

# Transportation Commission Minutes

Wednesday, April 25 2012

*Commissioner Kathy Moehring* called the Transportation Commission to order at 7:04 p.m.

## 1. Roll Call

Roll was called and the following was recorded:

Members Present:

Kathy Moehring  
Thomas G. Bertken  
Jesus Vargas  
Sandy Wong  
Rajiv Sharma  
Michele Bellows  
Christopher Miley

Staff Present:

Obaid Khan, Supervising Civil Engineer  
Gail Payne, Transportation Coordinator

## 2. Minutes

February 22, 2012 minutes

*Commissioner Bertken* made a motion to approve the February 22 minutes. *Commissioner Bellows* seconded the motion. The motion was approved 4-0; 2 abstentions.

March 28, 2012 minutes

*Commissioner Bertken* made a motion to approve the March 28 minutes. *Commissioner Moehring* seconded the minutes. The motion was approved 2-0; 4 abstentions.

## 3. Oral Communications – Non-Agendized Items / Public Comments

*Jim Strehlow*, Alameda resident and local employee, asked a question about the Gibbons Drive public meeting scheduled for May 3. He did not see the meeting posted on the upcoming items or the future agenda items and the public should know in advance.

*Staff Khan* replied that the upcoming planned meeting agendas items would be included in the future meeting agendas. The meeting is scheduled for Thursday, May 3 at 7 p.m. where the Transportation Commission meetings are normally held.

*Jim Strehlow* replied that the meeting should be included on the current agenda.

*Staff Payne* replied it is not standard procedure to include the meeting and that is why it is just a bulleted item. She explained that the meeting would be discussed in the future agenda items. Furthermore, they conducted significant outreach with neighborhood barricades, City web site event calendar, an email to members of the Transportation Commission email list and a notification via regular mail to the adjacent neighborhood.

*Jon Spangler*, Alameda resident and a League of American Cycling Instructor, explained that on Saturday, May 5 Bike Alameda will be offering a two-hour how to ride a bike classes to adults at the South Shore Center. They also will offer a one-hour commuter workshop session on how to commute by bicycle. The second half of the session will be on the road focusing on how to handle bikes better. Everyone is welcome and anyone who wants to take a class can register at [www.ebbc.org/safety](http://www.ebbc.org/safety). Also, on Thursday, May 10 at Lum Elementary School, there will be a discussion to install bike lanes on Westline Drive and Shoreline Drive.

#### **4. New Business**

##### ***4A. Alameda County Transportation Expenditure Plan***

*Staff Khan* presented the Transportation Expenditure Plan process and introduced Tess Lengyel to present the plan in further detail.

*Tess Lengyel*, Deputy Director of Policy, Public Affairs and Legislation for the Alameda County Transportation Commission (ACTC), presented the Transportation Expenditure Plan's development, outreach efforts, and direct allocations to Alameda. The ACTC will come back to the City of Alameda on Monday, May 14 for the Planning Board's approval and on Tuesday, May 15 for the City Council's endorsement.

*Commissioner Moehring* asked for any additional comments from the Commission about the Transportation Expenditure Plan. For this month's meeting, the commissioners were asked to provide comments.

*Commissioner Miley* stated in all his years working with government agencies, he has found ACTC to be the most responsive government agency. He explained that she mentioned 11 cities endorsed the plan, but he wondered about the transit agencies, meaning BART and AC Transit.

*Tess Lengyel* replied AC Transit has unanimously supported the plan and ACTC staff is going to meet with BART tomorrow morning.

*Commissioner Miley* commented about BART operating funds and asked if their county sales tax dollars go to fund BART operations or projects in other counties. If that is the case he asked if there is anything in the plan that states the funding must stay in Alameda County.

*Tess Lengyel* replied it specifically is written in the plan that all funding in the plan must serve Alameda County. So, they are going to work with BART to ensure that they use the funds to serve the county.

*Commissioner Bellows* stated the plan is comprehensive and very ambitious. She wanted to know what were the projections or assumptions used for the revenue stream. She knew previously that revenues dropped down due to the economy, so what types of assumptions were made.

*Tess Lengyel* replied they looked at different level of projections each year with a 2-3 percent increase so it is conservative.

*Commissioner Bellows* stated over time because previously it was 4 percent.

*Tess Lengyel* replied they were year-by-year projections. Also, it is cumulative, but it is a percentage point above and stepped increases are used and follow the local indices.

*Commissioner Vargas* asked as a small business owner what kind of small business goals does this program have. He mentioned various advisory committees, but will there be one for this element.

*Tess Lengyel* explained they have a strong Local Business Contract Equity program. This program has a 70 percent requirement when using only Measure B funds and 30 percent for all local business enterprise. ACTC has exceeded their goals and continue to do so. If they have state or federal funds, the local contracting requirements are trumped by the state or federal requirements.

*Commissioner Vargas* referred to slide 13 and specifically public transit operations. Ms. Lengyel mentioned that 24 percent of the funds go to transit operations, but she did not mention the dollar amount.

*Tess Lengyel* replied 48 percent of transit operations investment would go to transit, including operations and capital investment, and 34 percent would go to operations. She went on to say that it includes AC Transit, Altamont Commuter Express, BART maintenance, Wheels, Union City Transit and other East Bay transit operators and the Student Transit Pass Program equaling \$1.85 billion. Additionally, specialized transit for seniors and the disabled would equal \$747 million.

*Commissioner Vargas* said he missed the meeting where the consultants spoke about the 23rd and 29th I-880 project. However, there was a question about the Park Street triangle and whether or not it was included in the TEP. So, he wanted to know if there are funds for the project within this program?

*Tess Lengyel* replied the project is not specifically called out.

*Staff Khan* stated there is no current funding source for the Park Street triangle. The I-880 project will make some improvements by installing a signal at Ford Street and 29th Avenue, but ultimately the city of Oakland and Alameda will reshape the triangle and they are looking at the long-term needs. However, there are programs from Measure B that staff can work with the ACTC and the city of Oakland staff to get funding.

*Commissioner Bellows* asked if it is for a 30-year projection.

*Tess Lengyel* replied yes.

*Commissioner Miley* asked how does the City determine whether to submit a project to the Countywide Transportation Plan.

*Staff Khan* stated that the City looks at the list of current plans and the General Plan policies supporting them and then staff brings the list to ACTC. He went on to explain that plans already existed for the Broadway and Jackson project and the rapid bus service have been in the station area plan for Alameda Point since 2008. Also, staff comes before the Commission to see if they want to add projects. Currently, the Fruitvale Bridge lifeline structure is one of the highest priority to the City. The term lifeline structure means after a major earthquake or disaster the structure would continue operating. They also applied for a \$50 million local street and road funding grant as a separate source just for the City and \$15 million bike and pedestrian improvements grant as part of the Countywide Transportation Plan. Finally, he hopes that putting the list of requests in the plan will allow the City to go after maintenance revenue and more.

*Commissioner Bertken* asked staff to revise a technical glitch found on page 2 of the staff report's summary. On page 2, they specifically name all of the transit agencies, but they do not name WETA and he would like the name included.

*Staff Khan* stated he would correct that glitch before they present the staff report to the Planning Board.

*Commissioner Moehring* asked for any additional comments from the public about the Transportation Expenditure Plan.

*Jim Strehlow* mentioned that the Miller Sweeny Bridge is no longer called the Fruitvale Bridge. He rides across the bridge and on the street side occasionally, but normally bicyclists ride near the pedestrian lane. So, adding a bicycle lane makes no sense and he would hate to see a dedicated lane not get used. He explained if staff wants to get people off the island and into Oakland, there should be three lanes not the proposed two-lane bicycle and transit lane that takes up space and causes congestion. He wants to know if this is the conceptual design or if this concept is being submitted for approval, and where does public input come into play.

*Staff Khan* replied that the lifeline project is a conceptual design. He discussed the proposed project with Bike Alameda and they want this corridor to be improved as well. However, the conceptual design was developed to receive a cost estimate and once funding is available, their

goal is refine the design. They are also working with the city of Oakland to make sure it is usable on both sides.

*Jon Spangler* explained that he has strong misgivings with the 3rd iteration of Measure B. He was looking for more than 1/3 of the funds going to public transit operations. He stated that he was one of the people to advocate for an increase, but this plan is still capital project heavy and underfunds transit operations. He may ultimately decide to vote for Measure B3, but there was no outreach conducted in Alameda or a hearing before this body and he feels this is why the Council pushed it forward to May 15.

*Commissioner Miley* replied the plan has a lot in it and he believes everyone should understand that the county has a lot of needs. He does have concerns that no meeting was held in Alameda about this plan. Yet, there was extensive public outreach done, AC Transit has endorsed the plan and it is light years ahead compared to other jurisdictions in the country. So, he will vote yes on Measure B3.

*Commissioner Moehring* stated Vice Mayor Bonta and Obaid Khan were on the committee so there was representation from Alameda. She is glad that certain ideas are in the plan, but it is not all done and they still have time to bring ideas up to the Commission and receive public input.

*Commissioner Vargas* explained that Los Angeles County has been able to revive their economy and build for transit purposes. Ultimately, he felt the numbers were big and ACTC's plan is good. If counties such as Los Angeles have done a lot to create and sustain jobs, he believes this plan will do it.

*Commissioner Bertken* said it is a well-done plan and he supports the Council to accept it.

*Commissioner Miley* stated since the state has removed redevelopment, it is hard for cities to create jobs and conduct the type of improvements needed. Therefore, this plan improves transit and money going to the port and more. He asked staff about the Project Priority List status and the process for developing the list.

*Staff Khan* replied the City Council directed staff to not move forward on any projects even in plans and on the books without working with the community, Planning Board and Transportation Commissions. The City Council reviewed the priority list in the last meeting and asked staff to continue working with the Transportation Commission and Planning Board. The Transportation Commission will see a revised priority list on the agenda in July. Right now, the priority list is moving forward and staff is categorizing the list to refine the priorities and more.

*Commissioner Miley* asked staff to look at best practices made by other cities going through the same process. He would like to see examples to benefit the discussion in July.

*Commissioner Moehring* stated she is happy to see students getting bus passes and anything encouraging public transit use is to be commended. She then asked the Commission to make a recommendation.

*Commissioner Miley* made a motion that the Commission recommends the City Council to endorse this transportation expenditure plan for Measure B. *Commissioner Vargas* seconded the motion. The recommendation was approved 7-0.

*Staff Khan* spoke about the Miller Sweeney Bridge and the challenges. Measure B, supports the \$94 million application for the super structure and they along with their cosponsor Alameda County will continue to develop this project. He also stated that Alameda County submitted applications for the Park Street and High Street Bridges.

*Commissioner Bertken* asked staff to define replacing the Park and High Street Bridges.

*Staff Khan* replied the plan is to take down and replace the bridges because the Park and High Street bridges are reaching their life cycle and will need more maintenance when looking at a 20-30 year period.

*Commissioner Miley* said staff is looking to replace the High Street and Park Street bridges. Yet, the full replacement and steel structures overtop may prevent them from being called lifeline structures. But once they are replaced, they can be considered lifelines.

*Staff Khan* stated he does not have the full details yet, but they may be potential lifeline structures once replaced.

*Commissioner Bertken* explained that once the bridges are replaced they would be in accordance with seismic standards and they should be lifeline structures.

*Staff Khan* replied that should be true. He mentioned the multimodal circulation project at Broadway and Jackson Street and presented a brief overview of the project. He wanted to quickly describe the project since it was mentioned.

#### ***4B. Appeal of All-Way Stop Control at Fourth Street/Santa Clara Avenue***

*Staff Khan* presented the staff report.

*Commissioner Bellows* asked if crosswalks are located all the way around the intersection. She then asked if there are advance-warning signs that say “Slow School Crossing” anywhere on Santa Clara Avenue.

*Staff Khan* replied when they installed the two crosswalks, the intersection is only for the white crosswalks since the distance is far away from the school. The yellow school crosswalks do not qualify for this location.

*Commissioner Bellows* said she was thinking of a volunteer crossing guard plan, so she was happy that *Staff Khan* mentioned the Adopt-a-Crosswalk Program. She mentioned when making a midblock crossing on Park Street there is a flashing warning that pedestrians can hit to alert approaching vehicles. So, maybe the Safe Routes to School program could adopt something like that since it is on a Safe Routes to School route.

*Staff Khan* stated yes the Rectangular-shaped Rapid Flash Beacons are used in many places like Berkeley. Staff is considering one on Farnside Boulevard, which is carrying 9,000 vehicles per day. His only concern is if the beacons were implemented on Santa Clara Avenue and 4th Street, the bright lights would disturb homes in the residential neighborhood.

*Commissioner Bellows* replied the lights would only be on during the day since that is when they would have the most use.

*Staff Khan* stated they would look into this.

*Commissioner Moehring* mentioned that she loved the pedestrian signal lights and since it is a narrower street it would require fewer lights.

*Staff Khan* told the Commission that they could see the lights in action in Berkeley on Martin Luther King near Alcatraz. Overall, studies found a compliance rate of 95 percent of motorists stop for the beacons compared to the lighted crosswalk at 75-80 percent compliance.

*Commissioner Moehring* said she understood everything that cannot be done and she wanted to know what could be done.

*Staff Khan* replied that staff could make the crosswalk more visible by installing crosshatching and they have done that in other places. The current signs are up to standard for color, visibility and reflection. Also, they can work with the police to install a Speed Traffic Trailer, which advertizes motorists' speeds.

*Commissioner Vargas* stated if stop signs cannot be erected what is possible without breaking policy or law.

*Staff Khan* stated that staff would look at the Rapid Flash Beacons because lighted crosswalks are quite expensive. The Rapid Flash Beacon has lower energy usage and could cost anywhere from \$14,000-15,000. He would work with the school district and community to pursue grants to fund it, if the community wants it. He also mentioned that rumble strips receive noise complaints at night by the community and he does not recommend them placed in residential areas.

*Commissioner Miley* mentioned that drivers often ignore feedback signs and enforcement is an important component. He wanted to know what is the City's liability if they install an unwarranted stop sign.

*Staff Khan* stated there are certain things in state law that you cannot do. When installing stop signs, the review analysis states five collisions must occur in the past 12 months that are correctable by a stop sign. He explained the presence of too many traffic controls without it being warranted, will eventually foster bad driving behavior by drivers ignoring stop signs.

*Commissioner Miley* explained it was good to see the traffic counts in the staff report and he wanted to get a sense of the pedestrian volume.

*Staff Khan* replied the pedestrian counts are listed on page 2 on the 4th paragraph. When they counted, there were 70 pedestrians and bicyclists in the morning and 79 pedestrians and bikes in the afternoon.

*Commissioner Miley* asked if the Safe Routes to School funding had enough funds to hire crossing guards.

*Staff Khan* replied the crossing guards are paid for by the police department. However, in the Safe Routes to School Plan, there is a Walking School Bus Program.

*Commissioner Miley* asked what are the criteria for placing a crossing guard at the intersection.

*Sergeant Simmons*, Alameda Supervisor of Traffic Unit, explained the only requirement for locating a crossing guard is that they be used for elementary school students only. Regarding the budget, there are 24 crossing guards and that maximizes his budget. The guards are distributed to 17 locations throughout the City and he does not think they have enough guards. If he were to deploy a crossing guard at this location, that would take a guard away from one of his double staffed positions. There are two Speed Traffic Trailers that were obtained through grant money and they are moving them throughout the City to make motorists aware. As for enforcement, there is only one traffic officer. They have five police officers and because the situation of the jails within the county they have to have the prisoners at North County Jail at 8 am, which means getting them ready for transport at 7:30 am and that is the time most kids are going to school. Ultimately, they are doing the best they can with what they have and they have seven officers on duty in the evening.

*Commissioner Moehring* called for public comment.

*Lisa Shannon*, Haight Avenue resident, she has three children 5, 8 and 11 years old who attend Patton Elementary and walk everyday. They cross Santa Clara Avenue and 4th Street in the morning and the evening. Parents and children already walk together so a walking school bus is already occurring. It seems that a City representative was able to survey the intersection for only one day. However, the other days paint a picture that is quite different because there are accidents and near misses that commonly occur. First, two young girls were nearly struck by a vehicle when crossing Santa Clara Avenue on their way to school. Secondly, on two occasions her children were nearly hit when crossing 4th Street. She understands that City costs play into the decision, but having a potential lawsuit is worse.

*Mary Jo Casey*, Santa Clara Avenue resident, she wanted a stop sign to make the community safer and prevent accidents. Since she lives so close to the intersection, she is able to see cars cross the intersection. She has lived in the house for nine months, works from home, and has witnessed two accidents.

*Liz Warmerdam*, Haight Avenue resident, has three children 15, 10 and 8 years old and they cross the intersection frequently in the morning. She presented a document outlining pictures of the intersection to the Commission and spoke about the dangers of the street approach to the



intersection. She wanted staff to consider more actions than just a stop sign. She read the City's guidelines for a multi-way stop sign, located on the very last item # 4. The City guidelines are the catchall and the City engineer can recommend and implement the best alternatives.

*Commissioner Moehring* asked if the last picture was taken at 5th or 6th Street.

*Liz Warmerdam* replied that it was taken at 6th Street and she took that because of the paddle and the yellow ladder markings because it is within 600 feet of a school and they draw white ladder markings.

*Linda Preisendore*, Santa Clara Avenue resident, she does not want the stop sign in front of her house because the sign would create noise and air pollution from the cars. Also, there used to be a bus stop near her house and the buses would stop to let people off and that made her window shake. She does not want Rapid Flash Beacons or any light control near the intersection because that would cause a disturbance to her. On hot days, she likes to open her bay window and let in fresh air and with the stop sign, she would not be able to do it.

*Susan Campbell*, 4th Street resident, she has a 7 and 9 year old. One day, her 9-year old daughter and friend were walking behind her and they were almost hit by a car. *Melanie Shannon* also witnessed the incident. Consequently, they do not walk to school anymore. So, she is asking for a stop sign.

*Noel Wise*, Alameda resident, she has three children, but does not live in the West end. She has spent a lot of time on that street in the last 10 years and attempts to avoid the street because of its visibility issue. She agreed with the mention of the City's guidelines because every City has such guidelines. She is not aware of any liability for erecting a stop sign if all the criteria were not met. Finally, she believes if a stop sign cannot be erected, then remove the area as a school safe zone.

*Melanie Shannon*, Appellant for this decision and part of the 300 residential block of Haight Avenue, stated this is a unique intersection because there are seven schools located around this intersection. She believes the sun glare causes dangerous driving and many people speed up between stop signs. Since a stop sign is located on 5th and 3rd Streets, 4th Street is the speed up zone. Finally, she wanted to ask about the process for next steps.

*Commissioner Moehring* replied they are voting on the recommendation tonight.

*Melanie Shannon* replied if the Commission votes against the stop sign, what could they do to ensure the intersection is safe for their children.

*Commissioner Moehring* asked for any additional comments from the Commission.

*Commissioner Miley* asked if the Commission makes a recommendation based on staff's recommendation and if the recommendation is negative what is the next step for the appellant.

*Staff Khan* replied any person can appeal the Commission's decision to the City Council and the

City Council's decision could be appealed in court. There is a 10-day limit after the Commission's decision.

*Commissioner Bertken* stated the crosswalks are along Santa Clara Avenue so there are no crosswalks on 4th Street. He commented about the side distance and visibility issues.

*Staff Khan* replied the City removed some parking when concerns were brought up in 2008 and they installed a pedestrian crossing sign and improved the red curb where the bus stop was mentioned. Regarding visibility, if there is an additional need to remove more parking, than they are happy to work with the community.

*Commissioner Bertken* stated he is raising the question because one of the public comments indicated that parked cars are so close to the intersection that the visibility is not adequate. Additionally, one public comment said there were two accidents in the last 9 months. So, were those incidents recorded.

*Staff Khan* replied they use police recorded data and if the accident is not reported, it is not shown in the records.

*Commissioner Moehring* commented on the sight distances. She lives in west Alameda and drives on that street. The houses in west Alameda and at the corner are closer to the curb, so it does create a visibility issue because drivers cannot see around the house. She understands when a stop sign is installed it creates more pollution, but her greatest concern is for safety. She believes if they have to construct white crosshatching and crosswalks then that should be done immediately.

*Commissioner Sharma* stated that the Commission might want to take the time to study the options, instead of installing a stop sign right away.

*Commissioner Bertken* said the Commission is supposed to act on the appeal and it would be easy if the department gave them specific actions to take that would show an increased level of safety.

*Staff Khan* replied staff will mark a ladder crosswalk that includes white lines to make it more visible and instead of using the "Slow School Xing" on the street, they could mark it as "Pedestrian Crossing." Also, they could remove on street parking, but that would require a notice sent to the community to solicit a response. Finally, the Speed Traffic Trailer also can be placed in the area.

*Commissioner Bellows* stated that protected bulb outs would project pedestrians out more, while keeping them safe.

*Staff Khan* replied that bulb outs are great and they could look into it, but funding is an issue.

*Commissioner Bellows* explained that she had reservations about the bulb outs unless bollards or some type of safety mechanism protects pedestrians.

*Staff Khan* replied staff could look into painted bulb outs as well.

*Commissioner Vargas* explained that the reminder of the number of schools around the intersection and the fact that there are several parks is important. Therefore, the Commission should think about a four way stop because it is a unique intersection.

*Commissioner Moehring* mentioned that the distance between 4th and 6th Streets bring up safety issues. Personally, she believes the solutions are inexpensive.

*Staff Khan* replied when you make a change to the environment you might impact bicyclists because they do not like to see too many stops signs and Santa Clara Avenue is a bike route.

*Commissioner Bellows* stated that bicyclists should also watch out for pedestrians so the stop control could help as well.

*Commissioner Miley* stated that he walked down that street almost everyday when in high school and understands the safety concerns. He hears a lot of consensus for a stepped approach. The stop sign would seem like a logical first step, but his concern is for the people who live on Santa Clara Avenue and he does not know if the Commission is hearing from them about this route and intersection.

*Staff Khan* replied staff noticed this appeal via USPS mail service.

*Commissioner Miley* explained he would like a stepped approach and he is looking at the ladder crosswalk and increasing the visibility and they can take it from there. He also mentioned that the Commission could receive an update on traffic improvements or concerns to see if the stop sign is the next logical step.

*Commissioner Moehring* asked if there is a particular time line to receive an update.

*Staff Khan* replied there could be a 1-year review.

*Commissioner Moehring* said a 3-month review would be better and she asked for Sergeant Simmons' opinion on whether crosshatching is an effective safety measure.

*Sergeant Simmons* replied anything that the City can do to paint warning signs on the street and protect children is a benefit. The controls are just like signs so drivers who cross the path daily do not see the signs after a while. The crosshatching does make it more visible, but the signage ends up becoming commonplace.

*Commissioner Bertken* mentioned by the time they do the painting it would be good to install Speed Traffic Trailer as well.

*Staff Khan* replied staff would coordinate with Sergeant Simmons.

*Commissioner Miley* said there seems to be a very active community in the neighborhood. Since staff mentioned a volunteer crossing guard, he asked the public if someone was interested in receiving training as a volunteer.

*Melanie Shannon* asked the Commission to vote on the stop sign first and if the vote does not go through then present alternative options.

*Commissioner Miley* recommended that the Commission conduct a stepped approach looking at installing the ladder crossing, pedestrian signage and Speed Traffic Trailer. However, he asked the community if they would like to have a volunteer cross guard.

*Melanie Shannon* replied the community is very active and there are 21 kids on their 300 Haight Avenue block. They like the idea of a crossing guard with a stop sign, but to commit parents to volunteer everyday is difficult.

*Sergeant Simmons* stated that he is not opposed to a volunteer cross guard, but if the police train civilian staff on City streets, then the City could incur a liability.

*Staff Khan* replied there is a liability waiver that parents would sign off, but parents feel they are picking up the liability. The Safe Routes to School Program offers other effective programs such as the Walking School Bus.

*Staff Payne* explained that *Melanie Shannon* spoke about already doing a Walking School Bus. The Walking School Bus is a group of kids walking with families and families take turns doing it. It is safer because they are a big visible group. She works with the Countywide Safe Routes to School Program. There are four schools regularly involved in the program, but Patton School is not one of them. So, she urged the public to gather the Patton School's community to work together to receive support from the Countywide Safe Routes to School Program.

*Commissioner Bellows* stated that an 85th percentile of traffic is high and there is a long stopping distance when vehicles are moving above 25 mph. Her inclination is vote for the stop sign.

<p><i>Commissioner Bellows</i> moved the Commission to approve the appeal and deny the Public Works Director's decision. <i>Commissioner Vargas</i> seconded the motion. The motion was approved 7-0.</p>
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## **5. Staff Communications**

### ***Bike to Work Day – Thursday, May 10, 2012***

The City is working with Bike Alameda to erect five energizer stations around town. The month of May is also Bike Month. This year the Public Works Department has a team of peddlers called the Public Works Pedalers so she invites other teams to join them. Also, on Thursday, May 10 is the Shoreline Drive/Westline Drive Proposed Bike Lane Project Public Meeting at Lum School at 7 p.m.

### ***Estuary Crossing Shuttle Updated***

Staff applied for funding, but they have not heard about the outcome yet. They applied for 80 percent funding for the years 2013-2016. The good news is that they are still in the running for 50 percent, but not for 80 percent.

### ***Change of Southbound Bus Stop on Park Street at Clement Avenue***

A big tree is getting in the way of the bus stop. The City will not cut down the tree, but will move the bus stop from the near side to the far side of the intersection to avoid the tree. They notified all parties concerned and their response was positive. So, staff hopes to make the change in May.

### ***New Freedom Grant – Accessible Pedestrian Signal Locations***

Staff included the exact nine locations in the Transportation Commission's packet. They received federal funding and they are waiting for the Metropolitan Transportation Commission to sign the necessary documents. Once the documents are signed, staff will conduct public outreach and bring the topic to the Commission.

### ***Monday, May 28, 2012 College of Alameda 7 p.m. on the Webster Street SMART Corridor Project Public Meeting***

Staff Khan explained there were questions asked about the project from Planning Board member John Knox White and the answers are included in the Commission's staff report.

### ***Future Meeting Agenda Items:***

There is a special Meeting scheduled on Thursday, May 3rd at 7 pm about the Gibbons Drive/Northwood and Southwood Drives Intersection at City Hall.

### ***Regular scheduled May 23rd meeting:***

- Broadway Jackson Project
- Capital Improvement Program before it goes to the City Council for their approval
- Call for Projects: Federal Highway Safety Improvement Program
- Going to have Transportation Commission meetings every other month after May
- The July 25 meeting will include: the Miller Sweeney Bridge project, Alameda Point Transit Plan Review, the Shoreline/Westline public meeting update, Draft Prioritized Transportation List, and the Quarterly report.

Commissioner Bellows asked Staff Payne if the City has received funding for the Shoreline project.

Staff Payne replied yes they have.

*Commissioner Miley* asked if they are still waiting to hear back on the grant from the Grand Street Mid-block Crossing at Wood School Safe Routes to School.

*Staff Payne* replied yes it would take about three months or so.

*Commissioner Miley* asked if it is possible to get a list of the future agenda in their packet.

*Staff Payne* replied that she would talk to Staff Khan about that because sometimes things change and it would be good to have flexibility.

*Commissioner Miley* stated that it would be good to see the potential future agenda items.

*Staff Khan* replied that they would incorporate it into the next meeting

## **6. Announcements**

None.

## **7. Adjournment**

10:13 pm