

# Transportation Commission

April 24, 2013

Item 4A

Action

## Transportation Commission Minutes: Wednesday, January 23, 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

Michele Bellows

Thomas G. Bertken

Eric Schatmeier

Sandy Wong, Alameda Unified School District Representative

Members Absent:

Christopher Miley, Vice Chair

Staff Present:

Staff Naclerio, Public Works Director

Staff Payne, Transportation Coordinator

### 2. Agenda Changes

*Commissioner Bertken* proposed the Bay Fair Island Loop Trail Brochure item under “Staff Communications” should be brought up before the Consent Calendar because Kelly Hosokawa – who created the brochure - is in attendance.

<p><i>Commissioner Vargas</i> made a motion to move the item up. <i>Commissioner Bellows</i> seconded the motion. The motion was approved 5-0.</p>
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### 3. Announcements / Public Comments

*Commissioner Vargas* commented that he was listening to the news regarding the most recent fire near the Webster/Posey Tubes, which reminded him of Alameda’s connection with the City of Oakland. All listeners were notified not to anticipate free flow traffic out of Alameda through the Posey Tube due to a fire at 7th Street and Harrison Street. Thus, it is just a further reminder how we are living close to a neighbor that we rely on for access.

## **Bay Farm Island Loop Trail Brochure**

*Commissioner Vargas* read from a certification of appreciation stating that the City of Alameda Public Works Department awards this certificate to Kelly Hosokawa in recognition of her contribution to the Bay Farm Island Loop Trail. He thanked Ms. Hosokawa for her efforts to make the City of Alameda a better place to walk and bicycle. He was able to use the map while riding a new bicycle purchased just a few weeks ago, and stated that the map is a great way to log exercise. Along with the creation of the document, publication and distribution, he wanted to acknowledge Kelly Hosokawa and presented her with the certification of appreciation by the City of Alameda Public Works Department.

## **4. Consent Calendar**

**4A. *Meeting Minutes – November 28, 2012***

**4B. *Proposed Neptune Park Path Conceptual Layout***

**4C. *Additional Proposed City CarShare Pod on Santa Clara Avenue at Webster Street and Removal of One Metered Parking Space***

**4D. *Review Proposed Ordinance Amending Alameda Municipal Code Section 30-7.15a, Related to Bicycle Parking Space Requirements to Comply with the City's Bicycle Facility Design Standards***

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

*Commissioner Bertken* moved to approve the Consent Calendar. *Commissioner Schatmeier* seconded the motion. The motion was approved 5-0.

## **5. New Business**

**5A. *Traffic Calming Improvements on Otis Drive between Mound Street and High Street***

*Staff Naclerio* presented the staff report.

*Commissioner Vargas* opened the floor to public comment. Additionally, he acknowledged an email comment sent to the Commission from *Board member* John Knox White of the Alameda Planning Board.

*Susan Davis*, Bayview resident, had children who went to Frank Otis Elementary and she walked her children to school almost everyday. She remembered that crossing Otis Drive was a terrifying feat. The cars traveled too fast and since it is a four lane state highway, many drivers do not obey the rules such as when one lane stops then the other lanes should stop. She pointed out that glare is a major problem during the morning commute hours (approximately 8 am) when

cars are traveling east and it is hard to see pedestrians attempting to cross. She is one of the parents who worked with Public Works staff on this project and she wanted to thank the Public Works Department for reaching out extensively with the public and concerned residents. She mentioned that the department conducted a public meeting in July 2012 and had unanimous support for the project. There has been a bit of community concern, but she urged the Commission to support the project because it is a viable, low cost solution.

*Michael Karp*, Bayview resident and President of the Bayview Estates Home Owners Association, appreciated Public Works staff outreach on the issue. He mentioned traffic is dangerous at Court and the traffic is close to *Ms. Davis'* house. Moreover, there is a tree blocking the path, which was addressed. He explained that Otis Drive is almost directly east and west, so early hours of the day drivers traveling from the west to the east are hampered by the sun rising and the exact opposite occurs in the afternoon. The association and Public Works addressed the issues while acknowledging the fact that it is a state highway. They support the measures drafted and they hope the Commission will implement them.

*Commissioner Schatmeier* asked what comments were included in *Board member Knox's* email.

*Commissioner Vargas* replied he would send *Commissioner Schatmeier* the entire email since it is quite extensive.

*Commissioner Schatmeier* was curious about the elimination of the crosswalks within the staff report and how the community feels about that since there was some opposition stated within the documents. His experience in the area goes back to when his son used to play ball at Krusi Park located at 900 Mound Street and at times there was a lot of parking and a lot of uncontrolled street crossings. So, the idea of eliminating crosswalks seems interesting, especially around the area.

*Staff Naclerio* explained that a petition with 19 signatures was handed to Public Works staff at the first community meeting. The person who handed the petition was asked to stay to discuss the pros and cons and the person did not stay. Public Works staff brought up the petition at the meeting. The Mound Street intersection should be enhanced due to the bus stops located there and the area has the most pedestrian crossings. Usually staff reviews warrants for crosswalks by observing the number of individuals crossing. The standard includes 20 individuals or 15 children minimum, and none of those crosswalks had that kind of volume. The staff report also indicates that at Fountain Street and Court Street problems occur with wheelchair ramps. For example, one crosswalk leads into a loading and unloading zone. Ultimately, he felt the safest alternative was to consolidate the crosswalks.

*Commissioner Bellows* explained that the crosswalk to be eliminated is 250 feet from another marked crosswalk in one case and 240 feet for the other one. Regarding visibility, she felt that the recommendation was much safer. Pedestrians are not walking much further to get to the remaining marked crosswalks. She appreciated the consensus in the neighborhood and although the result may not be a perfect solution, it is a good solution for now and could be tweaked.

*Commissioner Schatmeier* stated that he is in favor of what the community wants, but he

wondered how Public Works staff could market or visibly guide pedestrians to the remaining crosswalks.

*Staff Naclerio* explained that they developed a Safe Route to School maps for all the schools. They would enhance those maps to direct students to the existing marked crosswalks. He mentioned that Caltrans would have to approve the removal of the crosswalks as well as any other improvements that they are recommending. Also, he mentioned that the Bayview Home Owners Association could promote the use of the crosswalks through their newsletter.

*Commissioner Bertken* stated that all indications of the original crosswalks would be removed to indicate to pedestrians that they should not cross there. He brought up that a barricade could be included to prevent pedestrians from crossing. Ultimately, he wondered how staff would handle the process.

*Staff Naclerio* explained that they would remove and black out the crosswalks and remove the signs. He did not recommend installing barricades.

<p><i>Commissioner Bellows</i> moved to accept staff recommendations. <i>Commissioner Schatmeier</i> seconded the motion. The motion was approved 5-0.</p>
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***5B. Resident Appeal of Public Works Staff's Decision to Not Install an All-Way Stop Control at the Intersection of Robert Davey Junior Drive and Channing Way***

*Staff Naclerio* presented an overview of the staff report.

*Commissioner Vargas* asked staff if they received public input about the proposed mitigation of extending the bike lane stripes.

*Staff Naclerio* replied that staff has not and they would use this meeting for community input about the proposal.

*Commissioner Vargas* opened the floor to public comment.

*Red Wetherhill*, Harbor Bay Resident, veteran architect, felt that the City of Alameda and the state were using the wrong criteria, which moves vehicles first and foremost. He felt vehicles travel way too fast when exiting off of Channing Way with a blind corner and vehicles go quickly around the bend on Robert Davey Junior Drive. He wanted staff to continuously observe the area because it is a problem for pedestrians. He mentioned that 15 to 20 years ago, residents submitted a request for a stop sign for this same intersection. They received a run down from a "technocrat" that the average speed was 32 miles per hour (mph), and the street did not qualify for a four-way stop. He then asked if the maximum speed limit was posted as 25 mph, then how could the City count it as an average of 32 mph. Ultimately, he felt that staff was bandaging the problem by modifying the crosswalks instead of policing more stringently along Robert Davey Junior Drive.

*Mary Andersen*, President of Clipper Cove, stated 204 families reside in Clipper Cove. She had many residents explain to her that they never try to exit off of Channing Way onto Robert Davey Jr. Drive. The residents always drive to Oyster Pond Road, which brings more traffic into Clipper Cove because they are afraid to exit at Channing Way. She has experienced this situation herself because there have been too many close calls. She commented on the visibility issue and the proposal to sneak up to the bike lane. She referred to Figure 2 (the little red car) of the staff report and that the car represented her car recently. She sneaked up to the bike lane and suddenly coming from her right a car approached at high speed to make the turn onto Channing Way. The vehicle did not expect a car to be where she was and nearly clipped the front end of her car. To advise drivers to sneak up and wait at the edge of the bike lane is an invitation for trouble. She recalled when she took her vehicle license test, she did something very similar to the previous incident where she stopped at the crosswalk and sneaked forward. The examiner cited her for making an illegal rolling stop. She questioned the legality of the procedure listed in the staff report. Thus, she recommended that the Commission adopt the stop signs. If they cannot then extend the bike lane lines and cut the concealing bushes on the left side of the street.

*Jim Strehlow*, Alameda resident and local employee, explained he was glad to see that not every stop sign is being erected at residents' requests. He was glad to see analysis conducted before implementation.

*Commissioner Vargas* stated he biked over to the intersection and tried to see what the sight distance limitation was.

*Sergeant Ron Simmons*, Alameda Police Traffic Section Supervisor, responded to *Ms. Andersen's* inquiries and explained that although vehicles are supposed to stop at the first line before the crosswalk, vehicles are allowed to creep up through the crosswalks and into the bike lanes if visibility is an issue and they are legally allowed to creep forward safely into the intersection. When *Ms. Andersen* occupied that portion of the roadway and if she did so safely, she had a legal right to be there. In addition, when that vehicle was coming down and turning left and if they were to hit *Ms. Andersen* they would be found at fault. The rules also would apply for bicycles as well and the bicycle has to yield to the vehicle in that case.

*Commissioner Bertken* explained that he was glad the question was brought up because there are a number of intersections around town where the cross traffic is heavy and there is no way to cross the intersection safely without moving your car forward a bit.

*Commissioner Vargas* asked *Sergeant Simmons* if reports were filed about near collisions around that intersection.

*Sergeant Simmons* replied he received many field calls so he does not know.

*Cindy Lum* initiated the appeal request and felt a lot of near collisions are not reported. She reviewed reports in the last three years at the Police Department, and she could not find anything. When she gathered signatures and talked to neighbors she again felt collisions were not reported. She observed that vehicles passing the Speed Trailer do not travel under 34 mph, and she has taken pictures of some vehicles go as far as 45 mph. She felt physical observations need to be

taken into account for pedestrian spikes before and after school hours. When she went out to receive signatures, many residents were supportive of the stop sign. She would like to have an alternative such as speed bumps brought up if they cannot erect a stop sign.

*Staff Naclerio* replied that speed bumps are not an approved traffic control measure. However, there are speed lumps found on Bayview Drive, which allows wide axle vehicles to pass. The installation would require Police and Fire Department approval. In the past, the Fire Department staff has said if there is a major route they use for emergency access, they cannot have speed lumps installed. Robert Davey Jr. Drive would be considered an emergency access route.

*Commissioner Vargas* asked *Ms. Lum* if she needed additional briefing from the City to understand the bike lane lines that are being proposed instead of the stop signs.

*Cindy Lum* replied she would like more information from the City.

*Commissioner Vargas* asked staff if that is something that could be scheduled offline.

*Staff Naclerio* replied he would schedule a meeting in the next week or so.

*Commissioner Wong* stated that speed lumps could not be installed unless approved by the Fire Department. She wanted to know what could be done to reduce vehicle speeds.

*Staff Naclerio* replied that from an engineering standpoint there are not many alternatives available. Otherwise, staff has been working with the Police Department because it becomes an enforcement issue. They are working with Police staff to monitor speed during commute hours based on Police staffing levels. Alternatively, Public Works staff could look at the entire intersection to see if they could conduct narrowing at all of the lanes. There are studies that show narrower lanes make drivers feel constricted and reduce their traveling speeds.

*Commissioner Bellows* asked about curb bulb outs and if that would help narrow the road since it is a pedestrian-oriented concern.

*Staff Naclerio* replied the option would be possible, but there is a bike lane in the way.

*Commissioner Bellows* explained that staff could put a slice of a bulb out and since there is no parking and include a slice for the bikes to get through and then carry the paint through.

*Staff Naclerio* said he would look into the option, but it could become costly. He felt that by narrowing the lanes, you are moving the vehicles away from the people who are trying to make the turns and that would create a bit of increased visibility and comfort. Ultimately, staff's goals are to allow vehicles traveling along Robert Davey Jr. Drive to stop or slow in enough time to allow approaching cars to make the turn.

*Commissioner Vargas* asked a public speaker - *Red Wetherhill* - to come to the podium to have his comments recorded.

*Red Wetherhill* stated if he cannot see the driver coming around the corner, it stands to reason that the driver cannot see him either.

*Commissioner Schatmeier* explained that he lives in the area and used the road frequently. He wanted to know about the appeal process. He wondered if this is the first line of appeal or the last line.

*Staff Naclerio* stated there was a \$100 fee to appeal the decision to the Transportation Commission and if the appeal is not upheld, they could appeal it to the City Council.

*Commissioner Vargas* called for the Commission to make a motion.

<p><i>Commissioner Schatmeier</i> moved to accept staff recommendations. <i>Commissioner Bellows</i> seconded the motion.</p>
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*Commissioner Wong* asked if she opposed the motion due to the need for staff to observe the intersection in terms of speed and safety how would she proceed or would she include an amendment.

*Staff Naclerio* asked if she agreed that the stop sign is not warranted.

*Commissioner Wong* replied she is in agreement with that, but she wanted staff to observe the area and monitor the speed levels for safety.

*Staff Naclerio* asked *Commissioner Schatmeier* to possibly accept an amendment that states the Commission does not approve the appeal, but staff would continue to look at ways to improve the intersection by reducing speeds through installing bulb outs, striping and narrowing lanes.

*Commissioner Schatmeier* explained that he would be open to amending the motion to include staff's additional recommendations.

*Commissioner Vargas* called for the Commission to make a motion and include *Staff Naclerio's* recommendations.

<p><i>Commissioner Schatmeier</i> moved to accept staff recommendations. <i>Commissioner Bellows</i> seconded the motion. The motion was approved 5-0.</p>
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### ***5C. Encinal High School Interim Pedestrian Improvements***

*Staff Payne* presented a summary of the report.

*Commissioner Vargas* opened the floor to public comment.

*Roxanne Brown Garcia*, Principal of Encinal High School, was there on behalf of several stakeholders groups including: PTSA, the Athletic Booster Club and the future Junior Jets, which

will accommodate 6th through 8th graders. She recently has taken on the principal position at Encinal High School, but she is not new to administration. Her goal as an instructional leader is to keep students, staff and families safe. There are 1,100 students and they share the campus with a charter school. Whenever possible, she is outside to help youth cross the street along with two other administrators. At this point, her community needs help and there is an active parent and the Police Department has stepped up to support the cause. Yet, there is only one resource officer that is assigned to the youth and the officer has other duties within the City. She explained that *Mr. Juhala* has a very clear plan, and she would like the Commission to consider his thoughts. She also explained that she has worked with *Staff Payne* and corresponded frequently with her by email. Since starting at Encinal High School, what worries her is the fact that she has sent three electronic alerts to families about students being struck by vehicles.

*Commissioner Vargas* explained that staff received a ten-page document proposal authored by *Mr. Juhala*.

*Jerry Juhala* is the parent of an Encinal High School student and since October 2012 he volunteers as a crossing guard. He felt that the biggest issue was the congestion caused by cars entering into the school and the backup of vehicles trying to turn left onto Third Street from the east and westbound directions of Central Avenue. He mentioned that the City's plans to include an additional painted line in the crosswalks and the street divider was a good idea. However, the City's plan to include wheel stops and paint on the southwest corner will only increase congestion in the area since cars will not be able to get around a driver who wants to turn left onto Third Street. Additionally, he believed the City's decision to include a painted island near Taylor Avenue will back up cars heading towards the school as westbound drivers now have less space when trying to turn left or right onto Third Street. Thus, he came up with five alternative options which include: 1) make a dedicated left turn lane from westbound Central Avenue onto Third Street; 2) create a permanent barrier to block traffic from entering and exiting Taylor Avenue; 3) combine alternative 1 and alternative 2; 4) do not allow left hand turns onto Third Street going north from Central Avenue, which would be coming from the school; and 5) create a right turn only lane on Taylor Avenue.

*Commissioner Vargas* asked staff if they looked into *Mr. Juhala's* suggestions.

*Staff Naclerio* replied he reviewed his comments and suggestions. At this point, staff is trying to create a quick interim solution to address the current problem. He believed the solutions proposed are viable and the next steps would be to meet with the community at large and the school. He suggested the Commission move ahead with staff recommendations because traffic must be calmed within the intersection and staff's goal was to queue vehicles to slow them down.

*Commissioner Vargas* asked *Principal Brown Garcia* if the City's proposal might create additional safety issues or changes to the drop off locations.

*Roxanne Brown Garcia* replied the options made by Jerry are the most viable for them. She understands the City has limitations, but she would like City staff to meet with her stakeholder groups and discuss options that work for everyone involved.



*Commissioner Bellows* wondered if they went forward with the staff proposition how long would it take to execute the recommendation and if a documented monitoring program could be put into place. She felt it would be best to implement staff's recommendations and improve the recommendations over the summer and have a monitoring program in place by fall to see if staff's recommendations address a few of the issues.

*Staff Naclerio* replied that the striping is not done in house so they would have to bid for a contractor. The process will take 30 days or longer. They wanted to use the wheel stops because they could be installed in house; however, he was not sure if they want to install them before the striping.

*Commissioner Bellows* replied that from her understanding the project could be partially up by late February and school ends June 7 so that would be roughly three months.

*Staff Naclerio* replied even with the solutions proposed by *Mr. Juhala* it would be the same time limit because the City would need to bid out for a contractor.

*Jerry Juhala* asked if the City were to put the wheel stops in and they turn out to make the congestion worse how hard would it be to take them out and keep the striping.

*Staff Naclerio* replied it would be very simple to take the wheel stops out.

*Commissioner Wong* understood that this is an interim solution, but she wanted a clear understanding of the project's timeline for public outreach to quickly move forward.

*Staff Naclerio* said public outreach would occur over the next couple of months. By September, the proposal would ideally be in place. Also, Public Works staff would need the Commission's approval at the July 2013 Transportation Commission meeting.

*Commissioner Schatmeier* explained the project needs the support of the community. However, in the previous item, staff assessed the impacts of putting in a stop sign and assessed that step against warrants. He then asked if staff have applied particular warrants to this proposal.

*Staff Naclerio* replied that unfortunately there are no warrants and they are putting on their thinking caps to develop creative solutions while working with the community.

*Commissioner Schatmeier* asked if one of staff's goals is to install a proposal with solid community input and then when unanticipated results occur withdraw the action.

*Staff Naclerio* explained that it is the idea to implement the recommendations within the interim and that is why they want to begin working quickly on community outreach.

*Commissioner Wong* asked *Sergeant Simmons* in terms of crossing guards is the department limited based upon funding.

*Sergeant Simmons* replied there are designated crossing guards for the Safe Routes to School

routes, which are predominately for elementary campuses. Also, they have the School Resource Officer to assist on the crossing guard duty. Overall, there are 24 crossing guards and they can only afford 24 within their budget.

*Commissioner Wong* stated that the Police Department has volunteers and, besides solely having *Mr. Juhala* oversee Encinal High School, could volunteer or rotate to other schools.

*Staff Naclerio* said that he would arrange to meet with the volunteer and policing coordinator to see if that is a viable option.

*Staff Payne* acknowledged staff person Allen Ta who walked the area several times. She mentioned he is eager to work on the project and he took many pictures.

*Commissioner Bertken* agreed with the motion to approve, but he asked staff to come back to the next meeting with specific issues addressed by the public and bring an accompanying timetable to implement the recommended actions.

*Commissioner Wong* moved to accept staff recommendations with *Commissioner Bertken's* amendments. *Commissioner Bellows* seconded the motion. The motion was approved 5-0.

#### **5D. *Quarterly Report on Activities Related to Transportation Policies and Plans***

*Staff Payne* presented a summary of the report.

*Commissioner Schatmeier* asked about the actions taken to implement the International Walk and Roll to School Day in Alameda as part of the Safe Routes to School because he administered Marin County's Safe Routes to School. He wondered whether there were routes maps and fact sheets to promote the event.

*Staff Payne* replied that staff works with the lead project administrator - the Countywide Safe Routes to School Program. She mentioned that the City of Alameda has one of the oldest Walk and Roll to School events and all Alameda middle and elementary schools participate throughout the City. She explained that Public Works staff revise school route maps and distribute a copy of the map for each student before the event.

#### **5E. *Alameda Paratransit Program Annual Review***

*Staff Payne* presented a summary of the report.

*Commissioner Bellows* said she was very excited to see that the public could ride the shuttle. Yet, there is no charge for typical shuttle passengers. She questioned what the resistance would be in asking the public to pay for the shuttle service if they do not qualify for Paratransit benefits. Her main concern was that it would be hard to have people pay later when they can start paying now.

*Staff Payne* explained that charging is a whole other system and they do not have the components

in place to accept and process money. The returns would not be very high given the costs involved in getting the system started.

*Commissioner Bellows* replied you have to do it at some point.

*Staff Payne* said they were not expecting to charge passengers, but the idea is on the table and they may consider it at some point.

*Commissioner Bellows* reiterated *Staff Payne's* comments by stating the shuttle has extra capacity at this time and so why not let other people ride too.

*Commissioner Schatmeier* asked if the shuttle shared stops with Alameda County Transportation District (AC Transit).

*Staff Payne* explained that yes, in some cases, they do.

*Commissioner Schatmeier* believed including benches at the stops should be a priority for City staff. Additionally, he stated that staff should bid for specific Paratransit-related features and staff should examine the cost of owning the vehicle.

*Staff Payne* replied they wanted to own their vehicle because there is \$160,000 coming into the coffers while \$170,000 or more is spent each year. The City was requested to spend down reserves faster and that is why they initiated the shuttle service in the first place. If the City had their own vehicle, the operating cost per hour would be less and would reduce the overall expenditures. Furthermore, the Parks and Recreational Department owns their vehicles. A City-owned Alameda Paratransit Shuttle vehicle could be used for Parks and Recreation programs and other City purposes. They are in the process of issuing a Request for Proposal (RFP) for the Alameda Paratransit Shuttle and a low floor, alternative fuel vehicle is within the proposal.

*Commissioner Schatmeier* stated the bidders should present staff with a price for both vehicles and staff could then compare the price difference.

*Commissioner Bertken* asked staff to describe the dark circle on Clinton and Grand on the map within the staff report.

*Staff Payne* said that may have been a Google Map error and she is not sure why that it is there.

*Commissioner Vargas* asked a fiscal and operational question about the purchase of the shuttle. He felt the idea of owning or leasing versus hiring would create a fiscal commitment because the operator would become a City employee and would burden the City's payroll.

*Staff Payne* replied that there are different ways to hire drivers for the shuttle routes. The Parks and Recreation Department has a part-time City employee. Alternatively, there are agencies out there that provide drivers.

*Staff Payne* explained that every year staff applies for pass through monies to the Alameda

County Transportation Commission (CTC). Staff takes the list of expenditures to the various commissions/boards and the City Council approves a resolution, which then goes to Alameda CTC. The Transportation Commission is making a recommendation to the City Council.

*Commissioner Schatmeier* asked if opening the service to the public justified the continued operation of the shuttle. He then asked if staff had specific general public ridership goals and if they do not attain those goals does that mean service is in jeopardy.

*Staff Payne* explained that the service is fine with or without the public riding the shuttle. Although it is not a full shuttle, there are transit needs in the City so staff feels that they need to create more transit options for residents. She said that they have about 500 riders per month and the operation is deemed cost effective for now.

*Commissioner Vargas* called for the Commission to make a motion.

<p><i>Commissioner Bellows</i> moved to accept staff's report. <i>Commissioner Wong</i> seconded the motion. The motion was approved 5-0.</p>
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#### **5F. Proposed Grant Submittals**

*Staff Payne* presented an update on staff actions.

*Commissioner Vargas* asked about the outcome of the Priority Development Areas (PDAs) that did not meet the Alameda CTC requirements. He wondered whether it was because we did not have enough units constructed.

*Staff Payne* explained that the PDAs are required to have constructed a certain threshold of units or have them in the pipeline. Also, staff was not done with the planning and the Environmental Impact Report (EIR) for Alameda Point.

*Commissioner Vargas* asked in regards to the grants that are community oriented do we have the potential to partner with a non-profit organization so the City can work in partnership with others.

*Staff Payne* replied she would look into it. She explained that staff used the transportation project priority list to select the projects for grant submittal. It was a nice way to see the list coming together and actually being used.

*Commissioner Vargas* called for the Commission to make a motion.

<p><i>Commissioner Wong</i> moved to accept staff's report. <i>Commissioner Schatmeier</i> seconded the motion. The motion was approved 4-0; 1 abstention.</p>
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## 6. Staff Communications

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

- Right now local riders are restricted to board during the morning and they will allow local riders to board during the morning runs beginning in March.
- *Commissioner Schatmeier* explained that the Interagency Liaison Committee (ILC) meeting had the item on the agenda that morning and AC Transit reported they are working on modifications on the Line 631 local school trip service to adjust the schedule so school kids will naturally gravitate to that bus line rather than board the Line OX. This change will allow AC Transit to implement local boardings on Line OX in the mornings.

- **Community Input for the Alameda Beltline Design Needed**

- There is going to be two community meetings on Saturday, February 9, 10 am and Wednesday, February 13, 7 pm, City Hall.

- **Potential Future Meeting Agenda Items**

- Residential Appeal of Public Works Staff's Decision to Not Install Street Sweeping Signs on La Jolla Drive
- Draft Regional Transit Access Study (RTAS): Overview of Study Corridors, Transit Demand, and Service Examples, Part II
- Traffic Control and Contingency Plan during Construction for I-880/29th Ave./23rd Ave. Interchange Improvement Project in Oakland: Public Information Program and Transit Impacts.
- Encinal High School Timeline
- Transportation-related Capital Improvement Program
- Transportation Development Act Article 3 Bicycle/Pedestrian Funds

*Commissioner Vargas* asked staff if they could include discussing next steps on the Measure B2 decision for the March meeting.

*Staff Payne* replied she has not heard much about next steps so that is why she did not include the item in the agenda.

*Commissioner Bellows* exclaimed that from her understanding there was a countywide cap. If staff could bring any legislative breakthroughs that would be helpful to understand.

*Commissioner Schatmeier* asked what portion of Measure B2 was controversial.

*Staff Payne* replied the current Measure B ends in year 2022 and Measure B2, which was voted on last November, did not have a sunset clause. A news article mentioned that some voters felt that part was controversial.

## **7. Announcements/ Public Comments**

None.

## **8. Adjournment**

9:10 pm