

Transportation Commission

June 26, 2013

Item 4A

Action

Transportation Commission Minutes: Wednesday, April 24, 2013

Commissioner Jesus Vargas called the Transportation Commission to order at 7:00 p.m.

1. Roll Call

Roll was called and the following was recorded:

Members Present:

Jesus Vargas (Chair)

Christopher Miley (Vice Chair)

Michele Bellows

Eric Schatmeier

Sandy Wong

Members Absent:

Thomas G. Bertken

Staff Present:

Staff Gail Payne, Transportation Coordinator

Staff Matt Naclerio, Public Works Director

2. Agenda Changes

Commissioner Vargas made a motion to move the topic of John Sweeney Open Space Conceptual Uses under item 6 before item 5A.

Commissioner Vargas made a motion to move the item up. *Commissioner Bellows* seconded the motion. The motion was approved 4-0.

3. Announcements / Public Comments

Commissioner Vargas stated that he met with *William Kempton*, former Caltrans Director, on Tuesday, April 26th. Currently, *Mr. Kempton* is the Executive Director of Transportation, California, which promotes smart policy for advancing transportation within California as well as highlighting the financial challenges that the state will have within the next two to five years. In the future, *Mr. Kempton* will present potential solutions to the Commission.

4. Consent Calendar

4A. Meeting Minutes – January 23, 2013

4B. Transportation Development Act Article 3 Recommended Allocation

Commissioner Vargas called for a motion to approve the Consent Calendar.

Commissioner Bellows moved to approve the Consent Calendar. *Commissioner Wong* seconded the motion. The motion was approved 4-0; 1 abstention.

5. New Business

5A. Proposed Fiscal Years 2013-2014 and 2014-2015 Capital Improvement Plan

Staff Naclerio presented the staff report.

Commissioner Miley asked if the loss of Measure B3 had an impact on maintenance efforts in Alameda.

Staff Naclerio explained that Measure B3 would have doubled the amount they already have to use for projects, and consequently the City would have increased the amount of resurfacing within Alameda. He said that the City just updated their Pavement Management Program, and it indicated that the City would need to currently fund \$30 million dollars just to keep the streets at its current condition. On average, the City should be funding \$7 million dollars a year to maintain their Pavement Condition Index (PCI). Currently, the PCI is 69 and the Metropolitan Transportation Commission's (MTC) goal states the PCI should be 75. Overall, he felt the greatest impacts to losing Measure B3 funds is the City's streets will continue to deteriorate and the Broadway/Jackson Multimodal Corridor project and several other projects would not be funded.

Commissioner Miley asked about the type of impact that it will have on the City's future development, particularly on the West End and the redevelopment of the base.

Staff Naclerio explained that the loss of funds would not impact the Alameda Landing project because staff already conducted an Environmental Impact Report (EIR) and traffic impacts are mitigated. Additionally, since it predates the measure, the project did not include Measure B3 as a funding source. Yet, he said where it does hurt is Alameda Point because the City crafted specific projects to assist this area. City staff is in the process of conducting an EIR and looking for other funding sources.

Commissioner Bellows asked *Staff Naclerio* if Measure B sunsets in 2022.

Staff Naclerio replied in 2020.

Commissioner Bellows stated then that the City should see some pass through money.

Staff Naclerio replied yes and that totals \$1.6 million dollars a year in Measure B, and three programs in Alameda are funded through the measure.

Commissioner Vargas asked how staff ranked the projects and how the numbers were generated. Furthermore, he was glad to see the Transportation Commission received a ranking of 93 out of 100. He also had a comment within the General Plan, but not sure if he could comment on that item.

Staff Naclerio explained that the City developed a rating system to align with their major goals. Some of the goals include retaining outside funding sources, mitigating environmental impacts, and reducing the City's future liability. He said the intent of the ranking system was to make sure that other projects, besides Public Works projects, also were funded. The system was vetted through the executive management team and through the City Council.

Staff Vargas asked staff to further explain the rating system's compliance and interaction with the General Plan.

Staff Naclerio replied that the Planning Board by state law is required to make a finding to comply with the General Plan before the City Council can adopt a Capital Improvement Program. Staff attached the Transportation Element of the General Plan, and he felt all projects are consistent. He asked that the Commission include inconsistencies found in the staff report or additional projects that should be included. The Commission's recommendations would be sent to the Planning Board for review and comment.

Commissioner Vargas opened the floor for public comment.

Jim Strehlow, Alameda resident and local employee, referred to the bottom of page 42 of the staff report under "List of Future new Streets and Transit Corridors in the City of Alameda." He explained that the Fruitvale Avenue Railroad Bridge and light rail corridor was discussed in a forum in 2006 or 2007, and the recommendation was not to have a corridor from Alameda Point to the Fruitvale BART Station. So, the light rail corridor was the last thing he wanted to see invested if funding becomes available for big projects.

Staff Naclerio replied that the project is listed in the City's General Plan, which was vetted and approved by the Transportation Commission, the Planning Board and the City Council. Although the project is in the current General Plan, it was not included in the next two fiscal years of the Capital Improvement Program. He also said the project will not be recommended to be enhanced, improved or funded. However, he stated staff is working on and will present a transit access study for Alameda Point, and the corridors will be analyzed in that document partially because they are in the General Plan.

Commissioner Bellows asked if the Shore Line Cycle Track project is included in the report.

Staff Payne explained that it is under Bicycle and Pedestrian Capital Projects. The local funds are from the citywide developer fees.

Staff Vargas called the Commission for a motion.

<p><i>Commissioner Miley</i> moved to accept staff recommendations. <i>Commissioner Bellows</i> seconded the motion. The motion was approved 4-0.</p>

6. Staff Communications

Jean Sweeney Open Space Conceptual Uses

Amy Wooldridge, Alameda Park and Recreation Director, presented a report.

Commissioner Bellows asked *Staff Wooldridge* if the 40-foot rail-bank preserved for future rail or bus service would have to be located in the center.

Staff Wooldridge replied the rail-bank could go anywhere as long as 40-feet in width along the length of the beltline was preserved.

Commissioner Wong stated that in the community survey there was a gray spot that stated “All other responses.” She asked if that was a fill in open ended question.

Staff Wooldridge replied that it is correct and out of the 400 comments from the survey, two main interests were an aquatic complex and a running track.

Commissioner Vargas asked about the proposal’s phasing options or thoughts.

Staff Wooldridge replied that it depends upon funding, but the general focus is to create the Class I trail and lighting and then fill in amenities.

Commissioner Vargas asked if there would be an effort to align the initial trail with the 40-foot wide rail bank, or do they have to be independent of each other.

Staff Wooldridge replied that they could be aligned concurrently.

Commissioner Wong said the recommendation for the Jean Sweeney area was for passive use. She wanted to know if the project will occur in phases or if there will be opportunities for active uses. Also, she wanted to know if staff could revisit the plan to include active uses in the future.

Staff Wooldridge replied that staff is mostly focusing on passive uses. The City Council would have to approve the proposed Conceptual Plan. Moreover, she saw interest in other areas of the

City that could be used as active uses.

Commissioner Wong stated that she mentioned aquatic activities and that there is a need for them in Alameda. She wanted to know if there was any mention of alternative ways to secure funding for maintenance such as swim meets.

Staff Wooldridge replied that the net costs for active uses are generally higher than for passive uses. They are looking at numerous options for swim centers because the cost recovery for aquatics is better for indoor centers than outdoor pools.

5B. Quarterly Report on Activities Related to Transportation Policies and Plans

Staff Payne presented the staff report.

Commissioner Bellows explained that she was happy to see the success made with the grant efforts.

Commissioner Vargas commended *Commissioner Miley* for his assistance.

6. Staff Communications

- **AC Transit Line OX - Reconsider Opening to Local Riders**

Staff Payne presented AC Transit liaison John Uργο who took over Linda Morris' place. Line OX will reopen to morning local riders in the fall. More information will be provided at the next meeting.

- **Posey and Webster Tube Rehabilitation Project**

Staff Payne mentioned that two letters were enclosed in the packet - one from the Mayor and the other from the City Manager to Caltrans - requesting to add a new guardrail within the tube as well as other items.

- **Measure B Reauthorization Follow-up**

Assemblyman Bob Wieckowski and Rob Bonta have co-sponsored Assembly Bill 210, which would allow Alameda CTC to place another measure on the ballot to try to increase the transportation sales tax and to extend it. Another bill by Senator Corbett will be introduced to lower the voter threshold for transportation sales tax measures from 66.67% to 55%.

Commissioner Vargas asked if there is a sunset clause in the legislation.

Staff Payne replied that the bill would allow Alameda CTC to go out to the voters until the year 2020, so they would not have to go back to the state each time for a request.

- **Encinal High School Improvements- Phase II (Community Workshop on Tuesday, April 30 and Wednesday, May 30 at 7 pm)**
- **Proposed Elimination of AC Transit Lines 314 and 356 (Midday Shopper Shuttles) -**

- Wednesday, May 22 public hearing tentative date

- **Potential Future Meeting Agenda Items**

- Draft Regional Transit Access Study (RTAS): Overview of Study Corridors, Transit Demand, and Services
- Residential Appeal of Public Works Staff's Decision to Not Install Street Sweeping Signs on La Jolla Drive
- Traffic Control and Contingency Plan during Construction for I-880/29th Avenue/23rd Avenue Interchange Improvement Project in Oakland: Public Information Program and Transit Impacts
- Bikes on BART – Second pilot study by BART reviewing bicycle restrictions
- Highway Safety Improvement Program Grant Application(s)
- Robert Davey Jr. at Channing Drive Traffic Calming – Phase II
- AC Transit Line 51A Performance Initiative Grant

7. Announcements/ Public Comments

Jon Spangler, Alameda resident and a League of American Cycling Instructor, reported on the BART Bike Pilot 2.0 that occurred March 18-22. He said the results worked very well and the first three trains were reserved for non-bike passengers. When he was reviewing the pilot, he talked with bicyclists at the Fruitvale BART Station that took their bikes to work and they had no problems finding space. He also mentioned that BART has a new tool that would allow passengers to see how crowded the cars are. The tool could be found on their website. Also, the BART Board is scheduled to review the staff evaluations. Robert Raburn is Alameda's representative on the BART Board.

Jim Strehlow explained that he is a member of Bike Walk Alameda. Thursday, May 9 is Bike to Work Day. There will be energizer stations at Bay Farm Bridge, Park Street at Peet's Coffee and College of Alameda beginning at 6:30 a.m. for commuters going to work.

Commissioner Vargas thanked *Staff Payne* for sending the Commissioners the bike month activities in Alameda.

John Urgo, AC Transit Staff Liaison, introduced himself.

Commissioner Schatmeier requested an update of the AC Transit Line OX, and would speak with *John Urgo* after the meeting or in the future.

8. Adjournment

8:10 pm