



## **Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, September 17, 2020 5:30 p.m.**

**Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Bicycle and Pedestrian Advisory Committee will not be convening at its Committee Room but will instead move to a remote meeting.**

**Members of the public wishing to submit a public comment may do so by emailing Angie Ayers at [aayers@alamedactc.org](mailto:aayers@alamedactc.org) by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Committee and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (\*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.**

Chair: Matt Turner  
Vice Chair: Kristi Marleau

Staff Liaison: [Cathleen Sullivan](#), [Chris G. Marks](#)  
Clerk: [Angie Ayers](#)

### **Location Information:**

Virtual Meeting Information: <https://zoom.us/j/94504610777?pwd=ZDI2ZVV6UWdnTGVMcHYxdTF5czdNZz09>  
**Webinar ID: 945 0461 0777**  
**Password: 055851**

For Public Access  
Dial-in Information: **(669) 900-6833**  
**Webinar ID: 945 0461 0777**  
**Password: 055851**

To request accommodation or assistance to participate in this meeting, please contact Angie Ayers, at least 48 hours prior to the meeting date at: [aayers@alamedactc.org](mailto:aayers@alamedactc.org)

### **1. Call to Order**

### **2. Roll Call**

### **3. Public Comment**

<b>4. BPAC Meeting Minutes</b>	<b>Page/Action</b>	
4.1. <a href="#">Approve February 13, 2020 BPAC Meeting Minutes</a>	1	A
<b>5. Regular Matters</b>		
5.1. <a href="#">City of Dublin Bicycle and Pedestrian Master Plan</a>	5	I
5.2. <a href="#">2020 Countywide Transportation Plan: Draft Recommendations</a>	11	I
<b>6. Organizational Meeting</b>		
6.1. <a href="#">Election of Bicycle and Pedestrian Advisory Committee (BPAC) Officers for FY2020-21</a>	33	A
6.2. <a href="#">Approve FY2020-21 BPAC Calendar</a>	35	A
<b>7. Member Reports</b>		
7.1. <a href="#">BPAC Roster</a>	37	I
7.2. Member Reports		I
<b>8. Staff Reports</b>		
<b>9. Adjournment</b>		

Next Meeting: TBD

Notes:

- All items on the agenda are subject to action and/or change by the committee.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Comments from the public on agenda items must be received no later than 48 hours before the meeting in order to be distributed to BPAC members in advance of the meeting.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



## Alameda CTC Schedule of Upcoming Meetings September and October 2020

**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County**

Supervisor Scott Haggerty, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**

Director Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy Ashcraft

**City of Albany**

Mayor Nick Pilch

**City of Berkeley**

Mayor Jesse Arreguin

**City of Dublin**

Mayor David Haubert

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor John Marchand

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**

Mayor Robert McBain

**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	September 24, 2020 October 22, 2020
9:00 a.m.	Multi-Modal Committee (MMC)	October 12, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Audit Committee	October 22, 2020

### Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	October 8, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	October 13, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 26, 2020

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

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# Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, February 13, 2020, 5:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Call to Order

Bicycle and Pedestrian Advisory Committee (BPAC) Chair, Matt Turner, called the meeting to order at 5:30 p.m.

## 2. Roll Call

A roll call was conducted and all members were present.

## 3. Public Comment

A public comment was heard from Kelly Abreu noting upcoming major projects that are planned without considering pedestrians or cyclists.

A public comment was from Ullis Toledo regarding the East Bay Greenway, expressing interest in hearing more about the project.

A public comment was heard from Charlotte Duruisseau. She stated she lives in Brookfield Village in East Oakland and noted that better transportation options are needed and that the area is unsafe to ride a bicycle.

## 4. BPAC Meeting Minutes

### 4.1. Approve November 21, 2019 BPAC Meeting Minutes

*BPAC members requested the following amendments to the minutes:*

- Third sentence on page 2 under item 5.2 change "dwas" to "document was"
- Remove the "s" from Feliz Hill name on page 3
- Second paragraph on page 5 change to "grade-separated"

*Matt Turner made a motion to approve this item with amendments. Dave Murtha seconded the motion. The motion passed with the following votes:*

Yes:       Brisson, Fishbaugh, Hill, Johansen, Marleau, Matis, Murtha, Schweng,  
              Turner

No:         None

Abstain:   None

Absent:    None

## 5. Regular Matters

### 5.1. Caltrans District 4 Pedestrian Plan Update

Chris Marks introduced Greg Currey with the California Department of Transportation (Caltrans) District 4 who provided an update on the Caltrans District 4 Pedestrian Plan. Mr. Currey noted that Caltrans plans to complete its Pedestrian Plan for District 4 in 2020 and is currently seeking input from the public and advisory bodies like the

Alameda CTC's BPAC as they prepare a draft of the plan. His presentation covered context and background, the plan goals, process, outreach, current timeline, upcoming public webinars, the pedestrian toolkit and concluded with the plan outline. Mr. Currey stated that Caltrans has been using Street Story, an open community engagement tool, to collect information from the public about safety and input on the plan.

BPAC members provided the following comments/questions on this item:

- Ensure Caltrans develops their plan to support local plans.
- Separate active transportation facilities on on- and off-ramps.
- Preserve pedestrian access and facility comfort even if volumes are increased.
- Encourage protected intersections, scrambles, automatic pedestrian phases, bulb outs, and preserve street trees.
- Consider a policy for automated speed enforcement and removing beg buttons.
- Reduce conflicts at intersections, right turning vehicles are typically phased with pedestrian crossings, which creates a conflict for two different modes of traffic; to address this:
  - Separate the signals to allow pedestrians to cross,
  - Change the timing of the lights,
  - Improve the announcements for accessibility, including the nature of the crosswalk.
- Include crime prevention through the environmental design in the toolkit.
- Do not use "Z" pedestrian crossings.
- Reduce pedestrian crossing times.
- Evaluate treatments when facilities are installed to discourage encampments.

*This item is for information only.*

## **5.2. Alameda County Safe Routes to Schools Program Update**

Leslie Lara-Enriquez provided an update on the Alameda County Safe Routes to Schools (SR2S) program. She reviewed the program's activities for the 2018-2019 school year, 2019 program evaluation results, and recommendations. She concluded the presentation by covering the next steps to address the issues that were identified.

BPAC members provided the following comments/questions on this item:

- Howard Mattis asked why private schools are not included in the SR2S program.
- David Fishbaugh asked about passive and non-participating schools.
- David Fishbaugh asked if are pre-schools eligible for the SR2S Program.

- Ben Schweng noted that parent drivers present a safety issue and bicycle theft is a major problem.

A public comment was heard from Kelly Abreu. He suggested reducing the number of cars for student drop offs.

*This item is for information only.*

### **5.3. 2020 Countywide Transportation: Needs Assessment for Active Transportation**

Carolyn Clevenger noted that at the last BPAC meeting staff shared the 2020 Countywide Transportation Plan (CTP) and Kristen Villanueva will discuss with the committee the CTP Needs Assessment findings for Active Transportation. Ms. Villanueva stated that she is looking for input from the BPAC on the findings and draft strategies that are detailed in the staff report. She mentioned that many of the comments noted from the Caltrans District 4 Pedestrian Plan and the SR2S update can also be incorporated in the CTP. Ms. Clevenger noted that staff may reach out to the BPAC to be involved in the focus groups that will take place during the spring.

BPAC members provided the following comments/questions on this item:

- The CTP should look at environmental and climate issues and technology and autonomous vehicles.
- The CTP should coordinate with the Countywide Climate Action Plan.
- It's important to provide the public with information on why changes such as bulb outs, protected bike lanes, pedestrian protection, etc., are valuable and projects in the CTP include them.
- Road condition is the most dangerous part of biking
- Some maintenance vehicles in cities are equipped with GoPro cameras and collect data on pavement conditions.
- The CTP should address bikes riding the wrong way, on the sidewalk, without helmets.

*This item is for information only.*

## **6. Staff Reports**

### **6.1. 2019 Performance Report**

Chris Marks stated that the BPAC packet includes the most recent Active Transportation Fact Sheet from the 2019 Performance Report. He noted that annually staff presents a summary of the state of transportation system within Alameda County with key performance information to the Commission.

## **7. Member Reports**

### **7.1. BPAC Calendar**

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

## **7.2. BPAC Roster**

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

## **8. Meeting Adjournment**

The meeting adjourned at 8:15 p.m. The next meeting is scheduled for April 30, 2020, at the Alameda CTC offices but canceled due to COVID-19 and subsequently rescheduled for September 17, 2020.





# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** September 10, 2020

**TO:** Bicycle and Pedestrian Advisory Committee

**FROM:** Chris G. Marks, Associate Transportation Planner

**SUBJECT:** City of Dublin Bicycle & Pedestrian Master Plan

## Recommendation

This item will provide the Bicycle and Pedestrian Advisory Committee with an update on the City of Dublin's Bicycle & Pedestrian Master Plan.

## Summary

One of the main roles of the Countywide BPAC is to advise local jurisdictions and regional agencies as they develop and update Pedestrian and Bicycle Master Plans and Active Transportation Plans. The City of Dublin started developing their Bicycle and Pedestrian Master Plan in 2019 to update and replace the City's 2014 Citywide Bicycle and Pedestrian Master Plan. The plan is a critical planning, policy and implementation document which is intended to support the City of Dublin's efforts to improve safety and encourage biking and walking as both a means of transportation and recreation.

The plan will assess current biking and walking conditions through an inventory of existing programs and policies, a citywide analysis of bicycle level of traffic stress, an evaluation of collision data, an estimation of bicycle and pedestrian demand, and a summary of demographic data, all informed by public input. The plans community engagement effort uses a variety of methods to obtain feedback, including a project website and interactive map, virtual public workshops, and in-person events that will be scheduled as conditions allow. The Plan will ultimately result in a recommended walking and biking network and prioritize infrastructure and non-infrastructure projects to support walking and biking in Dublin.

## Vision and Goals

The plan envisions City of Dublin as a vibrant place where walking and biking are safe, comfortable, and convenient ways to travel and connect individuals, inclusive of all ages and abilities, to local and regional destinations. The goals of the plan are:

- **Goal 1: Enhance Safety** - Prioritize safety in design and implementation of walking and biking facilities.
- **Goal 2: Increase Walking and Biking** - Support biking and walking as attractive modes of transportation.
- **Goal 3: Improve Connectivity** - Develop a bicycle and pedestrian network that provides well-connected facilities for users of all ages and abilities.
- **Goal 4: Enhance Accessibility** - Utilize principles of universal design to make biking and walking a viable transportation option for all, including people with disabilities.
- **Goal 5: Prioritize Investments** - Maintain sufficient funding to provide for existing and future bicycle and pedestrian needs, including supporting programs and operation and maintenance. Leverage biking and walking projects to promote economic activity and social equity outcomes among people of all ages and abilities.

## Community Engagement

The community engagement effort for the City of Dublin's plan includes a combination of digital outreach and in-person events, such as:

- *Project website and interactive map.* The project website can be accessed at: [dublinbikeped.org](http://dublinbikeped.org). The website includes an interactive map that allows respondents to provide geographic input on key issues and opportunity locations for biking and walking throughout Dublin.
- *Virtual workshops.* The first public workshop was held on September 2, 2020 from 6-7pm. There were approximately 45 members of the public in attendance. The meeting was recorded and will be available online.
- *In-person events.* The project team will participate in in-person events as conditions allow. Events may include: walking tours, pop-up presentations at community events including farmer's markets and community concerts, listening sessions, and workshops. Interpretation service will be available for all events.
- *Technical Advisory Committee (TAC).* A Technical Advisory Committee (TAC) comprised of staff from City of Dublin, City of Pleasanton, City of Livermore, Livermore Amador Valley Transit Authority, Dublin Unified School District, Alameda County Transportation Commission, Caltrans and BART will be engaged at key milestones to provide ongoing input on technical analysis and deliverables. There will be five TAC meetings over the course of the project. The first TAC meeting was held in early 2020. The second TAC meeting is scheduled in September 2020.

## Existing Conditions Analysis

The following section presents the scope and key findings from the programs and policies inventory, demographic analysis, collision analysis, and bicycle level of traffic stress analysis. The existing conditions analysis and needs analysis are underway.

Program and Policy Inventory. City of Dublin reviewed bike- and pedestrian-related programs and policies from relevant planning documents and conducted benchmarking interviews with staff from seven City departments and the Dublin Unified School District to develop an updated inventory of programs and policies relevant to biking and walking and identify gaps or needs that could be addressed by the Plan. The following key themes emerged:

- Need for additional resources, including staff dedicated to active transportation.
- Desire for updated design standards.
- Need for enhanced coordination across departments.
- Need for clear processes and stronger policies related to maintenance, design review and project implementation.

Demographic Analysis: City of Dublin gathered and summarized demographic data which will inform the Plan's bicycle and pedestrian demand analysis. This analysis may be used in prioritizing the Plan's projects, identifying project and program recommendations, and developing an implementation plan. Key takeaways of this demographic analysis include:

- Land uses and accessible bicycle facilities likely influence the number of commuters who choose to bike, walk, or take transit, such as the high proportion of bicycle commuters in the Army Base's block group.
- Correlations are present in Dublin between commuters' travel times, race/ethnicity, and household incomes. High-income households and commuters with travel times longer than 30 minutes are concentrated in the city's eastern block groups. Concentrations of individuals identifying as a minority race/ethnicity are also located in these block groups.
- Commuting distances for residents who leave Dublin for work are generally higher than the distances that workers travel into Dublin for work. Mode switch may be more feasible for people commuting to Dublin for work than vice versa.
- Several key demographic differences, including zero-car households and multi-lingual households, exist between Dublin and Alameda County. These differences may signify why people bike and walk in Dublin and how they access information regarding active transportation infrastructure and services.

Collision Analysis: City of Dublin analyzed the six most recent years of reported collision data (2014 - 2019) involving bicyclists and pedestrians from the CrossRoads collision database. Collisions were geocoded to the subject intersections or the relevant locations along roadways based on the information provided in the collision database. A spatial analysis was conducted to identify pedestrian and bicycle high injury networks (HINs) and available variables in the collision data were analyzed to identify any citywide trends based on temporal characteristics, lighting conditions, location characteristics (intersection versus segment), primary collision factors, age and gender. Key findings from the collision analysis include:

- There were 68 bicycle-involved collisions over the six-year period, including three fatal and severe collisions.
- There were 81 pedestrian-involved collisions over the six-year period, including 12 fatal and severe injury collisions.
- People between 15 to 24 years of age appear overrepresented in pedestrian and bicycle collisions. They represent 25% of pedestrians and 18% of bicyclists involved in collisions, compared to 8% of the City's population.
- 62% of the pedestrian collisions occurred on the 8.4 miles of roadway that make up the pedestrian HIN.
- 62% of the bicycle collisions occurred on the 6.7 miles of roadway that make up the bicycle HIN.

Bicycle Level of Traffic Stress (LTS) Analysis: City of Dublin analyzed the bicyclist level of traffic stress (LTS) on the City's existing roadway network ("on-street LTS") and on the Class I path network ("path LTS"). The on-street LTS methodology used was developed by Peter Furth and the Mineta Transportation Institute. Intersection crossings were analyzed for street or path intersections that are located along a link that is scored LTS 3 or 4 (i.e., high-stress facilities), since it is likely that the characteristics of a high-stress segment can affect the bicyclist experience when crossing from a low-stress street. The on-street LTS methodology employed does not include a detailed path segment or crossing methodology to account for the various design factors that affect quality of service and user stress on Class I paths like those across the City. Thus, a parallel evaluation of path LTS was conducted that accounts for path segments and crossings to accompany the on-street LTS methodology. The intent of the path LTS methodology is to account for the varying qualities of service on paths throughout the City and to be able to carry forward the path analysis into prioritization and plan recommendations alongside the on-street LTS analysis. Key findings from the bicycle level of traffic stress analysis for on-street and path facilities include:

- Low-stress on-street facilities generally consist of local residential roads without dedicated bicycle facilities.
- Low-stress roads are assessed as higher stress (i.e., downgraded to LTS 3 or 4) where they cross high stress facilities, meaning that some low-stress areas are "islands" isolated by high-stress segments and crossings.
- Arterial roads, such as Dublin Boulevard generally consist of higher-stress segments, due to features such as vehicular speeds, traffic volumes, and the number of travel lanes, regardless of the inclusion of bike lanes.
- Class IA multi-use paths such as the Iron Horse Trail and the Martin Creek Trail most frequently score a path LTS of 2 given their width, shoulder, and wayfinding presence.
- Class IB sidepaths (ie. along the side of a roadway, which double as sidewalks), such as segments along the north side of Dublin Boulevard or the west side of San Ramon Road frequently score a path LTS of 3 given no wayfinding present along their segments.

- The path crossings vary but rarely exceed LTS 3 except at intersection crossings with high speeds, no horizontal/vertical elements, and no crossing markings or signage.

**Next Steps**

Over the next few months, the City of Dublin will be completing the demand analysis, developing the project prioritization framework, and identifying network recommendations.

**Fiscal Impact:** There is no fiscal impact. This is an information item only.

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# Memorandum

5.2

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www.AlamedaCTC.org

**DATE:** September 10, 2020

**TO:** Bicycle and Pedestrian Advisory Committee

**FROM:** Cathleen Sullivan, Director of Planning  
Kristen Villanueva, Senior Transportation Planner

**SUBJECT:** 2020 Countywide Transportation Plan: Draft Recommendations

## Recommendation

This item is to discuss the core recommendations of the Draft 2020 Countywide Transportation Plan (CTP) with the Bicycle and Pedestrian Advisory Committee (BPAC) and to inform members of current outreach efforts on the Draft 2020 CTP. This is an information item only.

## Summary

The 2020 Draft CTP core recommendations are the culmination of nearly a year and a half of engagement with partner agencies, members of the public, and Commissioners. This memo presents an overview of the 2020 CTP development process and the draft final recommendations. This will be the third time staff discusses the 2020 CTP with BPAC; staff presented the approach in November 2019 and the draft needs assessment in February 2020.

Public outreach is now underway for the Draft 2020 Countywide Transportation Plan (Draft 2020 CTP). Background information on the plan contents and a short survey for providing input can be found on the [Draft 2020 CTP webpage](#). Outreach will be conducted virtually and will be on-going through September.

Although the CTP is a long-range plan, the 2020 Draft CTP also seeks to articulate transportation priorities for the next 10 years. As such, two key focus areas for this 2020 CTP have been project/program priorities and strategies to advance in the next ten years; these two elements comprise the core recommendations of the Plan:

- 1. 10-Year Priority Projects and Programs.** This set of projects will be prioritized over the next 10 years to help address current transportation needs throughout Alameda County and work towards the Vision and Goals articulated in the 2020 CTP. This list also includes programs that represent long-standing agency commitments.

- 2. Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, and an analysis of gaps in the project list will complement the 10-Year Priority Projects/Programs; these can inform funding, advocacy, policy, planning, technical assistance, and project implementation. Near-Term Actions have been identified to implement strategies over the next four years, until the next update of the CTP.

These core recommendations will guide Alameda CTC decision-making and help achieve the ambitious transportation Vision established by the Commission in coming years. The 2020 CTP will also include a summary of the needs assessment, outcomes of the Community-Based Transportation Plan, long-term projects, and programmatic investments.

## Background

Every four years, Alameda CTC prepares and updates the CTP, which is a 30-year, long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The Draft 2020 CTP contains:

- **Needs Assessment.** An assessment of existing transportation needs in the county, based on recently completed countywide modal plans, countywide evaluations such as for Safe Routes to School, the biennial traffic level of service monitoring, and annual performance data, as well as discussions with local stakeholders.
- **Community-Based Transportation Plan.** An assessment of transportation needs in the county's low-income and minority communities with a focus on community input collected via public outreach activities.
- **Core Recommendations:**
  - **10-Year Priority Projects and Programs.** A set of projects to be prioritized over the next 10 years to help Alameda County address its existing transportation needs and work towards the Vision and Goals articulated in the 2020 CTP; also includes programs that represent long-standing agency commitments.
  - **Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, identified needs, and an analysis of gaps in the project list; strategies complement the 10-Year Priorities by informing funding, advocacy, policy, planning, technical assistance, and project implementation. Near-Term Actions are identified to implement strategies over the next four years.
- **Long-Term Projects and Programmatic Investments.** The full range of projects and programs submitted to the 2020 CTP with a 30-year time horizon.

## 2020 CTP Development Process

Development on the 2020 CTP has been underway since the beginning of 2019; CTP items have been brought to ACTAC, BPAC, PPLC, and the Commission throughout the development of the plan. The Commission approved the Vision and Goals for the 2020 CTP in September 2019. The Vision and Goal statements are included in **Attachment A**. These goals established the four fundamental pillars of the plan, that the transportation system should seek to be:



- Accessible, Affordable and Equitable
- Safe, Healthy and Sustainable
- High Quality and Modern Infrastructure
- Economic Vitality

Based on these goals, a technical needs assessment was developed with accompanying high-level strategies. Part 1 of the needs assessment, covering Active Transportation and Freeways, was presented in January of this year to PPLC and in February to BPAC. In March, needs assessment findings and strategies for Arterials, Transit, and Goods Movement were presented. Also based on these goals, a project screening was conducted to identify priority projects that best met the 2020 CTP goals and needs. Staff then conducted detailed partner agency and Commission engagement around priority projects and strategies ensuring Draft 2020 CTP recommendations reflect county and local priorities and address the most pressing needs facing communities.

A key input into the 2020 CTP is the Community-Based Transportation Plan (CBTP), a parallel effort to the 2020 CTP. The CBTP was conducted as a countywide effort with the primary objective of understanding needs in MTC's designated Communities of Concern (COCs)<sup>1</sup>. The plan relied on direct engagement in COCs and detailed review of recent local planning and engagement efforts in those areas to identify needs. In fall 2019 and early winter 2019/2020, over 400 surveys were collected in COCs. In addition, an online survey was administered in May 2019 that was designed to be representative of Alameda County's diverse population across planning areas, and included a significant sample from people in COCs. CBTP findings have helped inform priority projects and strategies in the Draft 2020 CTP.

More information on the needs assessment and the CBTP can be found on [the Draft 2020 CTP webpage](#).

## **Draft 2020 CTP Core Recommendations**

Although the CTP is a long-range plan, the 2020 update seeks to articulate Alameda County's transportation priorities for the next 10 years. To meet this goal, the core recommendations of the Draft 2020 CTP are a list of 10-Year Priority Projects and Programs, and a set of Strategies and Near-Term Actions.

### ***10-Year Priority Projects and Programs***

The 10-Year Priority List was developed through an iterative process that included a technical project screening rooted in CTP goals, an analysis of gaps and needs, and robust discussions with agency staff and Commissioners on local priorities. This list will inform Alameda CTC prioritization efforts in terms of funding and support of projects, and help focus advocacy efforts for seeking funding at regional, state, and federal levels. The list itself is not and does

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<sup>1</sup> Community of Concern refers to MTC's designation of communities that have a high concentration of both minority and low-income households or that have a high concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

not represent a funding commitment and does not override local priorities or prioritization in any way.

The full countywide 10-Year List is provided in **Attachment B**. Implementing the projects in the 10-year List will accomplish the following Commission priorities and advance the 2020 CTP goals:

- **Advance multimodal corridors throughout the county.** These projects improve multimodal options in corridors centered around major arterials by providing pedestrian safety enhancements, high-quality bicycle facilities, improved transit operations, and/or other complete streets and placemaking improvements. The multimodal corridor improvements are often closely tied with and supportive of land use and economic development throughout the county.
- **Expand the reach of greenways and trails.** These projects expand the County's network of multi-use paths and trails for safe travel using active modes.
- **Significantly improve rail safety and connectivity.** These projects improve safety of at-grade rail crossings and connect critical pieces of the rail network in Alameda County, supporting seamless transit options.
- **Expand rail and ferry capacity and construct station area and access improvements.** These projects improve rail transit and ferry service in the county by improving existing service, providing new services, and/or improving access to rail stations and ferry terminals.
- **Support transit facilities.** These projects provide essential maintenance and operations facilities for transit operators to support existing service and allow for future increases in service levels.
- **Modernize freeway interchanges and create safe, multimodal access through interchanges.** These projects modernize freeway interchanges, improve safety and operations on interchanges, improve multimodal connectivity through interchanges, and increase capacity for carpools, buses, and other high-occupancy vehicles.
- **Construct infrastructure and emission reduction projects to support goods movement, including at the Port of Oakland.** These projects modernize infrastructure at the Port of Oakland to improve goods movement operations and advance projects throughout the county to reduce impacts on communities.
- **Begin to adapt our infrastructure to sea level rise.** These projects improve resiliency to sea level rise at threatened coastal locations.

The 10-Year List includes improvements in all parts of the county with consideration made to balance investments among the four Planning Areas. The 10-Year List also supports our Communities of Concern (CoC) and Priority Development Areas as two key lenses on which projects were prioritized. Of the 91 projects in the 10-Year List, 60 (66%) are within CoCs and address needs identified in the CBTP and 70 (77%) of the projects are located in Priority Development Areas. Expanding this a little further, 70 (77%) of the projects are located in or provide access to CoCs and 82 (90%) are located in or provide access to Priority Development Areas, further emphasizing support for these areas and ensuring transportation

and land use is closely coordinated and mutually supportive. Note these summaries do not include the five countywide programs in the priority list.

In addition to the set of projects identified through the iterative prioritization process, the 10-Year Priority List also includes programs that represent long-standing Alameda CTC commitments that are reinforced in the Draft 2020 CTP. These include the Safe Routes to School Program, Student Transit Pass Program, Paratransit and Senior Mobility Program, and funding commitments for transit operations and bringing local streets and roads to a state of good repair.

All projects and programs submitted by local jurisdictions and agencies that are not designated 10-Year Priorities will still be included in the 2020 CTP as Long-Term Projects and Programmatic Investments. These are not prioritized for near-term investment, but they are included as projects currently planned for delivery in the 30-year time horizon of the 2020 CTP. **Attachment C** presents the 30-year list of projects and programmatic projects for the Draft 2020 CTP.

### **Strategies and Near-Term Priority Actions**

To complement the 10-Year Priority projects and programs and help move the county towards the 2020 CTP Vision and Goals, Alameda CTC has identified a series of Strategies. Strategies reflect guiding principles, industry best practices and a gaps analysis of areas that aren't fully covered by projects. Strategies can inform funding, advocacy, policy, technical assistance, and project implementation.

Strategies for the Draft 2020 CTP are organized into five thematic groups shown below.

- **Safe Systems Approach.** These strategies support improving the safety of streets and facilities for all transportation users.
- **Complete Corridors Approach.** These strategies support planning, design, and implementation of multimodal travel corridors centered on major arterials.
- **Partnerships to Address Regional and Megaregional Issues.** These strategies support partnerships and coordination on issues that require regional or megaregional action.
- **Transit Accessibility & Transportation Demand Management (TDM).** These strategies support reducing the use of single-occupant vehicles by incentivizing use of other modes and making transit easy and affordable to use.
- **New Mobility and an Automated, Electric, Shared Future.** These strategies support the transition to electric and automated vehicles, including electrification of goods movement operations, as well as strategies to address new mobility options that are also shared.

**Equity:** Equity is a core goal of the Draft 2020 CTP and a cross-cutting concern for all of these strategies as we strive to ensure equity is fully integrated into the 2020 CTP. An equity overlay has identified those strategies which most directly address equity issues across all strategies and respond to needs identified in the CBTP.

For each Strategy category, a series of Near-Term Actions have been developed that identify specific steps Alameda CTC can take to implement the strategies over the next four years until the next update of the CTP. These actions are designed to be achievable and specific and the list of actions is not intended to be static; it will continue to evolve in support of these strategies in coming years as opportunities emerge. A summary of Strategies and associated Near-Term Actions are shown in Table 1.

**Table 1**                      **Strategies and Near-Term Actions**

Strategies	Near-Term Actions
<p><b>Equity (CBTP):</b> Equity is a cross-cutting concern across all strategies. Strategies and Actions that address key findings from the CBTP are indicated by two red asterisks**.</p>	
<p><b>Safe Systems Approach</b></p>	
<ol style="list-style-type: none"> <li>1.   ** Improve Safety on the High-Injury Network, with an eye towards community disparities.</li> <li>2.   ** Support Context-Appropriate Speed Limit Setting and Automated Speed Enforcement Policies.</li> <li>3.   Modernize Interchanges for Safer Multimodal Travel, including addressing pedestrian experience at underpasses.</li> <li>4.   ** Enhance Safety at At-Grade Rail Crossings.</li> </ol>	<ul style="list-style-type: none"> <li>•   ** Support projects that address the high-injury network, with a particular focus on projects that address the HIN in Communities of Concern.</li> <li>•   ** Support legislation that enables automated speed enforcement.</li> <li>•   ** Reform the speed limit setting process to align with a Safe Systems Approach to allow for context-appropriate speed limit setting.</li> <li>•   Facilitate coordination with Caltrans to expedite multimodal treatments at interchanges.</li> <li>•   Implement the Rail Safety Enhancement Program to improve safety of at-grade crossings countywide.</li> <li>•   ** Support implementation of SR2S school site assessments, including exploration of potential for a mini-grant program.</li> <li>•   ** Expand Access Safe Routes equity program within SR2S program.</li> </ul>

Strategies	Near-Term Actions
<b>Complete Corridors Approach</b>	
<ol style="list-style-type: none"> <li>5. ** Improve Bus Service Frequency, Reliability, Quality and Travel Time.</li> <li>6. ** Manage the Curb to Balance Needs of Multiple Users.</li> <li>7. ** Build the Low-Stress Walking and Biking Network, including low-stress facilities on arterials and/or alternative routes.</li> <li>8. ** Plan and Deliver Urban Greenways and Trails.</li> <li>9. Coordinate with Caltrans for Faster Project Advancement and Innovation.</li> <li>10. Support Modern Traffic Signals that Operate Seamlessly Across Jurisdictions and Deliver Robust Transit Signal Priority.</li> <li>11. Address Navigation Apps Directing Regional Travelers to Local Streets.</li> <li>12. Support Placemaking and Economic Development Through Street Design.</li> <li>13. ** Manage Truck Parking and Congestion.</li> </ol>	<ul style="list-style-type: none"> <li>• ** Support and lead multi-jurisdictional, multimodal corridor projects that address access, safety, and comfort for all modes; and incorporate creative curb management strategies and modern signals. Glean lessons learned to inform other corridor projects.</li> <li>• Facilitate coordination with Caltrans and other relevant stakeholders to expedite multimodal complete streets treatments in Caltrans right-of-way.</li> <li>• ** Support project development and delivery for interjurisdictional urban greenway and trail projects, many of which traverse COCs.</li> <li>• Seek to engage navigation app companies on policies to reduce cut-through traffic in communities, building off discussions cities or regional partners have had to date.</li> <li>• ** Develop model truck and private coach bus parking policies and programs.</li> </ul>
<b>Partner to Address Regional and Megaregional Issues</b>	
<ol style="list-style-type: none"> <li>14. Enhance Interregional Rail Service.</li> <li>15. ** Provide Seamless Transit Connections.</li> <li>16. Create a Continuous Managed Lane Network.</li> <li>17. Provide Express Bus Service and Bus Prioritization on Freeways and Approaches.</li> <li>18. ** Improve Priority Freight Routes and Shift More Freight to Rail.</li> <li>19. Proactively Plan for and Support Climate Resiliency Efforts.</li> </ol>	<ul style="list-style-type: none"> <li>• Partner to advance megaprojects and megaregional projects that benefit Alameda County residents and businesses, e.g. interregional rail service, by serving as project partners and/or TAC members as appropriate.</li> <li>• ** Partner to improve transit fare integration, seamless transit connections.</li> <li>• Advance express lane projects in partnership with Caltrans and MTC, including I-680 gap closure, I-580 existing and new segments, I-80 DAA, and I-880 construction. Pair managed lanes with express bus prioritization projects and enhanced express bus services, including consideration of bus on shoulder.</li> <li>• ** Work with megaregional partners, the State and UPRR to improve rail infrastructure and capacity to encourage rail use and open up opportunities for improved passenger rail services.</li> </ul>

Strategies	Near-Term Actions
<b>Transit Accessibility and TDM</b>	
<p>20. Incentivize Non-Single Occupant Vehicle Use and efforts to reduce vehicle miles traveled.</p> <p>21. ** Improve Fare Integration and Explore Affordable Fare Options.</p> <p>22. ** Expand First/Last-Mile Options and Improve Access to Major Transit Hubs.</p> <p>23. Explore Innovative, Agile Solutions to Supplement Transit, e.g. in low density settings or to serve older adults; consider potential impacts of innovative strategies.</p> <p>24. Support necessary transit O&amp;M facilities</p>	<ul style="list-style-type: none"> <li>• ** Continue to expand and enhance the Student Transit Pass Program.</li> <li>• ** Track the regional Clipper START program<sup>2</sup> for low-income transit riders and explore potential to expand to additional Alameda County operators with full consideration of financial and ridership implications for transit agency budgets.</li> </ul>
<b>Automated and Electric Future and New Mobility</b>	
<p>25. ** Support advancing an Electrified Future for all modes, including Infrastructure for Near-Zero/Zero-Emission Truck Technology.</p> <p>26. Plan for an Automated Future (incl. addressing workforce issues, congestion impacts and vehicle miles traveled).</p> <p>27. Advance New Mobility Strategy.</p>	<ul style="list-style-type: none"> <li>• Provide local assistance and support information exchange with technology trends in automated vehicles, connected infrastructure, and electrification.</li> <li>• Support policies and legislation that encourage shared AVs.</li> <li>• Implement high priority strategies and actions coming out of the New Mobility Strategy.</li> </ul>
<b>Implementing and Monitoring Progress on the DRAFT 2020 CTP</b>	
	<ul style="list-style-type: none"> <li>• Track and report to Commission on progress towards DRAFT 2020 CTP goals and addressing CBTP needs at periodic intervals.</li> </ul>

<sup>2</sup> Webpage for Clipper START program: <https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program>

**Next Steps**

Public outreach is now underway for the Draft 2020 CTP. Background information on the plan contents and a short survey for providing input can be found on [the Draft 2020 CTP webpage](#). Outreach will be conducted virtually and will be on-going through September.

In the fall, staff will return to the Commissioners to share what we heard during the final phase of outreach and present the final 2020 CTP for adoption.

**Fiscal Impact:** There is no fiscal impact for this item associated with this item.

**Attachments:**

- A. 2020 CTP Vision, Goals and Goal Statements
- B. 10-Year Priority Projects and Programs
- C. 30-Year Projects and Programmatic Projects



## Attachment A

## 2020 CTP Vision

*Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.*

## 2020 CTP Goals and Goal Statements

1

**Accessible, Affordable  
and Equitable**

Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.

2

**Safe, Healthy  
and Sustainable**

Create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions.

3

**High Quality and  
Modern Infrastructure**

Deliver a transportation system that is of a high quality, well-maintained, resilient, and maximizes the benefits of new technologies for the public.

4

**Economic Vitality**

Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional and interregional travel.

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## Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

10-Year Priority List - Multi-Jurisdiction/Multi-Agency				
ID	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>1</sup>
1	Alameda Point Transit Network Improvements	AC Transit	Alameda	\$150
2	Division 4 Replacement (Design, Outreach and Environmental)	AC Transit	N/A	\$30
3	Fruitvale Ave Corridor Short Term Improvements	AC Transit	Oakland	\$61
4	Shattuck Ave/Martin Luther King Jr Way Corridor Project	AC Transit	Berkeley and Oakland	\$57
5	West Grand Ave Corridor - Project Bundle	AC Transit/ Oakland	Oakland	\$93
5A	Grand Avenue Corridor Bus Lanes	AC Transit	Oakland	\$83
5B	West Grand Ave Road Diet	Oakland	Oakland	\$10
6	Niles Canyon Trail (Phase 1)	Alameda County	Fremont	\$30
7	San Pablo Avenue Corridor - Project Bundle	Alameda CTC	North County	\$312
7A	San Pablo Avenue Complete Streets Corridor	Berkeley	Berkeley	\$7
7B	San Pablo Complete Streets	Albany	Albany	\$5
8	East 14th/Mission and Fremont Blvd Corridor - Project Bundle	Alameda CTC	Central and South County	\$280
8A	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Fremont	Fremont	\$24
8B	Mission Blvd. / East 14th Phase III	Alameda County	Uninc. Central County	\$45
8C	Mission Blvd Phase 3 Improvements	Hayward	Hayward	\$18
8D	Mission Blvd (SR 238) "Complete Street" Project	Union City	Union City	\$20
8E	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Fremont	Fremont	\$3
9	East Bay Greenway (Phase 1) - Project Bundle <sup>2</sup>	Alameda CTC	Multi-Area	\$254
9A	East Bay Greenway	Alameda CTC	North and Central County	\$190
9B	East Bay Greenway (Reach 6): Innovation District to Bay Trail w/ New I-880 Bridge	Fremont	Fremont	\$62
9C	East Bay Greenway: Irvington BART Station Area	Fremont	Fremont	\$2
10	7th Street Grade Separation West	Alameda CTC	Port of Oakland	\$312
11	Rail Safety and Connectivity - Project Bundle	Alameda CTC	Multi-Area	\$155
11A	Railroad Quiet Zone Multimodal Safety Project	Berkeley	Berkeley	\$11
11B	Railroad At-Grade Corridor Safety Project through Jack London District	Oakland	Oakland	\$18
11C	Railroad Crossing Upgrades - Near Term Safety Enhancements	San Leandro	San Leandro	\$3
11D	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Fremont	Fremont	\$4
12	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation)	Alameda CTC	Fremont	\$350
13	Oakland/Alameda Access Project	Alameda CTC	Alameda and Oakland	\$114
14	I-680 Express Lanes: SR-84 to Alcosta Phase 1 (Southbound)	Alameda CTC	Dublin and Pleasanton	\$260
15	I-680/SR-84 Interchange and SR-84 Expressway	Alameda CTC	Unincorporated East County	\$244
16	I-580/I-680 Interchange (Phase 1)	Alameda CTC	Dublin and Pleasanton	\$300
17	I-80/Ashby Avenue Interchange Modernization	Alameda CTC	Berkeley and Emeryville	\$100
18	I-80/Gilman Street Interchange Modernization	Alameda CTC	Berkeley	\$62
19	I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC	Hayward	\$114
20	I-880/Whipple Rd/Industrial Pkwy SW Interchange Modernizations	Alameda CTC	Hayward and Union City	\$220
21	Mobility for Seniors and People with Disabilities - Paratransit	Alameda CTC	Multi-Area	N/A
22	Safe Routes to School	Alameda CTC	Multi-Area	N/A
23	State of Good Repair (Local Streets and Roads)	Alameda CTC	Multi-Area	N/A
24	Student Transit Pass Program	Alameda CTC	N/A	N/A
25	Transit Operations	Alameda CTC	N/A	N/A
26	19th Street Bike Station Plaza	BART	Oakland	\$6
27	19th Street/Oakland BART Station Street Elevator	BART	Oakland	\$12

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

ID	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>1</sup>
28	Dublin/Pleasanton BART Station Active Access Improvements	BART	Dublin/Pleasanton	\$16
29	North Berkeley BART Station Active Access Improvements	BART	Berkeley	\$13
30	Irvington BART Station	BART/Fremont	Fremont	\$180
31	Lake Merritt BART Station Area Improvements	BART/Oakland	Oakland	\$60
32	BART Core Capacity	BART	N/A	\$1,587
33	Bay Fair Connection	BART	N/A	\$234
34	Hayward Maintenance Complex (HMC) Phase 1	BART	N/A	\$209
35	BART Next Generation Fare Gates in Alameda County	BART	Multi-Area	\$35
36	Transit Operations Facility (TOF)	BART	N/A	\$60
37	West Oakland TOD	BART	Oakland	\$30
38	South Bay Connect	CCJPA	Central and South County	\$264
39	Iron Horse Trail - Project Bundle		East County	\$48
39A	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	Dublin	Dublin	\$10
39B	Livermore Iron Horse Trail	Livermore	Livermore	\$20
39C	Iron Horse Trail Improvements	Pleasanton	Pleasanton	\$18
40	Decoto Road Complete Streets Corridor - Project Bundle	Fremont and Union City	Fremont and Union City	\$50
40A	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	Fremont	Fremont	\$20
40B	I-880/Decoto Road Interchange Modernization	Fremont	Fremont	\$10
40C	Decoto Road Complete Streets Project	Union City	Union City	\$20
41	San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG	Multi-Area	TBD
42	Bay Bridge Forward - Project Bundle	MTC/Alameda CTC	North County	TBD
42A	The Link - Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge	MTC/ABAG	Oakland	\$63
42B	Powell Transbay Bus I-80 Ramp/Bus Stop	Emeryville	Emeryville	\$4
43	I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/Alameda CTC	Central and South County	\$128
44	Oakland Army Base Infrastructure Improvements (Remainder of Project)	Oakland	Oakland/Port of Oakland	\$34
45	Near and Mid-Term Port Operations and Emission Reductions - Project Bundle	Port of Oakland	Port of Oakland	TBD
45A	Roundhouse EV Charging Facility	Port of Oakland	Port of Oakland	\$12
45B	Seaport Near Dock Rail Enhancements	Port of Oakland	Port of Oakland	\$8
45C	Port Operational Efficiency Enhancements	Port of Oakland	Port of Oakland	\$25
45D	Port Wide Electrification	Port of Oakland	Port of Oakland	TBD
46	Dumbarton Corridor - Project Bundle	SAMTRANS/Newark	South County	TBD
46A	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	Newark	Newark	\$12
47	ACE Medium-Term Service Increases	SJRRRC	East County and South County	TBD
48	Valley Link - Project Bundle		East County	\$1,631
48A	Valley Link (Bay Area Portion)	TVSJVRRA	East County	\$1,530
48B	Greenville /Valley Link Multimodal Improvements	Livermore	Livermore	\$40
48C	Isabel/Valley Link Multimodal Improvements	Livermore	Livermore	\$23
48D	S. Front/Valley Link Multimodal Improvements	Livermore	Livermore	\$39
49	Berkeley-San Francisco Ferry	WETA	Berkeley	\$60
50	Redwood City-San Francisco-Oakland Ferry	WETA	Alameda and Oakland	\$60
51	Seaplane Lagoon-San Francisco Ferry	WETA	Alameda	\$42

Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

2. ROW costs are not included.

10-Year Priority List - Local Projects				
	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>1</sup>
52	Lincoln Avenue/Marshall Way Safety Improvements	Alameda	Alameda	\$5
53	Shoreline Overtopping Near Webster and Posey Tubes	Alameda	Alameda	\$30
54	Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda	Alameda	\$6
55	East Lewelling Boulevard Complete Streets - Phase II	Alameda County	Unincorporated Central County	\$10
56	Hesperian Boulevard Phase II	Alameda County	Unincorporated Central County	\$15
57	Tesla Rd Safety Improvements Phase 1	Alameda County	Unincorporated East County	\$15
58	Solano Avenue Complete Streets	Albany	Albany	\$12
59	Adeline Street Corridor Transportation Improvements	Berkeley	Berkeley	\$11
60	Martin Luther King Jr Way Complete Streets Corridor	Berkeley	Berkeley	\$10
61	Telegraph Avenue Multimodal Corridor	Berkeley	Berkeley	\$9
62	Dublin Blvd. - North Canyons Pkwy Extension	Dublin	Dublin	\$164
63	I-580/Fallon/El Charro Interchange Modernization, Phase 2	Dublin	Dublin and Pleasanton	\$32
64	40th Street Transit-Only Lanes and Multimodal Enhancements	Emeryville	Emeryville	\$16
65	Greenway and Mandela Connector	Emeryville	Emeryville	\$3
66	Quiet Zone Safety Engineering Measures	Emeryville	Emeryville	\$7
67	Dumbarton to Quarry Lakes Trail	Fremont	Fremont	\$25
68	I-680 Interchange Modernizations at Washington and Mission - Project Bundle	Fremont	Fremont	\$20
68A	<i>I-680/Mission Boulevard (North) Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
68B	<i>I-680/Washington Boulevard Interchange Modernization</i>	<i>Fremont</i>	<i>Fremont</i>	<i>\$10</i>
69	Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing	Fremont	Fremont	\$56
70	Downtown Hayward PDA Multimodal Complete Streets Project	Hayward	Hayward	\$35
71	Main Street Complete Street Project	Hayward	Hayward	\$5
72	Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward	Hayward	\$40
73	Tennyson Rd. Corridor PDA Complete Streets Project	Hayward	Hayward	\$0
74	Atlantis O&M Facility	LAVTA	East County	\$33
75	I-580 First Street Interchange Modernization	Livermore	Livermore	\$62
76	I-580 Vasco Road Interchange Modernization	Livermore	Livermore	\$81
77	Central Avenue Overpass	Newark	Newark	\$35
78	Thornton Avenue Complete Streets Corridor Project	Newark	Newark	\$26
79	42nd Ave & High St I-880 Access Improvements	Oakland	Oakland	\$18
80	Bancroft Avenue Greenway	Oakland	Oakland	\$18
81	Broadway Transit Corridor	Oakland	Oakland	\$22
82	Downtown Oakland East-West Safe Streets - Project Bundle	Oakland	Oakland	\$20
82A	<i>14th Street Safe Routes in the City</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
82B	<i>19th Street BART to Lake Merritt Urban Greenway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$6</i>
83	East Bay BRT Corridor Active Transportation Safety Improvements - Project Bundle	Oakland	Oakland	\$34
83A	<i>East Bay BRT Corridor Pedestrian Safety Improvements</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$20</i>
83B	<i>East 12th St Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$14</i>
84	East Oakland Neighborhood Bikeways	Oakland	Oakland	\$11
85	Telegraph Avenue Complete Streets	Oakland	Oakland	\$11
86	MacArthur Smart City Corridor Project	Oakland	Oakland	\$13
87	West Oakland Industrial Streets (Phase 1) - Project Bundle	Oakland	Oakland	TBD
87A	<i>West Oakland Industrial Streets (Phase 1)</i>	<i>Oakland</i>	<i>Oakland</i>	<i>TBD</i>
87B	<i>7th Street Bikeway</i>	<i>Oakland</i>	<i>Oakland</i>	<i>\$10</i>
88	I-680 Sunol Interchange Modernization	Pleasanton	Pleasanton	\$45

	Project	Sponsor Agency	Location	Total Cost (\$ Millions) <sup>1</sup>
89	West Las Positas Bike Corridor Improvements	Pleasanton	Pleasanton	\$13
90	Doolittle Drive Resiliency	Port of Oakland	Port/Alameda	\$50
91	Oakland International Airport Perimeter Dike	Port of Oakland	Port/Alameda	\$53
92	San Leandro BART Station Area Safety Improvements	San Leandro	San Leandro	\$5
93	Downtown San Leandro Streetscapes	San Leandro	San Leandro	\$6
94	San Leandro Creek Trail	San Leandro	San Leandro	\$33
95	Union Landing Transit Center Modifications	UC Transit	Union City	\$5
96	Quarry Lakes Parkway (formerly East West Connector)	Union City	Union City	\$286

## Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

## Draft Final Fully Funded Project List for the 2020 CTP

Fully Funded Projects			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
97	Central Avenue Safety Improvements	Alameda	\$15
98	New Alameda Point Ferry Terminal	Alameda	\$22
99	Ralph Appezato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes	Alameda	\$9
100	Meekland Avenue Corridor Improvements	Alameda County	\$9
101	7th Street Grade Separation East	Alameda CTC	\$317
102	I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1	Alameda CTC	\$236
103	19th Street/Oakland BART Station Modernization	BART	\$50
104	Milvia Bikeway Project	Berkeley	\$3
105	Shattuck Complete Streets and De-Couplet	Berkeley	\$10
106	Southside Complete Streets & Transit Improvement	Berkeley	\$9
107	Dougherty Road Widening	Dublin	\$23
108	Dublin Boulevard widening	Dublin	\$7
109	Fremont Boulevard & Thornton Avenue Complete Streets in Centerville PDA, (Part of former SR 84)	Fremont	\$9
110	Fremont Boulevard Safe and Smart Corridor	Fremont	\$11
111	Relinquished State Route 84: State of Good Repair Improvements	Fremont	\$18
	<i>Funded through Local Area Transportation Improvement Plan subject to sale of surplus State ROW</i>		
112	Warm Springs BART West Access Bridge and Plaza	Fremont	\$41
113	Mission Blvd Phase 2 Improvements	Hayward	\$33
114	Fruitvale Alive Gap Closure Streetscape Project	Oakland	\$9
115	14th Avenue Streetscape Project	Oakland	\$7
116	Union City Intermodal Station, Phase 3	Union City	\$75



## Draft Final 30-Year Project List for the 2020 CTP

30-Year List of Projects			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
117	Foothill Blvd Corridor Short Term Improvements	AC Transit	\$50
118	Clement Ave and Tilden Way Complete Streets	Alameda	\$15
119	West End Bike/Ped Crossing	Alameda	\$150
120	Castro Valley Boulevard Streetscape Improvement Phase II	Alameda County	\$25
121	Crow Canyon Road Safety Improvements	Alameda County	\$10
122	East 14th Phase I (Retrofit to add Class IV)	Alameda County	\$20
123	Estuary Bridges Maintenance and Repairs	Alameda County	\$15
124	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Alameda County	\$63
125	Niles Canyon Trail (Remainder of Project)	Alameda County	\$120
126	Patterson Pass Road Safety Improvements	Alameda County	\$15
127	San Lorenzo Creek Trail Project	Alameda County	\$34
128	Strobridge Avenue IC Modifications / Ramp Improvements	Alameda County	\$20
129	Tesla Road Safety Improvements Phase II	Alameda County	\$11
130	Vasco Road Safety Improvement Phase II	Alameda County	\$22
131	East Bay Greenway (Remainder of Project)	Alameda CTC	TBD
132	I-580/I-680 Interchange (Remainder of Project)	Alameda CTC	\$1,200
133	I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2	Alameda CTC	\$130
134	I-680 Express Lanes: SR-84 to Alcosta Phase 2 (northbound)	Alameda CTC	\$228
135	I-680 Express Bus to Silicon Valley	Alameda CTC	\$50
136	SR-262 Mission Boulevard Cross Connector Improvements (Remainder of Project)	Alameda CTC	\$562
137	Ashby Avenue Complete Streets Corridor	Berkeley	\$3
138	Berkeley Marina Bay Trail Extension and University Avenue Reconstruction	Berkeley	\$88
139	Center Street Plaza Project	Berkeley	\$3
140	College Avenue Complete Streets Corridor	Berkeley	\$3
141	Dwight & Channing Complete Streets Corridor	Berkeley	\$4
142	Gilman Street Complete Streets Corridor	Berkeley	\$8
143	Gilman Street Multimodal Railroad Grade Separation Project	Berkeley	\$78
144	Ohlone Greenway and Intersection Improvement Project	Berkeley	\$7
145	Sacramento Complete Streets Corridor	Berkeley	\$3
146	Shattuck Avenue Complete Streets Corridor	Berkeley	\$15
147	University Avenue Complete Streets Corridor	Berkeley	\$4
148	I-580 Interchange Imps at Hacienda	Dublin	\$36
149	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Dublin	\$23
150	Powell Street Bridge Widening	Emeryville	\$9
151	Auto Mall Parkway Improvements Near I-680	Fremont	\$50
152	Fremont Boulevard Complete Streets in Warm Springs PDA	Fremont	\$5
153	Grimmer Greenway Trail: Central Park to Fremont Boulevard	Fremont	\$6
154	Grimmer to Pacific Commons Trail w/ new I-880 Bridge	Fremont	\$51
155	Kato Road Complete Street	Fremont	\$7
156	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	Fremont	\$4
157	Mowry Ave Complete Streets w/ new Bike/Ped Tunnel at UPRR Undercrossing (Part of former SR 84)	Fremont	\$10
158	Peralta Ave Complete Streets (Part of former SR 84)	Fremont	\$14
159	Shinn Trail Connection to Niles w/ new Alameda Creek Bridge	Fremont	\$10
160	UPRR Quiet Zones: Other Fremont Locations	Fremont	\$4
161	Vargas Road Safety Improvements	Fremont	\$5



ID	Project	Sponsor Agency	Total Cost (\$ millions)
162	Fremont BART Station Modernization	Fremont/BART	\$5
163	Hayward Blvd Multi-modal Project	Hayward	\$3
164	Mission Blvd. Linear Park	Hayward	\$5
165	First Street Bike Improvements	Livermore	\$3
166	I-580 Greenville Road Interchange Improvements	Livermore	\$68
167	I-580 SR-84/Isabel Interchange Improvements Phase 2	Livermore	\$43
168	San Francisco Bay Trail and Bay Trail Connectors (Remainder of Project)	MTC/ABAG	TBD
169	I-580 Design Alternatives Assessments (DAAs) Implementation (Remainder of Project)	MTC/Alameda CTC	\$272
170	27th Street Complete Streets Corridor	Oakland	\$4
171	Coliseum City Transit Hub/Coliseum City infrastructure	Oakland	\$200
172	East Oakland Industrial Streets (Central Estuary Plan)	Oakland	\$65
173	Gondola Project Phase 1 Washington Street	Oakland	\$350
174	Gondola Project Phase 2 Alameda Connection Segment	Oakland	\$569
175	Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes	Oakland	\$298
176	Lakeside Family Streets	Oakland	\$5
177	Park Boulevard Path	Oakland	\$5
178	West Oakland Industrial Streets (Remainder of Project)	Oakland	\$40
179	Downtown Parking Garage	Pleasanton	\$68
180	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	Pleasanton	\$137
181	Foothill Road Complete Streets	Pleasanton	\$0
182	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Pleasanton	\$44
183	Santa Rita Road I-580 Overcrossing Widening	Pleasanton	\$49
184	Airport Drive Rehabilitation	Port of Oakland	\$9
185	Inner Harbor Turning Basin	Port of Oakland	\$350
186	Outer Harbor Turning Basin Expansion	Port of Oakland	\$80
187	Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	San Leandro	\$4
188	Doolittle Drive Streetscape	San Leandro	\$12
189	MacArthur Blvd Roundabout, Streetscape, and Park & Ride	San Leandro	\$4
190	Marina Boulevard Streetscape	San Leandro	\$10
191	Railroad Crossing Upgrades - Long Term Grade Separations	San Leandro	\$61
192	ACE Long-Term Service Increases and Capital Improvements	SJRRRC	\$883
193	Altamont Corridor Vision Phase 1 (within Bay Area)	SJRRRC/TVSJVRRA	\$2,510
194	I-880/Alvarado-Niles Interchange "Complete Streets" Modifications	Union City	\$20
195	Station District Pedestrian Bridge	Union City	\$15
196	Union City Boulevard Widening (Whipple to City Limit)	Union City	\$17
197	Whipple Road Widening Project	Union City	\$25

## Draft Final Programmatic Projects for the 2020 CTP

Programmatic Elements			
ID	Project	Sponsor Agency	Total Cost (\$ millions)
<b>Bike/Ped Plan Implementation</b>			
198	Bicycle Master Plan Build-out	Alameda	\$41
199	Pedestrian Master Plan Build-out	Alameda	\$40
200	Vision Zero Action Plan and Safe Routes to School Build-out	Alameda	\$25
201	Active Transportation Program	Albany	\$21
202	Citywide Bicycle Parking	Berkeley	\$4
203	Citywide Bike Boulevard/Major Street Intersections Project	Berkeley	\$8
204	Complete Streets & Transit Corridor Studies and Implementation	Berkeley	\$20
205	West Berkeley Areawide Pedestrian & Bicycle Improvements	Berkeley	\$10
206	SR2S Improvements	Dublin	\$7
207	Bicycle and Pedestrian Plan Implementation	Emeryville	\$59
208	Village Greens and Greenways	Emeryville	\$5
209	Citywide ADA Sidewalk and Intersection Improvements	Fremont	\$95
210	Citywide Bike Master Plan Implementation	Fremont	\$164
211	Citywide Pedestrian Master Plan Implementation	Fremont	\$80
212	Citywide Safe Routes to Schools Improvements	Fremont	\$25
213	Citywide Trails Plan Implementation	Fremont	\$50
214	Bicycle and Pedestrian Master Plan	Hayward	\$25
215	Safe Routes to Schools	Hayward	\$2
216	Livermore Bicycle, Pedestrian & Active Transportation Plan	Livermore	\$183
217	Citywide Bicycle Master Plan Implementation	Newark	\$28
218	Citywide Pedestrian Master Plan implementation	Newark	\$47
219	ADA 30-Year Curb Ramp Transition Plan	Oakland	\$66
220	Bike Plan Short-Term Priority Corridors	Oakland	\$17
221	City-Wide Bay Trail Network	Oakland	\$8
222	City-Wide Bike Plan Implementation Program	Oakland	\$76
223	Citywide Sidewalk Repairs	Oakland	\$30
224	Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	Oakland	\$60
225	East Oakland Community Based Transportation Plan Area Projects	Oakland	\$25
226	Implementation Program for Citywide Safe Routes to Schools	Oakland	\$23
227	Oakland Complete Streets Program	Oakland	\$199
228	Pedestrian Plan Implementation Program	Oakland	\$109
229	West Oakland Community Based Transportation Plan Area Projects	Oakland	\$25
230	Piedmont Pedestrian and Bike Master Plan	Piedmont	\$9
231	City of Pleasanton Bicycle and Pedestrian Master Plan	Pleasanton	\$38
232	City of Pleasanton Trails Master Plan	Pleasanton	\$64
233	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	San Leandro	\$14
<b>Roadway Improvement Programs</b>			
234	Citywide Smart Signal Program	Alameda	\$5
235	New Technologies and Innovations	Alameda	\$10
236	Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube	Alameda	\$10
237	Roadway Multimodal Safety Improvements in Unincorporated Alameda County	Alameda County	\$19
238	Sidewalk Improvements in Unincorporated Alameda County	Alameda County	\$210
239	I-580 Integrated Corridor Mobility (ICM)	Alameda CTC	\$146
240	West Berkeley Area Intersection Project	Berkeley	\$4

ID	Project	Sponsor Agency	Total Cost (\$ millions)
241	Multimodal Corridor Signal Interconnect & Transit Signal Priority Wayside Upgrade	Berkeley	\$12
242	Vision Zero Action Plan Implementation	Berkeley	\$8
243	Downtown Dublin Streetscape Plan Implementation	Dublin	\$40
244	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	Dublin	\$20
245	Powell Street Traffic Safety Improvements	Emeryville	\$10
246	Traffic Signal Modernization Program	Emeryville	\$5
247	Citywide Pavement Rehabilitation	Fremont	\$90
248	Citywide Traffic Signal Modernization	Fremont	\$20
249	Citywide Vision Zero Traffic Safety Improvements	Fremont	\$10
250	Freeway Interchange Safety Improvements and Modernization Identified in Caltrans D4 Bike Plan	Fremont	\$10
251	Fremont Citywide Transit Signal Priority	Fremont	\$5
252	Annual Pavement Maintenance	Livermore	\$103
253	Citywide Bridge Preventive Maintenance Program	Oakland	\$21
254	City-Wide Intelligent Transportation System Program	Oakland	\$240
255	City-Wide Parking Management & Mobility Program	Oakland	\$21
256	City-Wide Paving Program	Oakland	\$1,410
257	City-Wide Traffic Signal System Management	Oakland	\$60
258	Downtown Oakland Specific Plan (DOSP) - Mobility Implementation Action	Oakland	\$8
259	Intersection Safety Improvements Program	Oakland	\$20
260	Underpass Improvement Program	Oakland	\$20
261	West Oakland, Howard Terminal, Jack London District, Downtown Oakland Connectivity Project	Oakland	\$175
262	City of Pleasanton Automated Traffic Signal Performance Expansion	Pleasanton	\$0
263	Seaport Pavement Management/Paving Program	Port of Oakland	\$150
264	2035 General Plan Traffic Circulation Improvements	San Leandro	\$24
265	Local Street Rehabilitation and Complete Streets Implementation	San Leandro	\$165
266	San Leandro Street Circulation and Capacity Improvements	San Leandro	\$17
267	Traffic Signal Modernization	San Leandro	\$4
<b>Transit Fare Programs</b>			
267	Means-Based Fare Discount Program	BART	\$55
268	LAVTA Integrated Mobility App Development and Implementation	LAVTA	\$2
<b>Transit Planning and Operations</b>			
269	All Door Boarding Pilot Program	AC Transit	TBD
270	Delay Hotspot Correction Program	AC Transit	\$10
271	Fremont and Newark Service Improvements	AC Transit	TBD
272	Infrastructure Analysis and Upgrade Planning	AC Transit	\$1
273	Intra East Bay Express Bus Service	AC Transit	\$6
274	Alameda Shuttle (assumes that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined)	Alameda	\$6
275	Bus Service (AC Transit) - Increased Frequencies: Alameda Point Bus Rapid Transit Service (TCP #19), Local Bus Routes (TCP #24), Transbay Bus Routes (TCP #25), Faster Line 51A Bus Service (TCP #33)	Alameda	\$16
276	Water Shuttle Operations	Alameda	\$40
277	LAVTA Individualized Marketing Programs	LAVTA	\$1
278	LAVTA On-Demand First-Mile/Last-Mile Microtransit Program	LAVTA	\$16
279	LAVTA Shared Autonomous Vehicle Demonstration and Deployment	LAVTA	\$50
280	LAVTA Short Range Transit Planning	LAVTA	\$0
281	Para-Taxi Operations	LAVTA	\$2
282	New San Francisco-Oakland Transbay Rail Crossing (advanced planning)	MTC/ABAG	TBD

ID	Project	Sponsor Agency	Total Cost (\$ millions)
283	2nd Transbay Crossing-I-980 Multimodal Boulevard Study	Oakland	\$2
284	Broadway Shuttle Operations and Improvements	Oakland	\$68
285	BART Metro Infill Station Study	Oakland/BART	\$1
286	Alameda/Oakland Ferry Frequency Increase	WETA	\$44
287	Harbor Bay Ferry Frequency Increase	WETA	\$83
288	South San Francisco Frequency Increase	WETA	\$130
<b>Transit Capital Programs</b>			
289	Service Critical Infrastructure Program	AC Transit	\$78
290	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	Alameda	\$18
291	BART Station Modernization Program	BART	\$2,273
292	Secure Bike Parking Program	BART	\$6
293	Security Program	BART	\$112
294	Station Access Program	BART	\$234
295	System Reinvestment and Capacity Improvement Program	BART	\$5,237
296	System Support Program	BART	\$78
297	Downtown Berkeley Transit Center & Transit Corridor Improvements	Berkeley	\$6
298	Citywide Bus Shelter Improvements	Fremont	\$10
299	AVL System Upgrade	LAVTA	\$1
300	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA	\$3
301	Transit Capital Program (with AC)	Oakland	\$100
302	Replacement Fleet Program	UC Transit	\$18
<b>Adaptation and Resilience Programs</b>			
303	Sea Level Rise Resiliency - Doolittle Drive (State Route 61) and Webster/Posey Tubes area (State Route 260) and Critical High Use Roads (City lead)	Alameda	\$20
304	Climate Adaptation/Resiliency and Sustainability Program	BART	\$162
305	Seismic Retrofit Program	BART	\$820
306	Climate Action Plan Implementation	Emeryville	\$25
307	Green Infrastructure Projects Program	Emeryville	\$10
308	Lindsay Tract Green Infrastructure and Storm Drain Improvements	Newark	\$4
309	Green Stormwater Infrastructure in Transportation Program	Oakland	\$45
310	"Big Ship Ready" Marine Terminal Modernization	Port of Oakland	\$74
311	Port Wide Electrification	Port of Oakland	\$218
312	Seaport Infrastructure Resiliency- Emergency Power System	Port of Oakland	\$20
<b>Transportation Demand Management Programs</b>			
313	Carpool Projects: Casual Carpool Pick-up Spots (TCP #14) and Constitution Way Carpool Lane (TCP #15)	Alameda	\$4
314	Comprehensive Congestion Pricing	Alameda	\$2
315	Transportation Awareness Campaign	Alameda	\$0
316	Transportation Demand Management: EasyPass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	Alameda	\$6



# Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** September 10, 2020

**TO:** Bicycle and Pedestrian Advisory Committee

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

**SUBJECT:** Election of Bicycle and Pedestrian Advisory Committee (BPAC) Officers for FY2020-21

## Recommendation

It is recommended that the BPAC Committee elect a BPAC Chair and Vice-Chair for FY2020-21.

## Summary

Per the current BPAC bylaws, BPAC members must elect a chair and vice chair once per year. Elections are usually held at the last meeting before the beginning of the new fiscal year; due to the COVID-19 pandemic and cancellation of the spring 2020 meeting, elections will be held at this first meeting of the fiscal year. This memo summarizes the roles and responsibilities of the chair and vice chair positions. Currently, Matt Turner is the Chair and Kristi Marleau is the Vice-Chair.

## Background

The applicable sections from the current BPAC bylaws are included below which describe the duties of the chair and vice chair positions.

**4.1 Officers.** The BPAC shall annually elect a Chair and Vice-Chair. Each officer must be a duly appointed member of the BPAC.

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

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

As noted above, the Chair (or in their absence the Vice-Chair) is expected to preside over BPAC meetings. This includes agenda planning and meeting preparation in coordination with Alameda CTC staff. The Chair (or Vice-Chair) is also expected to attend the Alameda CTC Commission meetings to report on any BPAC meetings or activities that have occurred since the last report to the Commission. If there have been no recent BPAC meetings the Chair does not need to attend the Commission meeting. Currently the Commission meetings take place at 2:00 p.m. on the fourth Thursday of each month. Due to the COVID-19 pandemic, Commission meetings are currently being held via Zoom.

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

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

**DRAFT Meeting Schedule for 2020-2021 Fiscal Year**

*September 10, 2020*

	<b>Meeting Date</b>	<b>Meeting Purpose</b>
1	Thursday Sep 17, 2020	<ul style="list-style-type: none"> <li>• City of Dublin Bike/Ped Master Plan</li> <li>• Countywide Transportation Plan</li> <li>• FY20-21 Organizational Meeting</li> </ul>
2	Wednesday Nov 18, 2020	<ul style="list-style-type: none"> <li>• Oakland-Alameda Access Project</li> </ul>
3	Thursday Feb 4, 2021	<ul style="list-style-type: none"> <li>• Bike/Ped Count Program</li> <li>• Annual Performance Report</li> </ul>
4	Thursday May 29, 2021	<ul style="list-style-type: none"> <li>• TDA Article 3 Project Review</li> <li>• FY21-22 Organizational Meeting</li> </ul>

Other items to be scheduled:

- I-80/Ashby Interchange Project
- East 14<sup>th</sup> Multimodal Corridor Project
- San Pablo Avenue Multimodal Corridor Project
- East Bay Greenway

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**Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2020-2021**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Dec-19	Dec-21
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-19	Jan-21
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16	Dec-18	Dec-20
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Mar-19	Mar-21
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17	Jul-19	Jul-21
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Matis	Howard	Berkeley	Alameda County Supervisor Keith Carson, District 5	Sep-19		Sep-21
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15	Jun-19	Jun-21
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21
10		<b>Vacancy</b>			<b>Transit Agency (Alameda CTC)</b>			
11		<b>Vacancy</b>			<b>Alameda County Mayors' Conference, D-4</b>			

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