UNINCORPORATED ALAMEDA COUNTY
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Meeting Agenda
Thursday, June 22, 2023, 6:00 p.m.

San Lorenzo Library
395 Paseo Grande, San Lorenzo, CA 94580

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1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of Minutes
   a) Approve Minutes for BPAC Meeting on March 23, 2023
5. Alameda CTC Rail Safety Enhancement Project
6. UCBPAC Meetings Operating Procedures
7. TDA Funding Review
8. Norbridge/Strobridge Intersection Project
9. Future Agenda Topics
10. Adjournment
   a) Next Meeting – Thursday, September 28, 2023, Location: TBD
UNINCORPORATED ALAMEDA COUNTY
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Meeting Minutes

Thursday, March 23, 2023, 6:00 p.m.

1. Call to Order
   The meeting was called to order Thursday, March 23, 2023 at 6:04 p.m.

2. Roll Call
   Present: Sharon Bohoman, Chonita Chew, Bruce Dughi, Daniel Leary, Cindy Torres, Crystal Wang, Michael Williams

   Absent: Nicki Wente, Rachel Factor

   Public Works Staff Present: Daniel Woldesenbet (Director), Amber Lo (Transportation Division Principal Civil Engineer)

   A comment was received from Committee Member Chonita Chew.

3. Public Comments
   Comment was received from CHP Officer Dan Jacowitz.

4. Approval of Minutes
   ACTION: It was Motion/Second (Chonita Chew/Daniel Leary) to approve the Action Minutes from the December 13, 2022 BPAC meeting.

   Roll call for the vote: Sharon Bohoman, Chonita Chew, Bruce Dughi, Daniel Leary, Michael Williams, Crystal Wang. Six members present for the vote.
   VOTE: 5 For/0 Against/ 1 Abstain.

5. Presentations
   Daniel, PWA Director – Strobridge/Norbridge Intersection Improvement Project
The design elements and modifications illustrate lane improvements and the addition of Class II bike lanes giving direct access to BART.

Comments were received from committee members Bruce Dughii, Daniel Leary, and Cindy Torres.

**Public Comments**
Public comment was received from Roy Taylor.

6. **Discussion**

   a. Bike Wiggle Map

   b. Bike Boxes

   c. Corner radius and pedestrian ramps

Comments were received by Bruce Dughii, Daniel Leary, and Michael Williams.

**Public Comments**
Public comment was received from Roy Taylor.
Railroad Safety Enhancement Program (RSEP)-Phase A

Railroad Safety Treatments for 28 Highway-Railroad At-Grade Crossings (Crossings) and Two Trespassing Locations Along the Union Pacific Railroad (UPRR)
Presentation Agenda

I. Project Background & Overview
II. Environmental Process
III. Existing and Proposed Project
IV. Cost, Funding and Schedule
Project Background

- The Rail Safety Enhancement Program (RSEP: an Alameda CTC Project) was developed out of the:
  - 2016 - Countywide Goods Movement Plan
  - 2018 – Rail Strategy Study – Prioritized a subset of county’s 133 at-grade crossings into the RSEP program
  - 2019 – the Federal Railroad Administration identified that Alameda County has the 4th highest pedestrian fatalities in the country.
    - 28 fatalities at RSEP crossings between 2012-2022.
  - 2020 – RSEP split into Phase A and Phase B
    - Phase A prioritizes crossings to be constructed in a three to five year timeframe.
RSEP Benefits

- **Safety**
- **Goods Movement**
  - Increased reliability
  - Connected to the Port of Oakland
  - Important to Regional Economy
- **Encourages Mode Shifts from Trucks to Rail and Cars to Active Transportation (walk and bike)**
  - Vehicle Miles Travelled and (Green House Gases) Emission reduction
- **Real Affect On Highest Equity Priority Communities (EPCs)**
  - Supports Bicycle, Pedestrian, and Micro-mobile Options
  - Building Safe and Accessible Crossing Enhancements Using Advanced Technology; Creates over 900 jobs
RSEP-Phase A Overview

- Project will enhance safety at 28 Crossings and 2 Trespass Areas in Alameda County through:
  - Full Pedestrian Treatments
  - Roadway Treatments
  - Railroad Safety Education Program

- Involves Multi-Agency Partnerships
  - Union Pacific Railroad, California Public Utilities Commission, Local Agencies, Amtrak, Altamont Corridor Express, and Capitol Corridor
  - Serves Multiple Rail Operators
RSEP-Phase A Environmental Clearance

- **California Environmental Quality Act (CEQA)**
  - There have been four Initial Study/Mitigation Negative Declarations (IS/MNDs) documents and three Categorical Exemptions covering the entire RSEP-Phase A project.
  - 3 Crossings in Alameda County (County)
    - One of the crossings in the County (Lewelling) has been cleared using an IS/MND and the other two (Paseo Grande and W. Blossom) have been cleared using a Categorical Exemption.

- **National Environmental Policy Act (NEPA)**
  - All RSEP crossings are expected to be cleared under a single Categorical Exclusion with the Federal Railroad Administration (FRA) as the Lead Agency.
RSEP-Phase A Project Existing Crossings

- No Sidewalks, Pedestrian Gates, and/or Fencing/Railing at crossings
- No Medians, or Narrow Median Islands
- Site Distance issues
- Traffic Queuing onto Tracks
- Non-standard Treatments
- Driveways near tracks

Berkeley: Cedar Street

Hayward: Industrial Parkway (Path)

Oakland: Fruitvale Avenue

San Leandro Hesperian Blvd
RSEP-Phase A Typical Safety Enhancements

Existing Condition

Safety Enhanced Crossing

29th Avenue Crossing in Oakland

LEGEND
1. Sidewalk, typ.
5. Tactile Warning Strips, typ.
6. Fencing, typ.
7. Maintenance Access Gate, typ.
9. Upgraded Signing and Striping, typ.
10. Anti-Trespass Surface, typ.
RSEP-Phase A County Crossings

• Scope Developed by Field Diagnostic Meetings with the County, California Public Utilities Commission, Union Pacific Railroad, Alameda CTC

• 3 Crossings:
  ➢ Lewelling Boulevard
  ➢ Paseo Grande
  ➢ W. Blossom Way

County: Lewelling Boulevard
County: Paseo Grande
County: W. Blossom Way
RSEP-Phase A County Crossings

- General Roadway Treatments:
  - Updated signing and striping per the MUTCD
  - New or Longer Median Islands on both sides of the tracks
  - Additional Street Lighting
  - Restricted Parking near the crossings
  - Replace Crossing Surface (Concrete Panels, Track, and Ballast),
  - Trim/Remove Vegetation
RSEP-Phase A County Crossings

• General Pedestrian Enhancements:
  ➢ Sidewalks
  ➢ Automated Pedestrian Gates
  ➢ Fencing/Railing
  ➢ Tactile Warning Strips
  ➢ Mechanical Swing Gates
  ➢ Right-of-Way Access Gates
  ➢ Channelizing Railing
  ➢ Anti-Trespassing Surfaces
## Project Costs & Funding (x $1,000)

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<th>Phase</th>
<th>Project Cost</th>
<th>Funding</th>
<th>Federal*</th>
<th>To Be Determined**</th>
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<td>Right of Way</td>
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<td>Construction</td>
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* Alameda CTC has been awarded a $25 million CRISI construction grant for this project  
**Alameda CTC has submitted applications for Senate Bill 1 – Trade Corridor Enhancement Program Cycle 3 Funds
## Project Schedule

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<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>Q3</td>
<td>Q1</td>
<td>Q3</td>
<td>Q1</td>
<td>Q3</td>
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- **Environmental Clearance**
- **Final Design**
- **Right of Way**
- **Construction**
- **Public Outreach & Outreach during Construction**
Questions?
Alameda County Public Works Agency  
Unincorporated County Bicycle and Pedestrian Advisory Committee (UCBPAC)  

MEETING PROCEDURES

I. Open and Public Meetings. All UCBPAC meetings shall be open and public. UCBPAC meetings will be chaired and facilitated by Public Works Agency staff as assigned by the Director. Public comment shall be allowed at all UCBPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the Agency Facilitator.

II. Regular Meetings. UCBPAC will hold regular meetings on a quarterly basis on the fourth Thursday from 6:00 P.M. to 7:30 P.M. on the months of March, June, September, and December. Meeting dates and times may be changed or cancelled. Regular meetings will be held virtually or in-person. If in-person, the meeting will be held either at the Castro Valley Library or the San Lorenzo Library.

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

IV. Special Meetings. Special meetings may be called by the Agency Facilitator or by a majority of the members on an as-needed basis. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Special 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. Special meetings will be held virtually or in-person. If in-person, the meeting will be held either at the Castro Valley Library or the San Lorenzo Library.

V. Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Suggested items for a regular meeting agenda may be submitted by any member to the Agency Facilitator for consideration. Every agenda shall include provision for members of the public to address the UCBPAC. Copies of the agenda, with supporting material and the past meeting minutes, shall be e-mailed to members. The agenda is posted at least 72 hours before a Regular meeting and at least 24 hours before a Special meeting at the Agency Bicycle and Pedestrian Master Plan website.
VI. **Roberts Rules of Order.** The rules contained in the latest edition of “Roberts Rules of Order Newly Revised” shall govern the proceedings of the UCBPAC 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 meeting procedures.

VII. **Meeting Conduct.** UCBPAC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.
TRANSPORTATION DEVELOPMENT ACT – ARTICLE 3 (TDA)

Unincorporated Alameda County Bicycle and Pedestrian Advisory Committee
6/22/2023
TDA Article 3

FY 2023-2024

- Annual local transportation funds for all 14 cities and unincorporated areas of Alameda County to improve bicyclist and pedestrian safety

- $424,216 – Unincorporated Alameda County
  - $141,405 RRFB Installation
  - $282,811 Bicycle and Pedestrian Master Plan Update

- Funding will be allocated in Fall 2023
THE STROBRIDGE/NORBRIDGE INTERSECTION IMPROVEMENT PROJECT

UNINCORPORATED ALAMEDA COUNTY
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

MARCH 23, 2023
Project Objectives

• Improve traffic circulation in the area bounded by Castro Valley Boulevard, Strobridge Avenue and Norbridge Avenue

• Create a connection that enables alternative east-west connection to Castro Valley Boulevard
**PROJECT ELEMENTS**

**Norbridge Avenue**
- Realign Curb on West Side to Widen the SB Lane:
  - New Pavement Section
  - Modification of Existing Drainage

**Castro Valley Blvd & Stanton**
- Reconstruct Median
- Reconstruct Traffic Signal to Add Left Turn and Southbound Stanton Thru Movements

**John Drive**
- Add Traffic Signal for North Bound Strobridge Traffic
PROJECT ELEMENTS

- Remove Existing Concrete Island and Construct New Pavement
- Construct New Concrete Island to Restrict Right turn Movement
- Drop Second Lane from the Underpass
- Relocate Crosswalk
Norbridge Avenue
- Relocate Crosswalk with New Curb Ramps
- Realign Curb on the West Side to widen for the Southbound Lane
  - New Pavement Section
  - Modify Existing Drainage Facilities

PROJECT ELEMENTS
Typical Section at Castro Valley Boulevard

Typical Section
- Existing

Street View
- Existing

Typical Section
- Proposed
Typical Section on Strobridge Avenue

Typical Section - Existing

Street View - Existing

Typical Section - Proposed
Schedule

- Traffic Study – Completed in August 2021
- Preliminary Engineering – Completed in August 2022
- Environmental Clearance – Completed in January 2023
- Final Design, Expected Completion – June 2023
- Secure Caltrans Encroachment Permit – July 2023
- Construction to begin – Fall 2023
QUESTIONS