


DUBLIN
CALIFORNIA

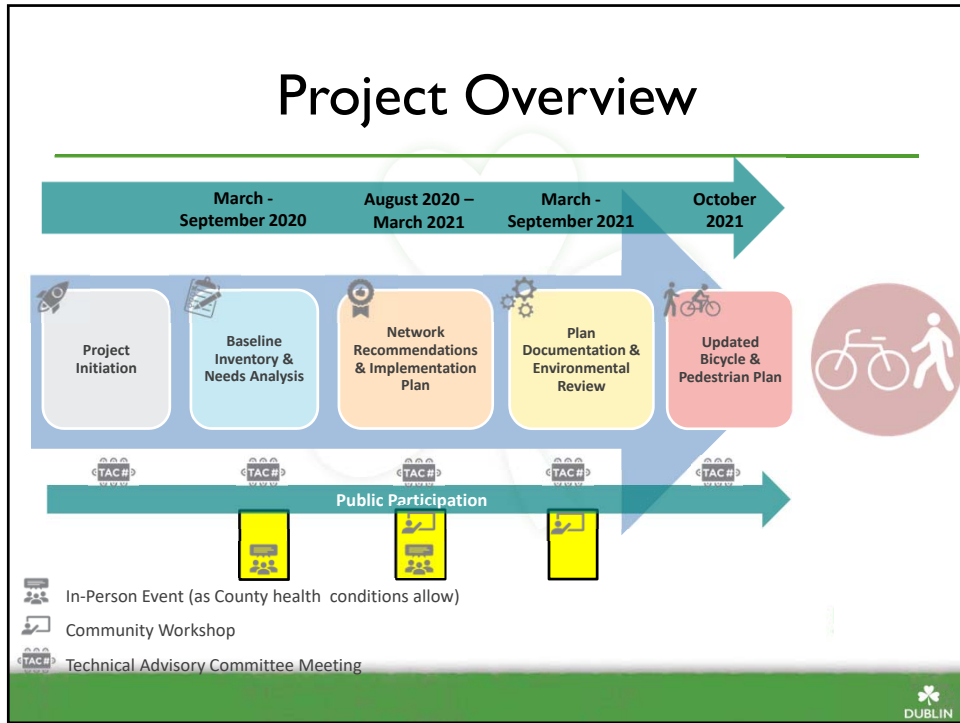
**Bicycle and Pedestrian
Master Plan Update
Alameda CTC BPAC**

Thursday, September 17, 2020
5:30 pm

Agenda

- 1. Project Overview**
2. Vision, Goals, Performance Measures
3. Project Engagement
4. Progress to Date
5. Prioritization
6. Next Steps





- # Agenda
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Plan Vision

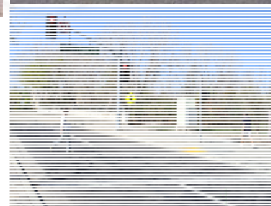
The City of Dublin is a vibrant place where walking and biking are **safe, comfortable, and convenient** ways to travel and connect individuals, inclusive of **all ages and abilities**, to local and regional destinations.



Plan Vision

- Plan includes an expansive definition of active transportation:

- Biking
- Walking
- Micromobility
- E-bikes
- Scooters
- Emerging technologies



Plan Goals

- **Goal 1: Enhance Safety** - Prioritize safety in design and implementation of walking and biking facilities.
- **Goal 2: Increase Walking and Biking** - Support biking and walking as attractive modes of transportation.
- **Goal 3: Improve Connectivity** - Develop a bicycle and pedestrian network that provides well-connected facilities for users of all ages and abilities.
- **Goal 4: Enhance Accessibility** - Utilize principles of universal design to make biking and walking a viable transportation option for all, including people with disabilities.
- **Goal 5: Prioritize Investments** - Maintain sufficient funding to provide for existing and future bicycle and pedestrian needs, including supporting programs and operation and maintenance. Leverage biking and walking projects to promote economic activity and social equity outcomes among people of all ages and abilities.



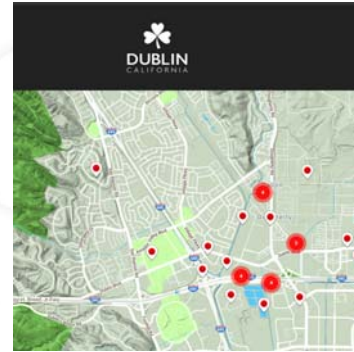
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Project Engagement

- Project Website
 - <http://dublinbikeped.org/>
 - 71 responses received before 9/2 Public Workshop
- Hosted virtual public workshop Wednesday 9/2
 - 79 registrants, 48 attendees
 - 21 questions asked and answered
 - Workshop posted on project website
 - Developing project FAQ
- Planning next round of engagement



Project Engagement - TAC

- Five meetings during course of project
- Provide technical guidance



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Progress to Date – Needs Analysis

1. **Demographic Analysis:** Summarized available population, job, and travel pattern data to inform upcoming tasks
2. **Collision Analysis + High Injury Network:** Analyzed 6 years of bicycle and pedestrian collision data to analyze where collisions are concentrated in the City
3. **Level of Traffic Stress Analysis:** Evaluated the bicycle level of traffic stress of the City's roadway network
 - *Path LTS* – Conducted parallel, comparable analysis for City's Class I path network
4. **Programs and Policies:** Interviewed agency stakeholders to identify City challenges, best practices, and themes
5. **Demand Analysis (*under way*):** Evaluate mode shift potential sensitivity to Plan infrastructure recommendations



Pedestrian High Injury Network

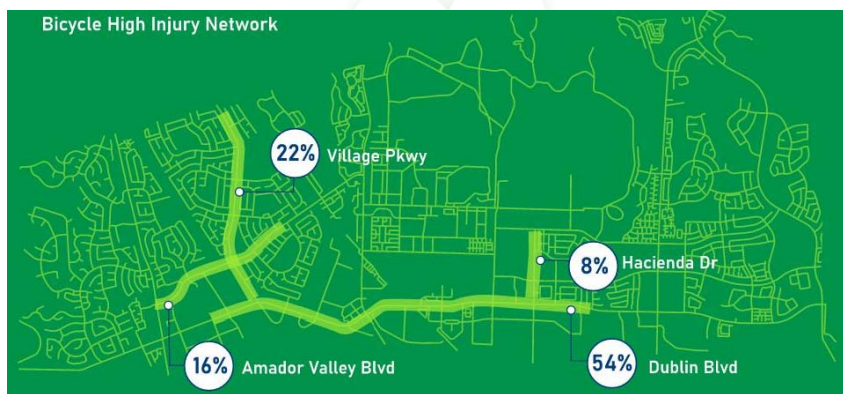


81 reported collisions (12 fatal or severe injury), 2014-2019

(XX%) = Roadway's Share of HIN



Bicycle High Injury Network



68 reported collisions (3 fatal or severe injury), 2014-2019

(XX%) = Roadway's Share of HIN



Progress to Date – Level of Traffic Stress

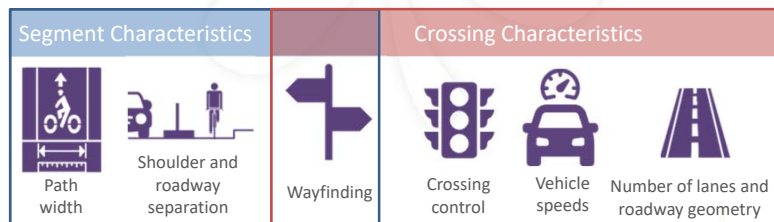


Multiuse Path

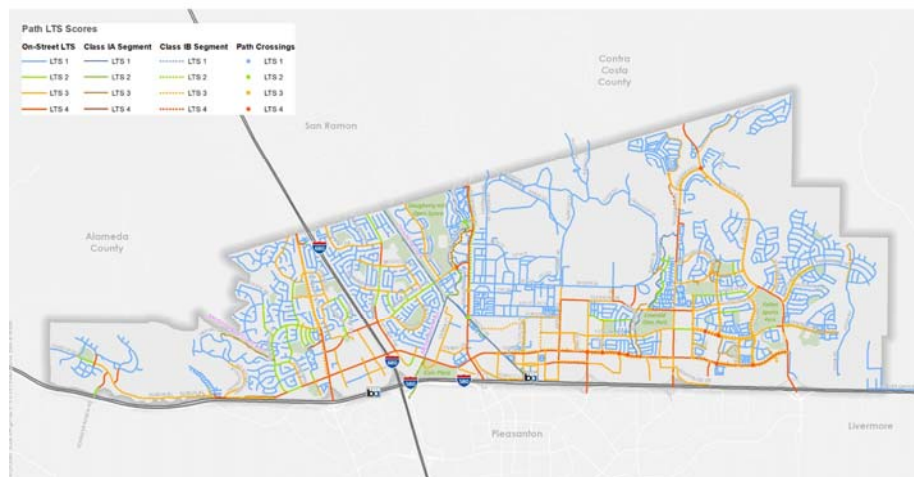


Sidepath

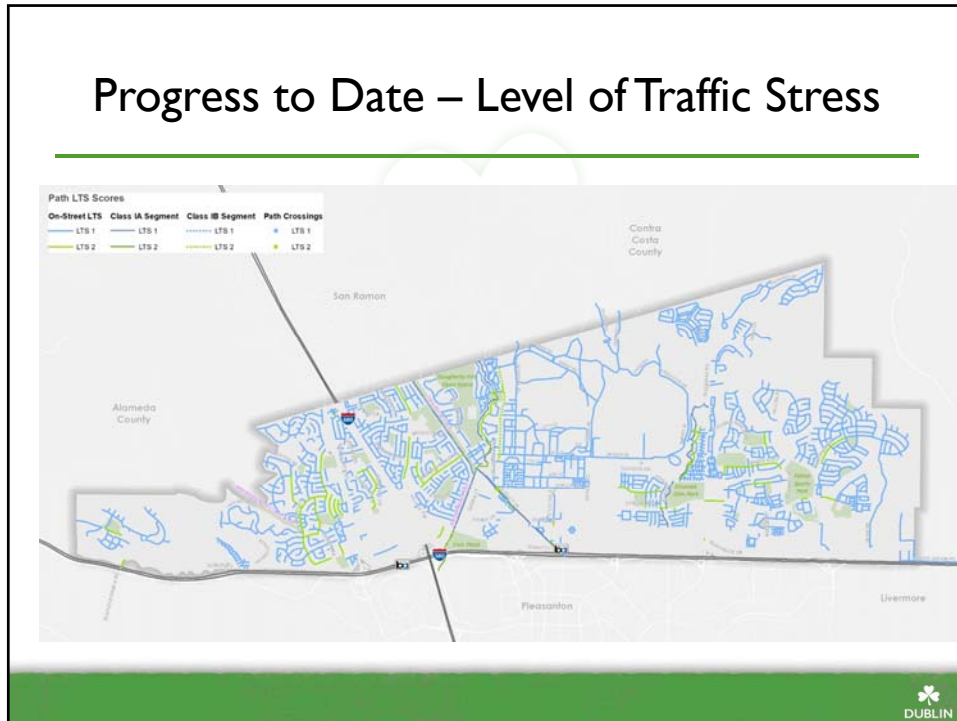
Customized Path LTS analysis based on mix of factors:



Progress to Date – Level of Traffic Stress



Progress to Date – Level of Traffic Stress



Demand Analysis

- Test sensitivity of mode share based on infrastructure
- Potential Mode share by activity center
 - BART stations, job centers, community parks, neighborhood parks, schools
- Bicyclist mode share is responsive to LTS
- Pedestrian mode share is responsive to sidewalk gaps, narrow sidewalks, missing or compliant curb cuts
- Test existing versus proposed network to capture potential for mode shift

Demand Analysis



Figure
Neighborhood Park - "Strong and Fearless"
Network Service Area
Dublin, California



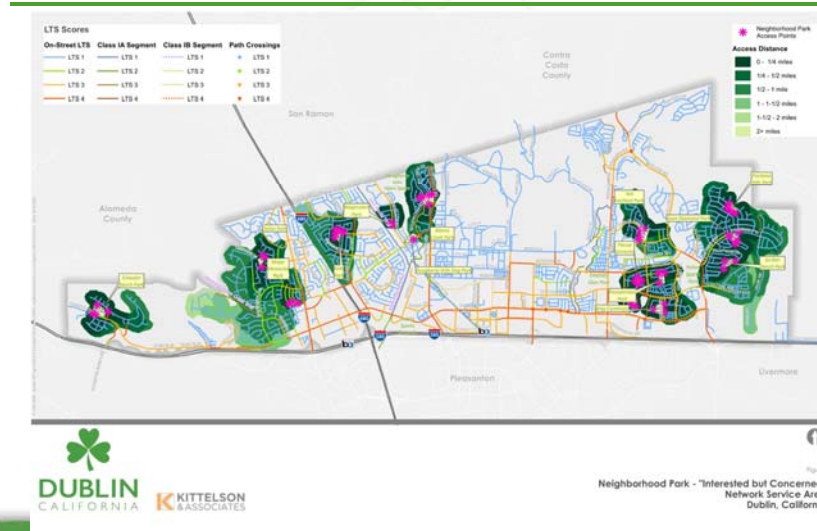
Demand Analysis



Figure
Neighborhood Park - "Enthusied and Confident"
Network Service Area
Dublin, California



Demand Analysis



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Prioritization Framework

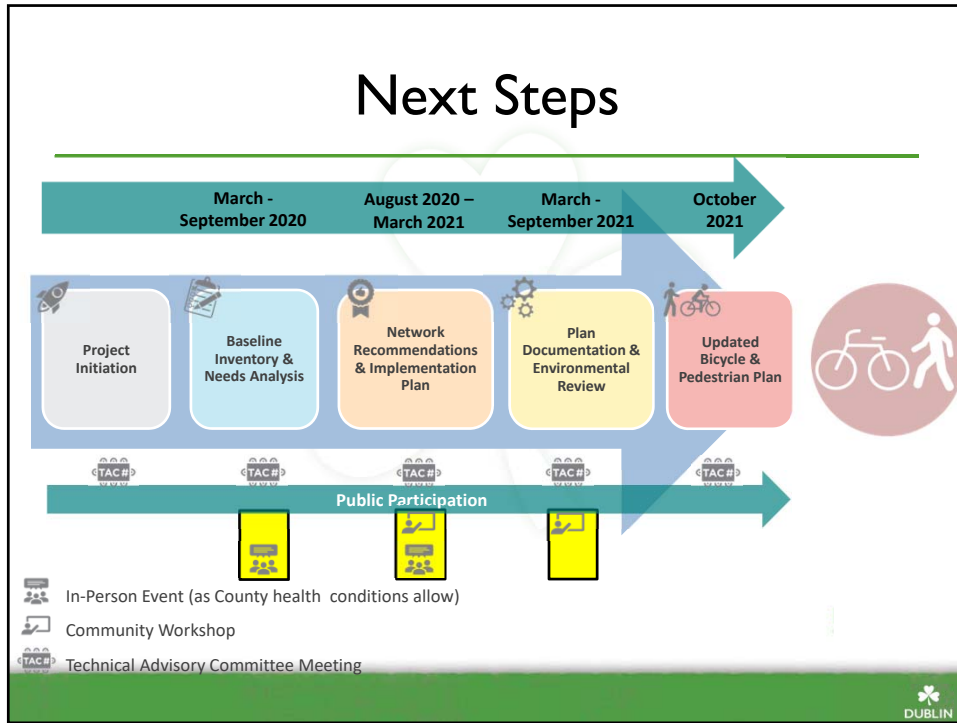
- We'd like to get your feedback on draft prioritization framework (see provided draft)
 - **Factors:** Broad categories considered
 - *Example:* Safety, social equity, connectivity, presence of major barriers, previously identified projects
 - **Criteria:** Means of evaluating the categories
 - *Example:* Presence of high injury network, proximity to schools or senior facilities, bicycle LTS, freeway crossings
 - **Weighting :** Means of to indicating the relative importance of factors



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We'd Love Your Feedback On..

1. Anything we presented!
2. Tracking Goals and Performance Measures
3. Prioritization
4. Needs Analysis

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Thank you!

Follow-up Questions/Comments

Sai Midididdi:

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Project website:

<http://dublinbikeped.org>



Progress to Date – Demographic Analysis

- Summarized population and demographic data
 - Socioeconomic characteristics and indicators can inform prioritization work and allow to prioritize for social equity
 - Data on population, workers, and households helps quantify potential demand for walking and biking
 - Will be used in forthcoming analysis:
 - Demand analysis
 - Prioritization



Progress to Date – Collision Analysis

- Analyzed reported bicycle and pedestrian collisions, 2014-2019
 - Descriptive trends
 - Spatial trends
 - Developed Bicycle and Pedestrian High Injury Networks (HINs)
 - 8.4 miles of pedestrian HIN (5% of City roadway miles)
 - 6.7 miles of bicycle HIN (4% of City roadway miles)
 - Both account for 62% of reported collisions by mode



Progress to Date – Level of Traffic Stress

- Bicycle Level of Traffic Stress (LTS) is a way to evaluate the stress a bike rider may experience.
- LTS is determined by a mix of the following factors:



Number of Lanes



Speed of Traffic



Traffic Volume



Presence & Width of Bike Lanes



Presence & Width of Street Parking



Presence of Physical Barrier



Progress to Date – Programs & Policies

- **Inventoried and reviewed** existing programs and policies and **conducted agency stakeholder interview**
- **Key themes emerged:**
 - Vehicle speeds and volumes are challenges to walking and biking
 - Demand is highest in East Dublin and Downtown
 - Emphasize vulnerable users (seniors, youth)
 - Desire for better data management
 - Enhanced coordination across departments
 - Poor existing east-west connectivity



Goals and Performance Measures

Goal	Potential Performance Measures
Enhance Safety	<ul style="list-style-type: none"> • Vehicle speeds • Ped/Bike Collisions and Severity • User Perceptions • Crossing distances/gaps
Increase Walking and Biking	<ul style="list-style-type: none"> • Mode share to school, work, recreational facilities, commercial destinations • Counts
Improve Connectivity	<ul style="list-style-type: none"> • Walking/biking mode share to transit • Total length of separated and protected bike lanes • Total length of sidewalk gaps • Length of sidewalk above minimum
Enhance Accessibility	<ul style="list-style-type: none"> • Number of signals with APS • Number of intersections with directional curb ramps + detectable warning strips • Length of sidewalk gaps • Length of sidewalk above minimum • Length of sidewalk broken or in disrepair
Prioritize Investments	<ul style="list-style-type: none"> • Sustainable funding mechanism • Dedicated funding source for complete streets • Maintenance plan for bike and pedestrian projects • Funding for bike and pedestrian projects as percentage of transportation infrastructure spending

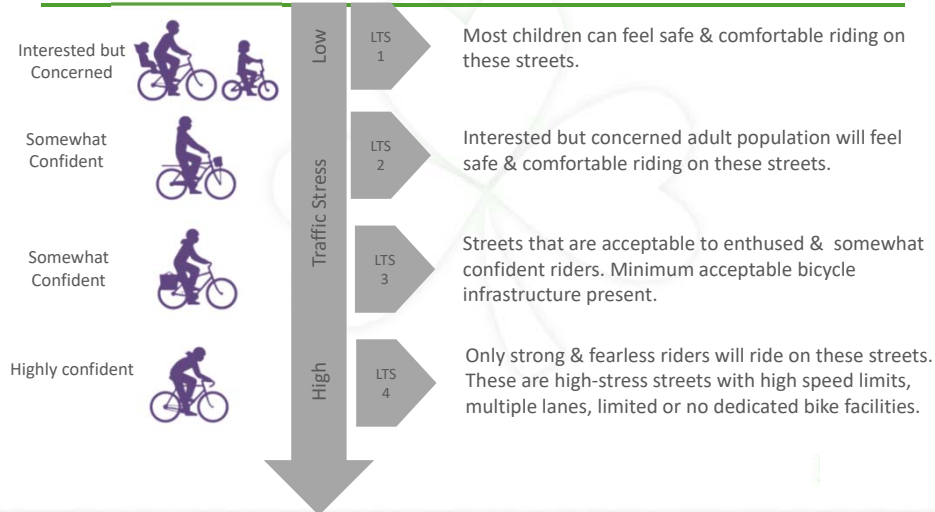


Work to Date – Programs & Policies

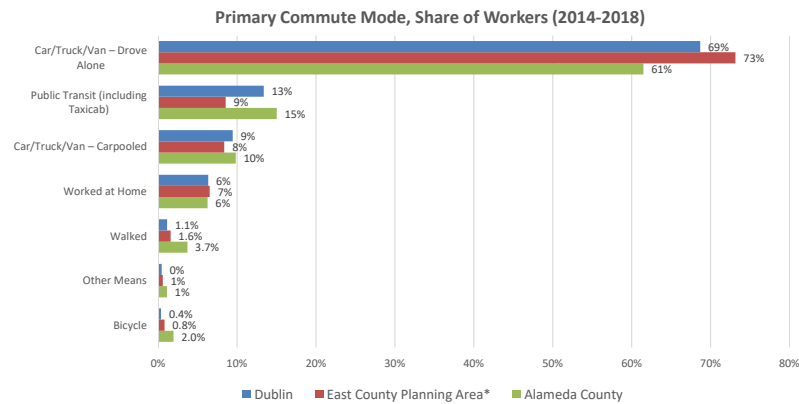
- **Inventoried and reviewed** existing programs and policies
- **Conducted stakeholder interviews** with Dublin Unified School District, Traffic, Maintenance, Economic Development, Fire, Police, Parks and Community Services
- **Summarized key themes** from interviews
- **Identified preliminary recommendations**



Work to Date – Level of Traffic Stress



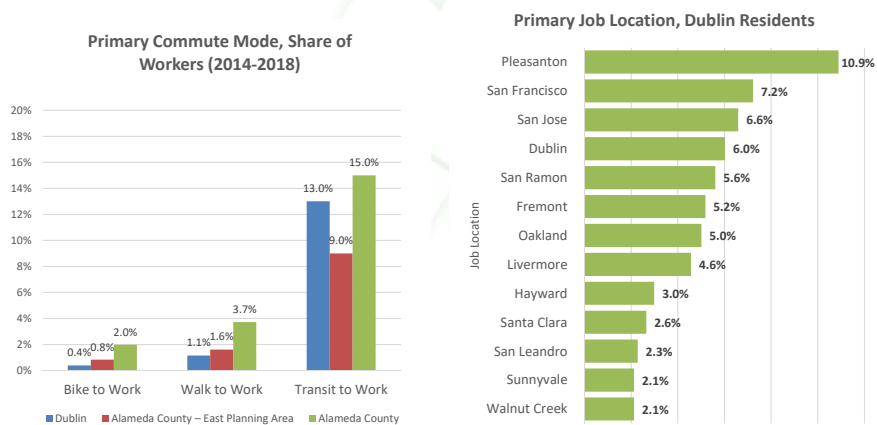
Work to Date – Demographic Analysis



Source: American Community Survey 2018 5-year estimates
 *East County Planning Area includes Dublin, Pleasanton, Livermore, and unincorporated County east of Hayward



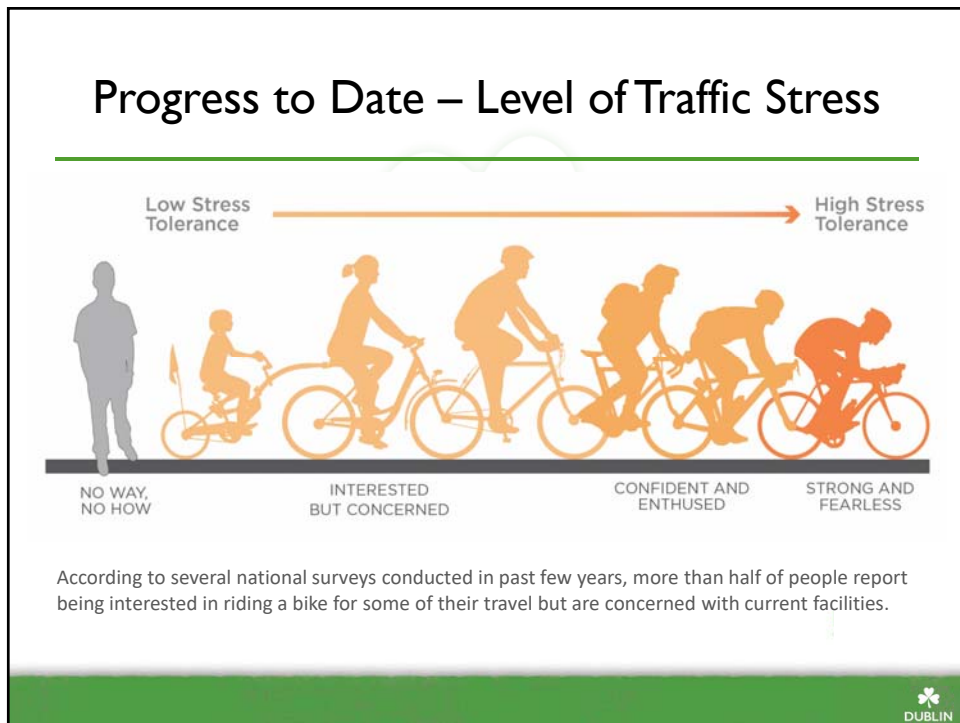
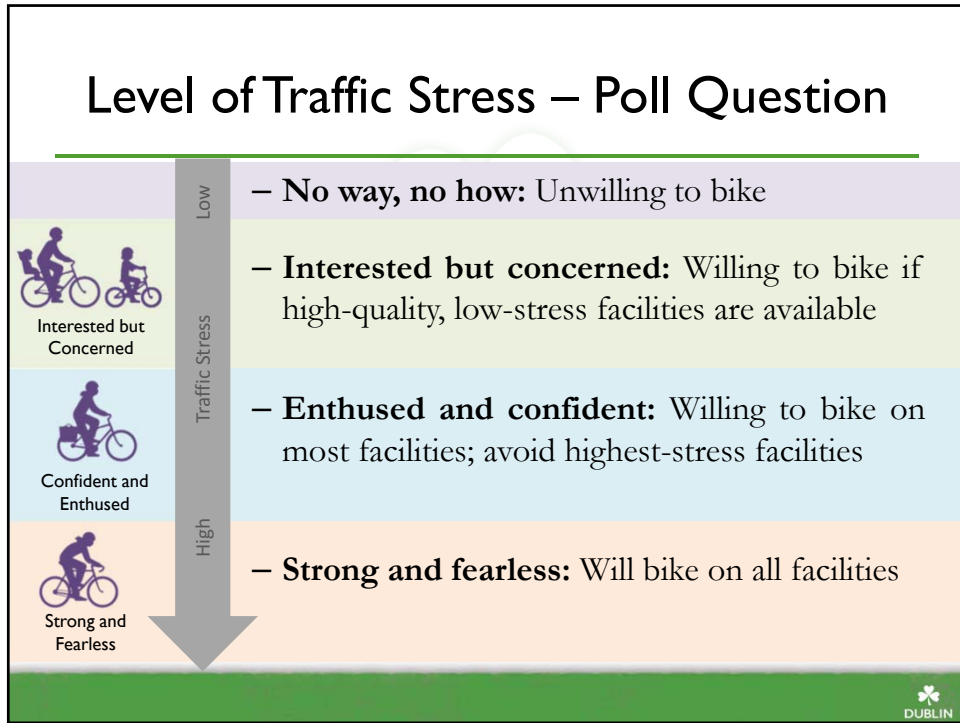
Progress to Date – Demographic Analysis



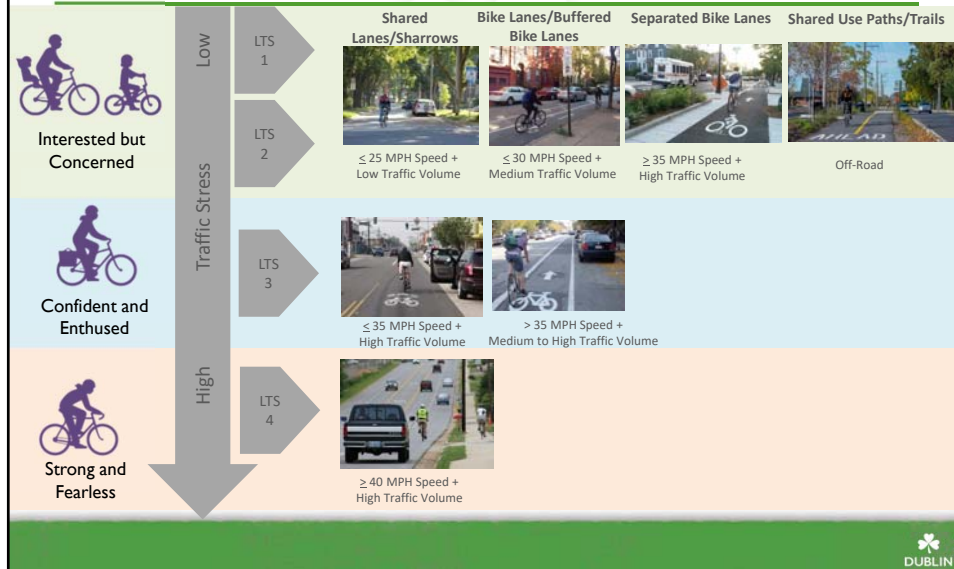
Sources: American Community Survey 2018 5-year estimates;
 Longitudinal Employer-Household Dynamics (LEHD), 2017

*East County Planning Area includes Dublin, Pleasanton, Livermore, and unincorporated County east of Hayward





Progress to Date – Level of Traffic Stress



Progress on 2014 Plan

In total, the Plan proposed:

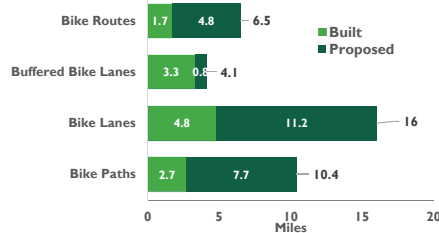


83 DISTINCT BIKEWAY INFRASTRUCTURE PROJECTS, TOTALING 35.3 MILES



24 DISTINCT PEDESTRIAN INFRASTRUCTURE PROJECTS

Bikeways Planned and Built by Mileage



Planned and built Pedestrian Projects by Type

PEDESTRIAN IMPROVEMENT TYPE	TO BE BUILT	BUILT	IN PROGRESS
Intersection crossing treatments	2	0	0
Sidewalk improvements	2	0	1
ADA improvements	6	1	0
Signal modifications	4	1	0
Barriers	3	3	1
••• Other	1	0	0

Completed and Upcoming Projects

Completed Projects

- Intersection improvements:
 - AVB/Wildwood & Stagecoach
 - Dublin/Donlon
 - Daugherty/Scarlett
 - ADA Pedestrian pushbutton upgrades
- Bike Lanes:
 - Amador Plaza Road bicycle and pedestrian improvements
 - San Ramon Road Class II Bike lanes
 - Daugherty Rd Bike Lane improvements
 - Village Pkwy
 - Dublin Blvd
- Bike Paths:
 - San Ramon Road
 - Daugherty Road
 - Alamo Creek Trail Restoration
 - Central Pkwy east of Fallon Road

Upcoming Projects

- Iron Horse Trail (BART Station) Bicycle & Pedestrian Access Improvements
- Iron Horse Trail Overcrossing on Dublin Blvd at Scarlett Drive
- Regional Street Bike Lanes
- Amador Valley Blvd – Westbound Buffered Bike Lane Improvements
- Bike Path to be installed as part of Development projects:
 - Central Pkwy west of Arnold Road
 - Arnold Road south of Central Pkwy
 - Iron Horse Pkwy
 - Altamirano Ave



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