Due By:

Friday, July 1, 2011, 5:00pm to

Rochelle Wheeler, rwheeler@alamedactc.org

Agency/Group:

Page # <i>(if applicable)</i>	Program # <i>(if applicable)</i>	Reviewer Comments

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PAPCO Calendar of Events for June 2011 to September 2011

Full Committee Meetings

- Tuesday, June 21, 2011, 11:00 a.m. to 12:30 p.m., Alameda CTC, **Regular TAC monthly meeting**
- Monday, June 27, 2011, 1:30 to 3:30 p.m., Alameda CTC, **Regular PAPCO monthly meeting**
- Tuesday, September 13, 2011, 9:30 to 11:30 a.m., Alameda CTC, **Regular TAC monthly meeting**
- Monday, September 26, 2011, 1:30 to 3:30 p.m., Alameda CTC, **Regular PAPCO monthly meeting**

Subcommittee Meetings

- Wednesday, June 1, 2011, 1:00 to 3 p.m., **Bylaws Subcommittee**

Annual Mobility Workshop

- Tuesday, July 12, 2011, 10:00 a.m. to 4 p.m., Ed Roberts Campus, 3075 Adeline Street, Berkeley, CA

Outreach

Meeting Date	Event Name	Meeting Location	Time
06/18/11	Afghan Health and Resource Fair	Fremont Senior Center 40086 Paseo Padre Parkway Fremont, California	10 a.m. – 2 p.m.
06/21/11	San Leandro Kiwanis Club	Englander Restaurant 101 Parrott Street San Leandro CA	12 – 1:30 p.m.
06/23/11	5th Annual Health and Resource Fair	North Oakland Senior Center 5714 Martin Luther King Jr. Way Oakland, CA 94609	1 – 4 p.m.

Meeting Date	Event Name	Meeting Location	Time
06/30/11	Alameda County Fair	Pleasanton Fairgrounds	11 a.m. – 4 p.m.
07/07/11	Alameda County Fair	Pleasanton Fairgrounds	11 a.m. – 4 p.m.
07/15/11	United Seniors of Alameda County Healthy Living Festival	Oakland Zoo 9777 Golf Links Rd Oakland, CA	8 a.m. – 2 p.m.
07/21/11	South County Transportation Forum	Ruggieri Senior Center 33997 Alvarado-Niles Rd Union City, CA 94587	6:30 – 8:30 p.m.
08/06/11	Fremont Festival of the Arts	State Street between Capitol and Beacon Streets Fremont, CA	10 a.m. – 6 p.m.
08/07/11	Fremont Festival of the Arts	State Street between Capitol and Beacon Streets Fremont, CA	10 a.m. – 6 p.m.
09/11/11	Solano Avenue Stroll	Solano Avenue Albany, CA	11 a.m. – 5 p.m.
09/17/11	Hayward Art and Wine Festival	Downtown – B Street, Foothill Blvd to Watkins Street	12 – 5 p.m.
09/18/11	Newark Days Community Information Fair	Newark Community Center Newark Blvd and Cedar	10 a.m. – 6 p.m.

You will be notified of other events as they are scheduled.

For more information about outreach events or to sign up to attend, please call (510) 208-7467.

CURRENT APPOINTMENTS

Appointer

- A. C. Transit
- BART
- LAVTA
- Union City Transit
- City of Berkeley
- City of Emeryville
- City of Dublin
- City of Fremont
- City of Hayward
- City of Livermore
- City of Oakland; Councilmember Rebecca Kaplan
- City of Piedmont
- City of Pleasanton
- City of Union City
- Supervisor Wilma Chan

- Supervisor Nadia Lockyer

- Supervisor Keith Carson

- Supervisor Nate Miley

- Supervisor Scott Haggerty

Member

- Hale Zukas
- Harriette Saunders
- Esther Waltz
- Larry Bunn
- Aydan Aysoy
- Joyce Jacobson
- Shawn Costello
- Sharon Powers
- Vanessa Proee
- Jane Lewis
- Rev. Carolyn M. Orr

- Gaye Lenahan
- Carmen Rivera-Hendrickson
- Clara Sample
- Sylvia Stadmire
- Renee Wittmeier
- Herb Clayton
- Michelle Rousey
- Jonah Markowitz
- Will Scott
- Betty Mulholland
- Sandra Johnson Simon
- Herb Hastings
- Maryanne Tracy-Baker

VACANCIES

Vacancies are on hold, pending adoption of new appointment structure. If you have any questions, please contact Naomi at (510) 208-7469.

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PAPCO Work Plan FY 2010/11

PAPCO Work Plan

PAPCO activities throughout the year will be guided by PAPCO Goals and Bylaws. The PAPCO Chair or Vice Chair will report to the ACTIA Board every month.

Topic: PAPCO Development and Outreach		
Goal: Continue PAPCO's development as an informed and effective community advisory committee; accomplish outreach in a variety of ways in all areas of the County		
Actions	Completed	In-Progress
Participate in Committee Leadership Training at September Meeting	x	
Participate in Legislative Training at Joint Meeting (February)	x	
Participate in Emergency Preparedness update/drill at January Meeting	x	
Assist in distributing new materials – Access Alameda in different languages (Spanish, Chinese, Tagalog, Vietnamese, Farsi)		
Assist in distributing new materials – Fact Sheets on Aging, etc		
Assist in outreach to community members regarding Clipper fare payment system		x
Fill every vacant seat on PAPCO Targeted PAPCO recruitment		x
Staff will continue to be available to help draft talking points or articles for members		ongoing
All members to participate in at least one Outreach activity – write an article, speak at another meeting, visit Senior Centers, and/or attend an event		ongoing

Topic: Policy Engagement and Input

Goal: Stay informed on and take advantage of opportunities to provide input on a variety of topics

Actions	Completed	In-Progress
Beginning in October 2010 research accessible transportation to County Fair	x	
Complete survey regarding other committees/activities participation in November 2010 to be shared with Committee		x
Staff will continue to forward opportunities for comments and participation via email		x
Receive regular summaries of Transit Access Reports	x	

Topic: Coordination and Mobility Management Planning Process

Goal: Learn about and contribute to Alameda County's Mobility Management Process

Actions	Completed	In-Progress
Review materials regarding Mobility Management provided in new section in meeting packet	x	
Receive a report from TAC at Joint meetings on efforts	x	
October	x	
February	x	
April	replaced by CMMP update in June	
Contribute to Countywide transportation inventory by completing survey regarding other transportation options/sources in community in November 2010		x

Topic: Planning Efforts

Goal: Stay informed on and contribute to Alameda County/Regional planning efforts; expand focus to “complete community”

Actions	Completed	In-Progress
Provide input on Countywide Bicycle and Pedestrian Master Plan Update		
October Joint Meeting	x	
November Meeting	x	
April Meeting	x	
June Meeting		x
Receive presentation on Countywide Transportation Plan and Transportation Expenditure Plan Development at February Joint Meeting; and also regular updates	x	
Receive reports from MTC and Regional issues/events		x

Topic: Fiduciary Oversight

Goal: Continue fiduciary oversight over pass-through and grant funding

Actions	Completed	In-Progress
Received update on new pass-through reporting format at November Meeting	x	
Receive reports from extended Gap grants at Meetings		
November	x	
March	x	
June	postponed into FY 11/12	
Hold a fiduciary training as part of Finance Subcommittee in April	x	
Continue to evaluate pass-through and grant programs and expenditures	x	

Topic: Sustainability

Goal: Identify ongoing funding needs for paratransit and future Call Cycles

Actions	Completed	In-Progress
Discuss possible extension of Gap funding in January	x	
Make recommendation on Gap Grant Call at January/February Meeting	x	
Receive an update on pass-through stabilization funding at May Meeting	x	

Topic: Customer Service

Goal: Participate in driver training and serve as a resource to providers; and facilitate communication and resolution of consumer complaints

Actions	Completed	In-Progress
Continue to be available to assist in East Bay Paratransit Driver Training		
Continue to be available to assist in East Bay Paratransit Secret Rider Program and Complaints Board		x
Continue to be available to assist in LAVTA with Driver Training and related items		
Ensure that taxi providers have access to resources such as pocket guides from Easter Seals Project ACTION		

Members' Other Committees/Activities

PAPCO members appointed to SRAC	• To be completed after survey
PAPCO members appointed to WAAC	• To be completed after survey
Other Committees/Activities to be completed after survey	• To be completed after survey

ONE CALL-ONE CLICK SOLUTIONS TO COMMON ISSUES

ELIGIBILITY

Issue	Low-Tech One-Call Strategies	High-Tech One-Call Strategies	Other Strategies
- An individual needs to obtain certification for several programs.	- Establish a common application/certification/appeals process.	- Maintain a common database.	- Cross-train agency staff to complete eligibility assessments.
- Difficult to get to places to obtain certification.	- Provide a convenient site for eligibility - such as at a transfer center for bus routes.	- Offer web-based eligibility forms and instruction.	- Cross-train agency staff, especially those who make assessments for other services and who see clients in their homes.

APPROPRIATE SERVICE

Issue	Low-Tech One-Call Strategies	High-Tech One-Call Strategies	Other Strategies
- Individuals may use the service they know is easiest, but this is not necessarily the one most appropriate considering their abilities, trip purpose and costs of the different services. For example: If paratransit is chosen, it is also the most expensive.	<ul style="list-style-type: none"> - Accessing several services through one-call improves the chances that the rider is placed on the most appropriate service. - Provide information on various services and the benefits of choosing other options. - Provide eligibility and access information for all available options. - Encourage people to use fixed-route service. 	<ul style="list-style-type: none"> - Joint scheduling across several travel options. 	<ul style="list-style-type: none"> - Travel training - Bus buddies - Travel hosts - Cross-training agency staff

SCHEDULING AND OPERATIONS

Issue	Low-Tech One-Call Strategies	High-Tech One-Call Strategies	Other Strategies
- Individuals need to call different providers for different types of trips.	- Calls can be transferred to appropriate provider.	- Software giving access to providers' schedules can show available capacity, increasing flexibility.	
- Trips cannot be confirmed until day before; schedule changes difficult to accommodate.		<ul style="list-style-type: none"> - Joint scheduling. - Web-based scheduling services. 	- Agreements to share riders can enable providers to shift riders to vehicles operating later if return is delayed.

SCHEDULING AND OPERATIONS

Issue	Low-Tech One-Call Strategies	High-Tech One-Call Strategies	Other Strategies
- Riders are not ready when driver arrives, causing delays.	- Inform and encourage riders to be ready before the vehicle arrives.	- Automatic calls to riders reminding them of ride and providing 10-minute notice of vehicle arrival.	
- Information for trips, client data, and billing difficult to enter and update.		- Common database can eliminate redundancies. - Provide information electronically instead of through faxed trip sheets eliminates redundancies.	

AFFORDABILITY

Issue	Low-Tech One-Call Strategies	High-Tech One-Call Strategies	Other Strategies
- Individual cannot afford the cost of a trip.	- Provide information on various established reduced fare programs. - Refer inquirer to the appropriate program contact.	- Maintain a common funding database. - Offer web-based eligibility forms and instructions.	- Vouchers or other subsidies. - Identify less-expensive travel options if appropriate and available (ridesharing, fixed-route transit).
- Agencies cannot afford to pay for adequate services for clients.			- Joint scheduling and agreements to combine riders can improve use of resources. - Strategies to train and shift riders to fixed-route services.

The “One Call–One Click Transportation Services Toolkit” was created with United We Ride funding from the Office of Disability Employment Policy, U.S. Department of Labor, through a cooperative agreement between the Community Transportation Association of America and the Federal Transit Administration. The opinions and conclusions expressed herein are solely those of the authors and should not be construed as representing the opinions or policy of any agency of the federal government. Dec 2010.



Countywide Transportation Plan Update and Transportation Expenditure Plan Development Overview

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

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

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

Staff liaisons:

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

Technical Advisory Working Group (TAWG): Comprised of agency staff representing all areas of the County including planners and engineers from local jurisdictions, all transit operators in Alameda County, and representatives from the park districts, public health, social services, law enforcement, and education. The purpose of the Technical Advisory Working Group is to provide technical

continued

input, serve in an advisory capacity to the Steering Committee, and share information with the Community Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

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

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

Staff liaisons:

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



Memorandum

DATE: June 2, 2011

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

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

Summary

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

Discussion

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

June 2011 Update:

This report focuses on the month of June 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC's performance assessment, Alameda CTC's evaluation of transportation investment packages, the process for moving from the recently released Initial Vision Scenario to the Alternative Land Use Scenarios that are scheduled to be released by ABAG in July, and development of an Alameda Countywide land use scenario.

1) MTC/ Alameda CTC Project and Program Evaluation

Both MTC and Alameda CTC have begun the performance assessment and evaluation of the projects and programs that were received in the Call for Projects and Programs approved by the Board at its May meeting.

2) Release of Initial Vision Scenario and Development of Alternative Scenarios

ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, two public workshops, hosted by MTC and ABAG, were held on **May 19 and May 24** in Berkeley and Oakland, respectively. A joint Supervisorial Districts 1 and 2 SCS workshop was held on **May 14, 2011**. Over 80 elected officials from the cities, transit districts, and other special districts attended and provided input.

3) RTP/SCS Work Element Proposals and

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

- Developing 25-year financial forecasts; and
- Developing a transit capital, local streets and roads maintenance needs, and transit operation needs approach.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	No June Meeting July 28, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	No June Meeting July 14, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	No June Meeting July 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	June 7, 2011 July 5, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	June 8, 2011 July 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	June 23, 2011 July 28, 2011

Fiscal Impact

None.

Attachments

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

Summary of Next Quarter Countywide and Regional Planning Activities (June through August)

Countywide Planning Efforts

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

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Finalizing the issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Continuing the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Evaluating transportation investment packages against a Future Land Use scenario;
- Reviewing the results of the evaluation and identifying a constrained transportation network;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections;
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network; and
- Evaluating the constrained transportation network using the Locally Preferred SCS land use scenario.

Regional Planning Efforts

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

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

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative SCS Scenarios based on that input;
- Conducting public outreach;
- Developing draft financial projections; and
- Conducting a performance assessment.

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

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

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Alternative SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed: Final list will be forwarded May 27, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - December 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

Calendar Year 2011

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

Calendar Year 2012

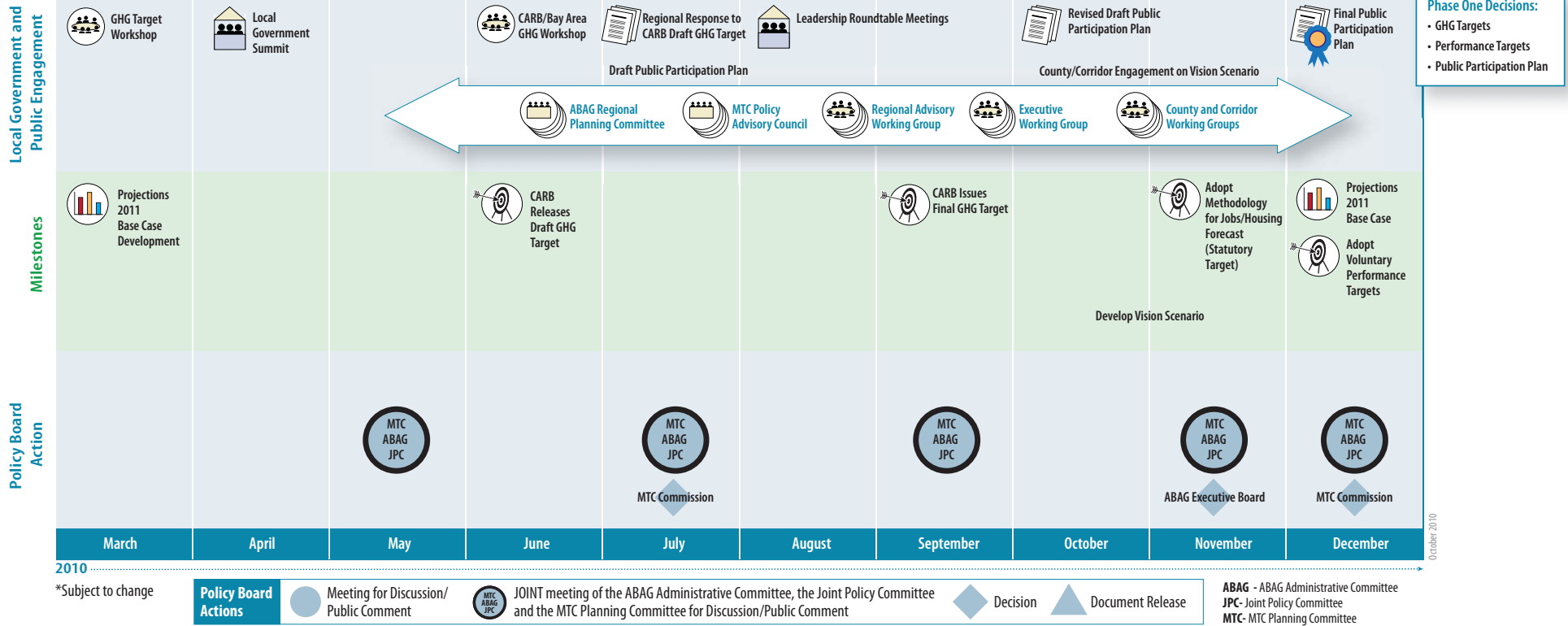
Task	2012					FY2011-2012						
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed			Adopt Draft Plans	Adopt Final Plans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

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

Phase 1: Performance Targets and Vision Scenario

OneBayArea



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

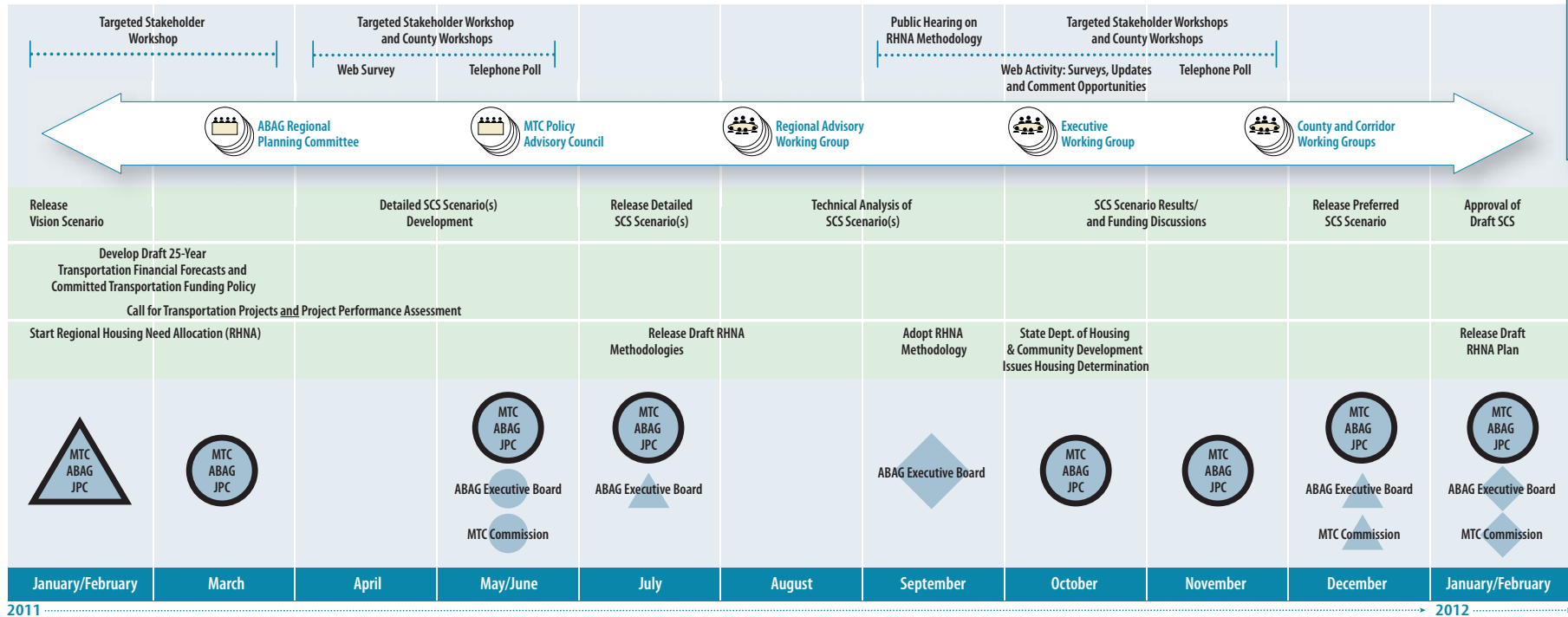
OneBayArea

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

Local Government and Public Engagement

Milestones

Policy Board Action



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

- Scenario Planning**
- Transportation Policy and Investment Dialogue**
- Regional Housing Need Allocation**

*Subject to change

Policy Board Actions

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

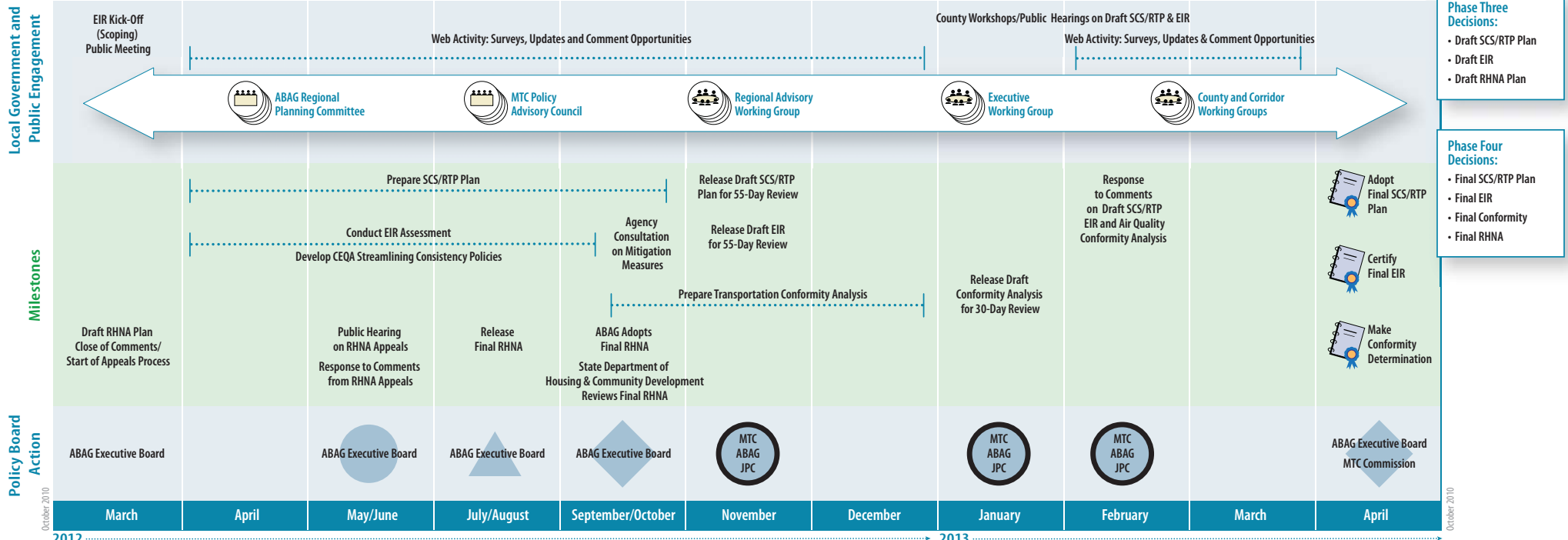
ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

October 2010

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

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

Phase 4: Plan Adoption



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

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

*Subject to change

Policy Board Actions

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

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

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
1362 Rutan Court, Suite 100
Livermore, CA 94551

WHEELS Accessible Advisory Committee

Meeting

DATE: Wednesday, March 2, 2011

PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore, CA

TIME: 3:30 p.m.

MINUTES

1. Call to Order

Chair Herb Hastings called the meeting to order at 3:30 pm.

Members present:

Herb Hastings – Alameda County Representative
Jane Lewis – Dublin Representative
Shawn Costello – Dublin Representative
Lee Serles – Livermore Representative
Russ Riley – Livermore Representative
Carmen Rivera-Hendrickson – Pleasanton Representative
Rickie Murphey – Pleasanton Representative
Pam Deaton – Social Services Representative
Jennifer Cullen – Social Services Representative
Joan Helen Hall – Alameda County Alternate
Roberta Ishmael – Livermore Alternate
Sue Tuite – Dublin Alternate
Shawn Mark Ebersole – Pleasanton Alternate

Staff Present:

Paul Matsuoka, LAVTA
Jeff Flynn, LAVTA
Kadri Kulm, LAVTA
Jamiea Anderson, MV Transit

Members of the Audience:

Mike Dunne – American Logistics
Esther Waltz – LAVTA’s PAPCO Representative
Joan Siers – Dial-A-Ride rider from Vineyard Village senior housing complex in Livermore
Viola Canfield – Dial-A-Ride rider from Vineyard Village senior housing complex in Livermore
Viola Canfield – Dial-Sandy Backman – A-Ride rider from Vineyard Village senior housing complex in Livermore
Mary Hummel – A-Ride rider from Arbor Vista senior housing complex in Livermore
Phyllis Baker – A-Ride rider from Vineyard Village senior housing complex in Livermore

2. Citizens’ Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)

No comments.

3. Minutes of January 5, 2010 Meeting of the Committee

Approved: Rivera-Hendrickson/Murphey
Shawn Costello abstained from approving the Minutes because he was not at the January 5, 2011 WAAC meeting.

4. BART Task Force

Herb reported that he, Carmen, and Jane attended the new West Dublin/Pleasanton BART station tour. They had some concerns and issues regarding the station's accessibility. If other WAAC members notice any accessibility issues of the new station, they should let Herb, Carmen or Jane know, who would then notify BART. Shawn Costello reported that the elevators in that station do not work properly.

5. PAPCO Report

Esther Waltz, LAVTA's new PAPCO representative gave a report on the latest PAPCO/TAC joint meeting that took place on February 28th. Esther reported that the items covered at the meeting included recommendation on the Gap funding, establishment of 5310 grant applications scoring subcommittee, quarterly reports from the cities of Alameda and Hayward, update on the Countywide Transportation Plan, and planning for 2011 Annual Mobility Workshop that is scheduled for July 11, 2011.

6. Sacramento Update

Carmen and Jane attended the Sacramento Transportation Committee meeting. The committee was doing evaluation on how to be able to keep transportation funding going. They were asking how it would hurt individuals if the funding wasn't approved. Jane and Carmen provided input to the committee and they were thanked for being there and for their input.

7. Operations and Maintenance Contract

Staff reported on LAVTA's Operations and Maintenance (O&M) Contract and started out assuring the committee members that Dial-A-Ride will not be discontinued contrary to rumors. LAVTA has a legal obligation under the ADA to provide next-day paratransit service to ADA qualified riders in

the Tri-Valley to complement LAVTA's fixed-route service. Currently MV Transportation provides both fixed route and paratransit service for LAVTA.

In every several years LAVTA issues a Request for Proposals and seeks for competitive bids to provide the service. This time around staff's recommendation is that the O&M contract be awarded to MV Transportation for fixed route services, and to American Logistics Company (ALC) for paratransit services. Staff explained the rationale for changing paratransit contractor and described the similarities and differences between the current contractor and ALC.

Although the service quality is currently very good, it is also very expensive. Since the demand for paratransit is expected to grow in the future, it is important to work on costs. ALC's proposal was to provide Dial-A-Ride with a lower cost. All Dial-A-Ride policies will remain the same including the reservation policy, the fare policy, the no-show policy, and late cancellation policy. The fare will remain \$3.50 and can be paid in cash or with a Dial-A-Ride ticket. Reservations phone number will remain 925-455-7510. With ALC service model trip provider can be any number of different local private operators. American Logistics will hire and train as many providers as necessary to provide accessible ADA service to LAVTA's Dial-A-Ride passengers. The vehicle could be a taxicab, a paratransit vehicle, a town car, a mini-van, or any number of vehicles. Passengers who use wheelchairs/scooters will be transported in wheelchair accessible vehicles. A majority of trips will likely be provided in smaller vehicles (for passengers who do not require wheelchair accessible vehicles). While the vehicles will not be LAVTA owned, the drivers will have a placard that they will place in their window to identify them as Wheels Dial-A-Ride and each driver will also have a LAVTA ID card stating who they are. With ALC's service model the operators have monetary incentives to provide good customer service. Staff has contacted several ALC clients and every reference has said they are very pleased with ALC, customer service is better. and agencies are reporting savings of 10-30%. MV is offering

current Dial-A-Ride drivers work as fixed route drivers or transfer to another MV property that provides paratransit. ALC can have current drivers contracting with them.

Both staff and a representative from ALC answered committee members' and public's questions about ALC's service model.

Approved: Riley/Serles

In a 4 to 0 vote WAAC's recommendation was to award LAVTA's paratransit contract to ALC. Four members abstained.

10. Alameda Countywide Transportation Plan Questionnaire

The committee members filled out ACTC's questionnaire to provide their input for the Alameda Countywide Transportation Plan update.

11. Operational Issues – Suggestions for Changes

Sue reported that some customers are complaining that they have been left behind and Rapid buses have just passed them. Staff reminded the committee members to report all bus by-passes to customer service with as much information as possible and that Rapid buses do not stop at every stop. Rapid buses only stops at designated bus stops that have a Rapid logo.

Staff reminded the committee members that the WAAC Chair and Vice Chair elections will take place at the committee's next meeting in May, 2011.

12. Adjournment

The Chair adjourned the meeting at 5:06 pm

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Official Says ADA Amendments Have Been Split Into Two Rules

Proposed amendments to ADA regulations have been split into two separate rules, according to a DOT official. Based on remarks by Robert C. Ashby, DOT lawyer, at a Transportation Research Board session, the rules would:

- Strengthen requirements for full-length level boarding at new commuter and intercity rail stations.
- Add an explicit "reasonable modification" provision to the DOT's ADA regulations.

Mr. Ashby disclosed that the rail portion of the rulemaking would be completed first, though it's not quite in final draft form yet. Ashby also disclosed that a regulatory analysis suggests that the costs of the proposed rail rule "are not particularly significant." Ashby indicated that the ADA amendments are moving forward despite opposition from the rail and transit industries. As with the rail rule, Ashby showed no sign of retreat from the proposal for a "reasonable modification" rule in the DOT's ADA regulations. Ashby stated, "In my view, making individual decisions as opposed to categorical decisions is greatly what the ADA and 504 are all about." Ashby's view seems to be in conflict with the FTA's Office of Civil Rights. That office has given signs that it may have abandoned its support of "reasonable modification" principles, at least on the subject of vehicle choice in ADA paratransit service.

Complaint Rejected From Rider Who's Scooter May Be Too Big

The FTA's Office of Civil Rights rejected a Florida scooter user's complaint of trouble boarding fixed-route and paratransit vehicles. Per the complaint:

- On fixed-route: the scooter can't negotiate "the sharp turn down the aisle by the seats."
- On paratransit: vehicles are inaccessible because they load through the side, rather than the rear.

Acting ADA team leader John R. Day responded in a letter in which he stated the dimensions of a "common wheelchair" (up to 30 by 48 inches, measured 2 inches above the ground) that a transit operator must accommodate under the DOT's ADA regulations. Day said the transit agency may decide to transport larger devices if it has suitable equipment, but the "correspondence suggests

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that your scooter exceeds these dimensions, and that may unfortunately preclude you from being transported." Day went on to say, "There is no requirement under the ADA that specify rear-mounted or side-mounted lifts or ramps, or that vehicles be dispatched by specific type. As long as the lift meets requirements, the transit agency is in compliance with the ADA"

Fare Box Seen as an Obstacle to a 34" Circulation Path

Federal guideline writers are trying to compute how wide a path a wheelchair user needs to ride a transit bus are running into one obstacle: the fare box.

Commenters on proposed new vehicle guidelines pointed out that the fare box may be in the way if the circulation path has to be 34" wide (the current proposal for "minimum clear width" from vehicle floor to 40" above vehicle floor). Existing specifications call for "sufficient clearances" for passengers who use wheelchairs to reach the wheelchair spaces in vehicles. An issue had been the impact a 34" aisle would have on seating capacity on the buses, which sparked the circulation-path discussions. The North American Bus Industries, Inc. (NABI) stated that a related constraint is the grab rail around the fare box. NABI wrote, "Bid specifications and APTA call for a grab rail around a fare box to assist passengers as they pay their fare and maneuver through the boarding process, which usually calls for it to be centered 36" above the floor. Raising it higher would interfere with passenger access to some of the fare box functions, or the grab rail might be so high as to be inappropriate for its intended use." VTA stated that the proposal could have unintended consequences because it would make the fare box location dependent on dashboard designs. VTA suggests the provision be rewritten to require sufficient clear space for a passenger using a mobility device to board the bus "unhampered by protruding equipment."

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