Meeting agenda at [http://www2.oaklandnet.com/oak050731](http://www2.oaklandnet.com/oak050731)

Meeting called to order at 6:07pm by BPAC Chair, Christopher Kidd.

**Item 1. Roll Call/Determination of Quorum/Introductions**

At roll call, quorum was established with all Commissioners present except McWilliams (excused). Introductions were made.

- Other attendees (who signed in): Dave Campbell, Dianne Yee, Kit Vaq, Wes Nelson, Melissa Nelson, Matt Bomberg, Rob Rees (Fehr & Peers), Mitra Moheb (AC Transit), Robert Fearman, Carol Levine, Tom Willging, Jesse Rosemoore, Phoenix Mangrum, Amanda Leahy, Kent Lewandowski
- Staff: Jason Patton, Jennifer Stanley, Iris Starr, Dana Riley, Gail McMillon, Bruce Williams

**Item 2. Nominations/elections for BPAC Chair and Vice Chair**

Nominations for Chair included one candidate, Ryan Chan. Ryan was elected unanimously. Nominations for Vice-Chair included one candidate, Rosa Villalobos. Rosa was elected unanimously.

**Item 3. Approval of meeting minutes**

A motion to adopt the Bicyclist & Pedestrian Advisory Commission meeting minutes from December 17, 2015 was made (Tabata), seconded (Villalobos), and passed unanimously. Adopted minutes online at [www.oaklandbikes.info/BPAC](http://www.oaklandbikes.info/BPAC). (See related note in Item 4.)

**Item 4. Open Forum / Public Comment**

- Kit Vaq with ACCE Action, RTJ suggested two corrections to the December minutes (which were approved and adopted). Ms Vaq also asked when the item brought to Open Forum last month (bus stop relocation on Broadway at 30th St) could be added to the agenda. New Chair Ryan Chan said that the process might change with the new officers elected today, and deferred discussion of this item until the agenda setting item at the end of the meeting.
- Wes Nelson said his wife was hit while biking at Embarcadero @ 5th St, while walking across Embarcadero. Jason Patton, OPW Bicyclist & Pedestrian Program Manager, explained that this intersection is in interim condition due to the Brooklyn Basin project. The City has upgraded the contractor’s traffic control plan, and the development project will, eventually, install a signal. Mr. Nelson observed that the barriers used, in their current configuration, limit visibility and that delineators be used instead. Jason told Mr. Nelson to contact him directly.

**Item 5. AC Transit Bus Rapid Transit (BRT) Project, Bike/Ped Elements —> see attached PowerPoint presentation.**

Rob Rees consultant with Fehr & Peers, presented some design details of the AC Transit BRT project. Mr. Rees highlighted the following:

- Bike parking racks will be installed on the buses, on station platforms, and nearby.
• Bike lanes will be striped on 11th St, E 12th St, and on parts of International Blvd. 11th St bike lanes, not in Oakland’s Bicycle Master Plan, are included to take advantage of available roadway width, and will be installed on the left side of the street.
• International Blvd is a Caltrans state highway. Transition from Int'l to E 12th St via 54th Ave design details include a widened ramp and both button and video actuation.
• Bike lanes will be dropped approaching 73rd Ave due to the Environmental Impact Report.
• Construction sequencing is designed to avoid continuous impact on specific neighborhoods and will allow flexibility to test interim configurations that could, potentially, be made permanent.
• There will be green backed sharrows on E 12th St across some intersections.
• At some locations on International Blvd, continuous bike lanes are not possible.
• New traffic signals will be added in the Eastlake and Elmhurst neighborhoods.

Summary of comments/responses:
• If, based on the construction sequencing interim condition analysis, continuous bike lanes (at 73rd Ave, for example) could be maintained, AC Transit would need to amend the EIR (even with recent/upcoming changes to CEQA).
• Bike lane widths vary due to varying curb to curb width.
• The bike lanes on 11th St change are reflected in the Downtown Plan.
• Allowing bikes on sidewalks instead of installing sharrows aren’t feasible due to the narrow sidewalk widths (10’ on 73rd Ave, for example).
• The only changes on Broadway are the installation of station platforms.
• The on-bus bike racks will be vertical and need to fit into the designated area on the buses which have been ordered. VTA buses have slightly angled racks which should be considered.
• No bike elockers are planned currently. Send location suggestions to bikeped@oaklandnet.com.

Speakers, other than commissioners: Dave Campbell, Dianne Yee, Carol Levine.

Item 6. Oakland Parks and Recreation’s proposed revisions to OMC 12.60.070 Bicycle Operation Rules
Gail McMillon and Dana Riley described a current project to update the Oakland Municipal Code (OMC) on issues pertaining to Oakland Parks & Recreation. Results from outreach on an effort to address OMC 12.60.070 indicated support for kids bicycling in parks, such as the establishment of slow or family riding zones. OPR’s Council report is scheduled in March, and thus the bicycling section may need to wait for another update. Jason Patton noted that the 2017 Bicycle Master Plan will also review relevant OMC sections and that the controversy about bicycling on trails in Joaquin Miller Park may be outside of BPAC purview. Bike paths are different, and Jason recommended that OPR should avoid limitations, while encouraging cyclists to behave well.

Summary of comments/responses:
• Rules pertaining to electric/pedal assist bikes would be addressed in the definitions section. Items covered in the state code don’t need to be added to City code.
• Special zones could be identified via signage. Identifying named trails in the Ordinance should be avoided as changes to trail names (or other factors) would necessitate another Ordinance.
• Clarify that prohibitions are for trails only, and not roads.
• 15 mph is too fast for 8’ wide trails.
• Signs should be clear so people don’t get tickets.
• Consider pavement markings (rather than signs) such as those used in Emeryville.
• All paved 8’ trails should be legal.
• Excluding Joaquin Miller Park simplifies the task.
→ Motion (Wheeler): create a BPAC committee on bicycle related municipal code changes as identified by committee members. Prinz seconds. All in favor. Wheeler to chair. Prinz and Tabata volunteer.

Speakers, other than commissioners: Carol Levine, Kent Lewandowski.

Item 7. Strategic Growth Council: Affordable Housing and Sustainable Communities Grants —> see attached PowerPoint presentation.
Bruce Williams, Senior Transportation Planner, described the types of projects and programs and funding criteria for this new funding source. The call for projects is in late January.

Summary of comments/responses:
• Projects must have environmental clearance in place by June 2016, but need not be completely designed.
• Projects not directly between housing and access to a transit stop may be eligible but may not score as well as applications with stronger housing-transit connections.
• This should have been an information (vs action) item as listed on the agenda. Ryan will discuss the action/informational item distinction with Iris Starr for clarity on future agendas.

→ A motion to extend the meeting by 15 minutes was made (Chan), seconded (Wheeler), and passed unanimously.

Item 8. Ordinance Creating New Department of Transportation & Infrastructure
Iris Starr, Transportation Planning & Funding Division Manager, explained that the Ordinance to create a new City Department of Transportation & Infrastructure (DTI) on the agenda of the City Council Public Works Committee on January 26 at 11am, does three things: (1) creates DTI director position; (2) renames previously created Department of Transportation to DTI; and (3) defers allocation of funding to the mid-cycle budget in June. The City Administrator’s report provided two options for consideration by Council. Option A would create a small DOT w/ transportation functions only, leaving the rest of Public Works (OPW) intact. Option B (recommended) would move more functions into a new DTI. Report Attachments A and C illustrate the change between the current condition and Option B. The report states that the change would require nine new administrative staff and four new civil engineer positions at a total cost of $2.7 million, and that grant funding will be needed to fully fund the proposal.

Summary of discussion:
• It was not clear why the Sewer and Watershed programs should be grouped with transportation
• The City of San Jose DOT is a good example.
• The four new Civil Engineers are intended to support paving program.
• The proposal includes no new transportation staff positions.
• The Budget released in July included positions and an organizational structure that are not included in the City Administrator’s recommendation.

Speakers, other than commissioners: Dave Campbell, Kent Lewandowski.

Item 9. Three month look-ahead, suggestions for meeting topics, announcements

Three-month look ahead/suggestions for meeting topics
• Add 30th St/Broadway bus stop.
• Add new CEQA guidelines impact on future work.
• Add a standing item that includes motions, summary of recent actions. Jennifer Stanley agreed to add a section in monthly agendas that includes a summary plus report backs from committees.
• Follow up on 5th St/Embarcadero (per today’s Open Forum).
  → A motion was made (Tabata) to create a committee to decide how to respond to Open Forum public comments and return to the Commission with a recommendation in March. Seconded (Kidd). Passed with all in favor. Kidd, Tabata, and Villalobos agreed to form the committee.

Announcements
• There are three upcoming public meetings on Bike Share.

Meeting adjourned at 8:26p.

Attachments
• BRT presentation
• AHSC presentation

Minutes recorded by Jennifer Stanley, City of Oakland Bicycle & Pedestrian Facilities Coordinator, emailed to meeting attendees for review on January 29, 2016, with comments requested by 5pm, Monday, February 1 to jstanley@oaklandnet.com. Revised minutes were attached to the February 2016 meeting agenda and adopted at that meeting.
DISCUSSION TOPICS

I. Background

II. Bike Treatments at Stations and on Buses

III. Bike Facilities along the Corridor
BACKGROUND

I. Retained in late 2013

II. Support Design Development Process

III. Working on behalf of and directed by the City of Oakland
Bike Treatments

I. Bike Racks (3) on BRT Buses

II. Inverted U Bike Racks nearby Stations (locations to be determined)
Bike Treatments at Stations

I. Bike Racks at Stations
   I. 2 Inverted U Bike Racks (at median stations)
   II. 1 Inverted U Bike Rack at (curbside stations)
BIKE FACILITIES ALONG BRT CORRIDOR

I. Class II Bike Lanes

I. 11th Street – Broadway to Oak Street

II. East 12th Street – Lake Merritt through 14th Avenue

III. International Boulevard - 54th Avenue to 85th Avenue

IV. International Boulevard – 104th Avenue to 105th Avenue
I. Raised curb extension with bike ramps and path of travel on sidewalk to bike detection zone.

- Bicycle actuation at bike ramp – button and camera –
- End on-street bike lane, direct bike riders to bike ramp
- Bicycle signal indications
ALAMEDA - CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT PROJECT

FOR LEGEND, GENERAL AND CONSTRUCTION NOTES, SEE SHEET CS005.
FOR LEGEND, GENERAL AND CONSTRUCTION NOTES, SEE SHEET CS005.
DETAIL 8 (MODIFIED)

7'-0"  17'-0"  7'-0"  7'-0"

8" WHITE  
DIRECTION OF TRAVEL
**TURN POCKET (TYPE 3)**

**Policy:**
Green bike lanes may be used to alert bicyclists and motorists of a conflict zone where a continuous bike lane crosses a slip turn, a turn pocket opening, or an oblique intersection.

**Striping:**
The green bike lane should be installed for the length of the conflict zone. The treatment includes two bike lane slip stripes (Detail 5A), green color for the width of the bike lane, and a bike lane symbol/arrow.

**Signage:**
The R4-4 sign (Begin Right Turn Lane YIELD to Bikes) may be used in conjunction with the green bike lane.

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**OBLIQUE INTERSECTION (TYPE 4)**

**Policy:**
Green bike lanes may be used to alert bicyclists and motorists of a conflict zone where a continuous bike lane crosses a slip turn, a turn pocket opening, or an oblique intersection.

**Striping:**
The green bike lane should be installed for the length of the conflict zone. The treatment includes two bike lane slip stripes (Detail 5A), green color for the width of the bike lane, and a bike lane symbol/arrow.

**Signage:**
The W11-1 sign (Bicycle Traffic) may be used in conjunction with the green bike lane.
NON-METERED PARKING

12' WIDTH
13' WIDTH
14' WIDTH
12' WIDTH
16' WIDTH
17' WIDTH
19' WIDTH
19' WIDTH
20' WIDTH

NOTE: Parking side buffer striping at 40" every 15', 2' in width measured perpendicular to curb line.

GRAPHIC SCALE (IN FEET)

CITY OF OAKLAND
BIKE LANE FOR VARIOUS WIDTHS
PROJECT NO. TBD

CITY OF OAKLAND
BIKE LANE FOR VARIOUS WIDTHS
PROJECT NO. TBD

METERED PARKING

12' WIDTH
13' WIDTH
14' WIDTH
12' WIDTH
15' WIDTH
16' WIDTH
17' WIDTH
18' WIDTH
19' WIDTH
20' WIDTH

NOTE: Parking tees at 7'
NOTE: Parking trees at 7'
NOTE: Parking trees at 7'

GRAPHIC SCALE (IN FEET)

705A7147  5/16/2014
5/16/2014

ALAMEDA - CONTRA COSTA TRANSIT DISTRICT
EAST BAY BUS RAPID TRANSIT PROJECT
| SIGN CODE | PANEL SIZE | PANEL SHAPE | ROADWAY SIGN | TURNING LANE | PANEL SHAPE | UNFRAMED ALUMINUM | FRAMED ALUMINUM | PANEL AREA | UNFRAMED POLYMER | FRAMED POLYMER | UNFRAMED VINYL | FRAMED VINYL | TOTAL |
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| CS101     | 36 x 96    | S           | S9.00         | 4           | 1          | 0.063            | 0.080          | 8         | 0.063            | 0.080          | 0.063         | 0.080       | 0.063    |
| CS102     | 36 x 96    | S           | S9.00         | 4           | 1          | 0.063            | 0.080          | 8         | 0.063            | 0.080          | 0.063         | 0.080       | 0.063    |
| CS103     | 36 x 96    | S           | S9.00         | 4           | 1          | 0.063            | 0.080          | 8         | 0.063            | 0.080          | 0.063         | 0.080       | 0.063    |
| CS104     | 36 x 96    | S           | S9.00         | 4           | 1          | 0.063            | 0.080          | 8         | 0.063            | 0.080          | 0.063         | 0.080       | 0.063    |
| CS105     | 36 x 96    | S           | S9.00         | 4           | 1          | 0.063            | 0.080          | 8         | 0.063            | 0.080          | 0.063         | 0.080       | 0.063    |
| CS106     | 36 x 96    | S           | S9.00         | 4           | 1          | 0.063            | 0.080          | 8         | 0.063            | 0.080          | 0.063         | 0.080       | 0.063    |
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| CS108     | 36 x 96    | S           | S9.00         | 4           | 1          | 0.063            | 0.080          | 8         | 0.063            | 0.080          | 0.063         | 0.080       | 0.063    |
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<td>SR60-1(CA)30 x 428.75</td>
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<td>SR60-5(CA)30 x 428.75</td>
<td>R8.75</td>
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<td>R99(L)(CA)12 x 242.00</td>
<td>R2.00</td>
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</tbody>
</table>

**TOTAL** 21 37 21 9 21 25 26 13 20 21 26 32 20 13 29 9 12 12 24 29 25 20 10 408 2,447,33 500,50
Affordable Housing Sustainable Communities (AHSC)

Snapshot: AHSC in 2016

- $400M to award throughout state
- Oakland pipeline 6-12 projects
- Two-stage application process
- All investments for projects that reduce GHGs
- Significant point incentives for public-private partnerships
- Set-asides:
  - DACs
  - TOD (40%)
  - ICP (30%)
- Call for Projects Late January, 2016
### AHSC Project type requirements

<table>
<thead>
<tr>
<th>TOD</th>
<th>REQUIRED CAPITAL PROJECT</th>
<th>ADD-ONS (1 required - more points w/ 2+)</th>
</tr>
</thead>
<tbody>
<tr>
<td>½ mile from High Quality Transit</td>
<td>Affordable Housing (AHD) or Housing-Related Infrastructure (HRI)</td>
<td>Sustainable Transportation Infrastructure (STI)</td>
</tr>
</tbody>
</table>

Example partner:
- AFFORDABLE HOUSING DEVELOPER

<table>
<thead>
<tr>
<th>ICP</th>
<th>Sustainable Transportation Infrastructure (STI)</th>
<th>ADDITIONAL Capital or Program Uses</th>
</tr>
</thead>
</table>
| Served by Qualifying Transit | • TRANSPORT AGENCY  
• CITY PUBLIC WORKS DEPT.  
• CITY TRANSPORTATION DEPT. | • BIKE ORGANIZATION  
• CITY DEPT.  
• AFRDABLE HOUSING DEVELOPER 
• AFFORDABLE HOUSING DEVELOPER  
• TRANSPORT AGENCY  
• CITY PUBLIC WORKS DEPT.  
• CITY DOT |

### Highlights of Proposed FY2015-2016 AHSC Changes

<table>
<thead>
<tr>
<th>GHG Reductions</th>
<th>POINTS</th>
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</thead>
<tbody>
<tr>
<td>GHG Quantification Methodology (CaEEEmod and Transportation and Connectivity (TAC))</td>
<td>15</td>
</tr>
<tr>
<td>• Total Project GHG Reductions</td>
<td>15</td>
</tr>
<tr>
<td>• Efficiency of Reductions (Total Project GHG Reductions/AHSC $ Request)</td>
<td></td>
</tr>
</tbody>
</table>

Supplemental Strategies:
- Active Transportation Improvements | 10 |
- Water, Energy, and Greening | 10 |

**GHG REDUCTIONS SUBTOTAL** | 50 |

<table>
<thead>
<tr>
<th>Policy Objectives</th>
<th>POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Depth and Level of Housing Affordability</td>
<td>10</td>
</tr>
<tr>
<td>• Housing and Transportation Collaboration</td>
<td>10</td>
</tr>
<tr>
<td>• Community Benefit and Engagement</td>
<td>8</td>
</tr>
<tr>
<td>• Access to Destinations</td>
<td>8</td>
</tr>
<tr>
<td>• Funds Leveraged</td>
<td>5</td>
</tr>
<tr>
<td>• Anti-Displacement Strategies</td>
<td>4</td>
</tr>
<tr>
<td>• Program Need and Readiness</td>
<td>3</td>
</tr>
<tr>
<td>• Implementation of Planning Efforts</td>
<td>2</td>
</tr>
</tbody>
</table>

**POLICY OBJECTIVES SUBTOTAL** | 50 |

**TOTAL POINTS** | 100 |
AHSC non-housing Eligible Capital Uses

Sustainable Transportation or Transit-Related Infrastructure (STI) - (grants)
- Capital improvements that result in the enhancement of
  1. public transit access
  2. pedestrian network or
  3. project area bicycle network
- Energy Efficiency, Low Impact Design, Renewable Energy or Urban Greening
- Soft costs up to 30% overall AHSC award
- Activity Delivery Costs associated with implementation of project ≤10%

Transportation or Transit-Related Amenities (TRA) - (grants)
- Publicly accessible capital improvements that provide supportive amenities to cyclists, pedestrians, and transit riders
- Energy Efficiency, Low Impact Design, Renewable Energy or Urban Greening
- Soft costs up to 10% overall AHSC award & active delivery costs ≤10% capital project

Programs (grants for 3 years) costs associated with program creation or expansion of existing programs to serve new populations or new service
- Education, outreach and training
- Ex: Active Transportation or Transit Ridership Programs

AHSC Year Two Timeline

<table>
<thead>
<tr>
<th>July 2015</th>
<th>AHSC Feedback Letters due to SGC</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 2015</td>
<td>SGC begins to Revise Guidelines</td>
</tr>
<tr>
<td>September 17th</td>
<td>SGC Releases Draft Revised Guidelines (visit sgc.ca.gov)</td>
</tr>
<tr>
<td>Fall 2015</td>
<td>SGC holds regional workshops on guidelines</td>
</tr>
<tr>
<td>October 30, 2015</td>
<td>Deadline to submit Guideline comments to SGC</td>
</tr>
<tr>
<td>December 2015</td>
<td>SGC Revises Guidelines according to feedback received; then holds Council Meeting on 12/17 to approval of new guidelines</td>
</tr>
<tr>
<td>January 2016</td>
<td>SGC issues round 2 NOFA (~$400 Million to award)</td>
</tr>
<tr>
<td>March 2016</td>
<td>Concept Applications due via online FAAST</td>
</tr>
<tr>
<td>April 2016</td>
<td>Select teams invited to submit full application</td>
</tr>
<tr>
<td>June 2016</td>
<td>Full application due to SGC – FAAST and hardcopy mail forms</td>
</tr>
<tr>
<td>Sept 2016</td>
<td>SGC makes Round 2 awards</td>
</tr>
<tr>
<td>Fall 2016</td>
<td>Debrief and determine best protocol for 2017 cycle</td>
</tr>
</tbody>
</table>
Examples of eligible STI, STA and programs you can get AHSC grant $$ for

Eligible costs

<table>
<thead>
<tr>
<th>Complete Streets and Non-Motorized Transportation</th>
<th>STI</th>
<th>STA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development and/or improvement of walkways or bikeways that improve mobility, access, comfort and safety</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Development or improvement of frequent and safe crossing opportunities</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Sidewalk or non-capacity increasing streetscape improvements, including, but not limited to, the reconstruction or resurfacing of sidewalks and streets or the installation of lighting, signage, or other related amenities</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Street crossing enhancements including installation of accessible pedestrian signals</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Traffic calming projects including development of curb extensions, roundabouts, median islands, &quot;road diets,&quot; lane narrowing projects</td>
<td>X</td>
<td></td>
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<tr>
<td>Signage and way-finding markers</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Installation of traffic control devices to improve safety of pedestrians and cyclists</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Street furniture (e.g. benches, shade structures, etc.)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Bicycle repair kiosks</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Bicycle routes, lanes and paths; cycle tracks and multi-use paths</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Secure bicycle storage or parking</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Bike Sharing infrastructure</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Bicycle parking structures on public transit</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>
### Eligible costs

**Transit and Station Areas**

- Development of special or dedicated bus lanes
- Development and/or improvement of transit facilities or stations
- Necessary relocation of transportation related infrastructure or utilities
- Capital purchases of transit related equipment which will increase transit service and/or reliability
- Transit Signal Priority technology systems
- Real-time arrival/departure information systems
- Installation of at-grade boarding infrastructure
- Development or improvement of bus and transit shelters or waiting areas
- Improvement or addition of lighting to a station area or pedestrian walkways
- Transit ticket machine purchase or improvements
- Transit passenger amenities - e.g. WiFi access
- Transit Vehicle Procurement for service expansion
- Station area signage
- Removal of access barriers to transit stations
- Safety related intersection improvements
- Facilities that support pedestrian and bicycle transit

---

### Eligible costs

**Green Infrastructure, Urban Greening and Elements Beyond Title 24**

- Energy efficiency measures that meet or exceed Title 24 Part 6 Efficiency Standards
- Green Building measures that meet or exceed Title 24 Part 11 Green Building Standards
- Low Impact Design measures including:
  - Soil restoration and permeable surfaces
  - Heat island mitigation (e.g. reflective and vegetated surfaces, shade canopy)
  - Rainwater recycling, flow and filtration systems including rain gardens
  - Stormwater planters and filters
  - Vegetated swales,
  - Bioretention basins
  - Infiltration trenches
  - Integration with riparian buffers
  - Drought tolerant plants and tree species
  - Vegetative or permeable alternatives to turf
- Community demonstration or outdoor education gardens or orchards
- Creation, development or rehabilitation of parks and open space
Eligible costs

Pre-Development Costs Related to Project Implementation

<table>
<thead>
<tr>
<th>Programs</th>
<th>Pre-Development Costs Related to Project Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian and bicycle safety education programs</td>
<td>X</td>
</tr>
<tr>
<td>Development and publishing of community walking and biking maps, include school route/bikeway plans</td>
<td>X</td>
</tr>
<tr>
<td>Development &amp; implementation of “walking School Bus” or “bike train” programs</td>
<td>X</td>
</tr>
<tr>
<td>School crossing guard training programs</td>
<td>X</td>
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<tr>
<td>Bicycle clinics</td>
<td>X</td>
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<tr>
<td>Public outreach efforts to increase awareness and understand the needs of active transportation users</td>
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<tr>
<td>Bike sharing programs</td>
<td>X</td>
</tr>
<tr>
<td>Ride and/or car share programs</td>
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<tr>
<td>Transit subsidy programs</td>
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<tr>
<td>Transportation Demand Management (TDM) programs</td>
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<tr>
<td>Outreach and marketing of Consolidated Transportation Service Agency (CTSA) programs</td>
<td>X</td>
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<tr>
<td>E-Mobility programs which include the expansion or development of internet based applications that allow customers, clients and/or the public to conduct transactions online, circumventing vehicle travel</td>
<td>X</td>
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</tbody>
</table>

Uptown Area

STI options include:
- BART – 19th st station modernization, bike channel, storage and wayfinding
- City DPW – West Grand Road Diet (lighting, bike + ped enhancements), inc. under-freeway improvements W. Grand/San Pablo

Program options: AC Transit EZ pass
**Fruitvale – International**

**STI options include:**
- BART – expand bike station and infrastructure
- City DPW – International Blvd streetscape improvements that complement BRT (lighting, crossing, bike + ped); ped walkways to BART station

**Program options:** TDM; AC Transit EZ pass, Bike Education

---

**Coliseum – International**

**STI options include:**
- BART – station area improvements; wayfinding; bike and ped access
- City DPW – International Blvd streetscape improvements that complement BRT (lighting, crossing, bike + ped); ped walkways to BART station along 71st; improve access for BART to Baytrail

**Program options:** AC Transit EZ pass
Macarthur – Mills College Area

STI options include:
- AC Transit – stop improvements, frequency and beautification investments
- City DPW – LAMPS project Phase 2 (large, multi-use bike and ped path)

Program options: AC Transit EZ pass