

**MINUTES**  
**FREMONT BICYCLE PEDESTRIAN TECHNICAL ADVISORY COMMITTEE**  
**REGULAR MEETING**  
**NILES ROOM**  
**39550 LIBERTY STREET**  
**FREMONT, CALIFORNIA 94538**  
**March 21, 2018, 7:00 P.M.**

1. **INTRODUCTIONS:** Steve Skala
  
2. **ROLL CALL:**  
**BPTAC Members (present):** Melissa Avery, Ken Wu, Gary Suplick, and Steve Skala  
**City staff (present):** Noe Veloso, Sonny (Sukhcharn) Sunak, Matt Bomberg, Hans Larsen and Rene Dalton
  
3. **APPROVAL OF MINUTES:** Meeting minutes of January 17, 2018 was requested by Gary Suplick to be revised for the word “stipen” to “stipened” on page 3, bullet point 2. Also, on page 4, bullet point 8, the word “Community” should be inserted before the words “Police Academy”. Following the suggested revisions a motion was made to approve the minutes with the revisions by Gary Suplick and the motion seconded by Melissa Avery. The minutes were unanimously voted for approval by all members.
  
4. **ORAL COMMUNICATIONS FROM THE PUBLIC:**
  - 4.1 Andreas Kadavanich- asked if the East Bay Greenway Scoping Study could be reviewed by the BPTAC with a focused on trail width and separating directional path of travel for bicyclists and pedestrians. Also, trail project should consider including lighting. He asked for a status update of the I-880 Green Bike Lane project. He announced “Fremont Bikes” will be hosting an evening happy hour gathering at Wholefoods, Fremont on May10, 2018 for Bike to Work Day event.
  - 4.2 Dave Rich also asked for the status of the I-880 Green Bike Lane project located at the interchanges of South Fremont Boulevard and Auto Mall Parkway. Answer-Fremont Staff submitted revised plans and Design Exception Technical memo in December 2017 and based on comments received from Caltrans revised the design exception memo to be in table format. City staff is still waiting for Caltrans response. Rene Dalton encouraged BPTAC members to contact Caltrans with emails and letters to encourage Caltrans to expedite the processing of permits for City bicycle and pedestrian projects.
  
- 5.1 **Bicycle Pedestrian Advisory Commission Establishment**

Hans Larsen, City of Fremont Public Works Director gave a presentation regarding consideration of converting the existing Bicycle Pedestrian Technical Advisory Committee (BPTAC) to a Bicycle Pedestrian Advisory Commission (BPAC). The presentation consisted of an overview of the establishment of the BPTAC and the City's current position in the establishment of a BPAC. Hans Larsen stated that the City is undergoing a number of changes that is impacting the City's initial schedule to establish a new BPAC and is recommending that the establishment of a BPAC be considered later in the year. Important events include the November 2018 City elections and the new City Council District voting process. The Mobility Task Force will also be completing its public meetings this spring/summer and a report to Council will most likely recommend that Council create a new Transportation Commission. In addition, the City Manager has recently announced his retirement so that selection of a new City Manager will be in the process. With all of these variables it would be prudent to delay consideration of establishment of a BPAC. City staff has reviewed other Cities BPAC roles and responsibilities and would continue to do so. Staff will continue to work with BPTAC in the implementation of the City's Bicycle and Pedestrian Master Plan. Following Hans Larsen's presentation the following comments and questions were received:

- Question- What is the focus of the Mobility Task Force? Provide solutions to address traffic congestion concerns, encourage alternate modes of travel, improve traffic safety and consider emerging technology for transportation in Fremont.
- Question – Is ADA compliance being considered? Yes, all Public Works project includes ADA compliance consideration.
- Gary Suplick commented that BPTAC members will continue to work with staff in providing good input to staff concerning bicycle and pedestrian projects.
- Ken Wu- inquired if City staff had informed Council of the proposal to establish a new BPAC? Hans Larsen stated Council has been briefed but the BPAC establishment will be re-considered at a later time.
- Melissa Avery – asked what is the time line for BPTAC conversion to BPAC? After the November 2018 elections. New Council will also be selecting new City Manager. Staff's review of other City Commissions indicates Cities are establishing Commissions that consider multi-modal transportation system which is more comprehensive. It was noted by Hans Larsen that the City is working to establish a robust Safe Routes to School program.
- Andreas Kadavanich commented that he supports the District Council structure, the consideration of establishing Transportation Commission, and he recommends the establishment of new Commission should be developed carefully and thoughtfully.
- Susie Hufstader of Bike East Bay suggested establishing a sub-committee to review bicycle and pedestrian design plans, similar to Berkeley.
- Steve Skala commented what should be the content of BPTAC? What is outcome of Mobility Task Force? He suggested City staff to develop a plan for the transition to District Base and continually work to review structure and roles and

responsibilities in the establishment of a Commission. What has staff learned from other Cities in the review of establishing new Commissions? What are Mobility Task Force recommendations? Include active transportation language in Commission bylaws.

- Gary Suplick commented the Mobility Task Force would develop a five year plan to be utilized as a City transportation guide.
- Steve Skala commented that the duties of BPAC include prioritization and selection of Transportation Development Act Article 3 (TDA 3) Bicycle and Pedestrian program projects. Mobility Task Force should consider TDA 3. How much is cost a factor in establishing the number of Commission members. Hans Larsen responded that the issue in Fremont is not to grow and expand commission positions when Fremont is having difficulty in filling some vacant commission positions.
- Steve Skala provided comments on functions and roles of establishing BPAC and sub-committee(s). Hans Larsen responded that a broad level of best practices should be considered in the establishment of Commission. It is too early to discuss and he will need to work with staff the development of the new roles and responsibilities of a BPAC.
- Gary Suplick commented to consider hiring consultant to assist the City in establishing the BPAC. Hans Larsen stated focusing on the build-out of the Bicycle and Pedestrian Master Plan is important. The pace and delivery of the Bicycle and Pedestrian Plan implementation is an indication of the community's acceptance of the pace in development of the mobility plan. The City can build all the bicycle facilities but if people are not using bicycle facilities there could be potential bike lash. This summer more bikeway facilities will be implemented and it is important that the community is using these facilities.
- Steve Skala commented that the Committee is tasked to encourage more people to ride in order to increase the mode shift. Consider establishing sub-committees for the Warm Spring District schools and new developments. Staff should continue to work on content of BPAC By-laws based on good results and Bike Master Plan development.
- Norman Howell commented that he believes the implementation of the bikeway network has been disjointed and recommends more bike parking at City destinations. Hans Larsen stated the Pavement Maintenance Program combined with the City's Bikeway Improvement Plan project will help in the continuity and the development of the City's bikeway network. The City will be receiving more funds from other sources and the City's Safe Routes to School program is bigger with more school participation.

## **5.2 Walnut Avenue Bikeway Improvement Project**

Matt Bomberg, Senior Transportation Engineer gave 35% design plan presentation of the Walnut Avenue Bikeway Improvement Project Phase 1. The Walnut Avenue

Bikeway Improvement Project Phase 1 is located in the City Center of Fremont between Mission Boulevard and Argonaut Way. This segment of Walnut Avenue serves as the primary east-west corridor in the City Center providing multimodal connections to Downtown BART Station, health care facilities such as Kaiser and Washington Hospital, Fremont government offices, School of the Deaf and School of the Blind, and numerous commercial and retail centers. The overall project calls for the construction of five protected intersections, one bicycle/pedestrian trail crossing enhancement consisting of a flashing beacon near the BART/Transit station driveway, installation of Class 4 separated bicycle lanes with green bicycle lanes at intersection conflict points. The project also includes installation of accessible bus stop islands which will allow buses to stop in the outside travel lanes to minimize delay for buses. The project is scheduled to be constructed in two phases, with Phase 1 consisting of construction of three protected intersections, a raised separated bicycle lanes or cycle track, bus stop bulb-outs and pedestrian crossing flashing beacon for the segment of Walnut Avenue between Mission Boulevard and Paseo Padre Parkway intersections. West of the Paseo Padre intersection the separated bicycle lane will be striped only and include installation of plastic delineator posts. Construction of Walnut Avenue Bikeway Project Phase 1 is scheduled to be completed in 2018-19 with a grant award of \$5 million dollars from Alameda CTC. Following Matt's presentation the following comments and questions were received by City staff:

- Question received on the thickness of the asphalt- The asphalt is planned to be four inches thick.
- Question received if the traffic signal poles will be replaced. Yes, most likely all traffic signal poles will be replaced.
- Melissa Avery asked if the bicycle and pedestrian pathways at the protected intersections will be separated. Yes, the pathways will be separated.
- Noe Veloso commented the bikeways at the protected intersections will be elevated.
- Matt Bomberg stated the bikeway path at the driveway locations will bend away from the street and the bikeway at bus stop loading zones.
- Gary Suplick asked if the project design is being coordinated with Walnut Avenue Residential Development project. Yes, the project is being coordinated with Walnut Avenue Residential Development.
- Noe Veloso commented there are some difficulties in the coordination because the City construction schedule is different from the Residential Development construction schedule. Residential project plans are already approved and Fire Department requirements still need to be approved.
- Gary Suplick commented residents should be notified east of the School of the Deaf and School of the Blind. He stated Liquid Amber trees should not be used. Also, continue bikeway education for use of separated bikeway facilities. There are potential traffic impacts along Walnut Avenue driveways due to construction.
- Melissa Avery commented people ride their bicycles in the wrong direction and more education is needed.

- Ken Wu commented he supports the raised separated bicycle lane design but believes it maybe too expensive.
- Noe Veloso stated at 35% design the estimated construction cost is \$6 million dollars. He stated if cuts have to be made the project limits would be reduced. The project design focus includes maintenance and Fire Department requirements.
- Matt Bomberg stated that design also includes consolidation of AC Transit bus stops.
- Melissa Avery asked what are the limits of the buffered bike lanes and if delineators are planned for entire street segment, especially near the Target store driveway.
- Noe responded the final design at the Hub Shopping Center frontage is still to be determined through a public outreach process.
- Norman Howell inquired about value engineering and if design changes are made due to costs will staff present design changes to the BPTAC. Also, can Traffic Impact fees (TIF) be applied to the project? Noe Veloso responded yes, the BPTAC would be informed of design changes and TIF funds cannot be applied to the project.
- Andreas Kadavanich asked how bikes would be detected. Noe Veloso responded with video detection.
- Suzie Hufstader stated she has colleagues working with disabled people regarding raised cycle tracks in San Francisco. City of Pleasanton also has raised bikeways at some intersections.
- Steve Skala asked if there were any analysis conducted that considered benefits to the School of the Deaf and School of the Blind. Any demand analysis conducted to estimate increase in bike trips?
- Noe Veloso stated intersection Level of Service analysis was completed. Also a 300 unit planned housing development adjacent to Walnut/Liberty intersection makes Walnut Avenue a more desirable route than Mowry Avenue.

No further comments and questions were received concerning Walnut Avenue Bikeway Improvement Project.

## **6. COMMITTEE & STAFF COMMUNICATIONS**

- Gary Suplick thanked staff for the new Niles Boulevard Bridge green and buffered bicycle lane striping. He announced that the Fremont Police Department will give a presentation to discuss traffic safety at the Fremont Library on March 26, 2018. Last, he stated there is a proposed gas station development at the SE corner of Mission Boulevard and Niles Canyon Road.
- Melissa Avery commented there is an open manhole in the westbound direction of Walnut Avenue just east of Paseo Padre Parkway next to the 24 Hour Fitness drive way.

- Rene Dalton provided BPTAC members a list of 12 intersections in which the City plans to complete construction (by the end of the year) of pedestrian crossing enhancements/flashing beacons and new traffic signal installations.
- Rene Dalton stated the traffic study for the Bicycle Master Plan is continuing. The tentative schedule is to present the Plan before the Planning Commission in May 2018 and to present the Plan to the City Council for a June 2018 Council adoption.
- Rene Dalton stated the City will be purchasing a compact street sweeper after July 1, 2018 in order to provide street sweeping maintenance for the City's separated bicycle lane facilities. For the interim, City crews will continue to maintain the separated bicycle lanes using blowers and hand sweeping on a monthly schedule. He also informed BPTAC members that the Citywide Trails Study is scheduled to begin in July 2019. Staff will begin preparing a scope of work and issue a Request for Proposals to Consultants in the spring of 2019.

**7. ADJOURNMENT** – The meeting was adjourned at 9:15 PM.