



DUBLIN
CALIFORNIA

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

Thursday, October 21, 2021
5:30 pm

Agenda

- 1. Project Overview**
2. Community Engagement
3. Prioritization
4. Next Steps

Project Overview

Fall 2020

Mid/Late 2021

Late 2021

Early 2022



Project
Initiation



Baseline
Inventory &
Needs Analysis



Network
Recommendations
& Implementation
Plan



Plan
Documentation &
Environmental
Review



Updated
Bicycle &
Pedestrian Plan



Public Participation



 In-Person Event (as County health guidance allows)

 Community Workshop

 Technical Advisory Committee Meeting

BPAC Summary

Previous discussion topics

- Sept 2020
 - Engagement plan
 - Existing conditions and needs analysis
- May 2021
 - Engagement activities
 - Draft program and policy recommendations
 - Prioritization framework and evaluation criteria

What we heard in May 2021

- Importance of multi-jurisdictional coordination
- Need for more dedicated staff
- Emphasis on reducing vehicle speed to improve safety outcomes
- Need for more effective communication with community members

Agenda

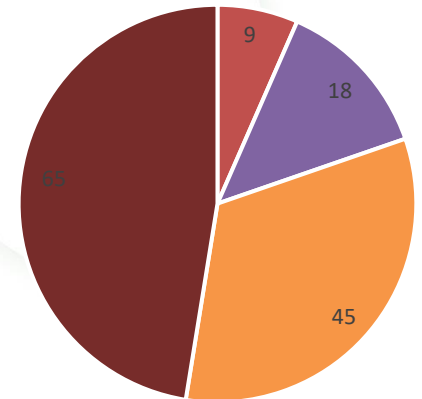
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Summary of Activities

- Online workshop
- Pop-ups at Farmer's Market and Alamo Creek Trailhead
- Stakeholder listening sessions
- Website and interactive map
- Public survey

Online Map Comment Summary

- About half of the 137 comments indicated an issue
- The top themes within the “issue” category are:
 - Bike safety
 - Bike connections
 - Maintenance
 - Signals
 - Pedestrian safety



■ Question ■ Praise ■ Idea ■ Problem

Web Map Comments by Category

Online Map Comment Summary

- The top locations identified as “issue” locations are:
 - Dublin Boulevard from San Ramon Road to Village Parkway
 - Amador Valley Boulevard from Emerald Avenue to Stagecoach Road
 - Dublin Boulevard and Dougherty Road intersection
 - Tassajara Road from Tassajara Creek Trail to Rutherford Drive
 - Dublin Boulevard from Tassajara Road to Fallon Road

Public Survey Comment Summary

Almost 200 responses on the following topics:

- General travel behavior and mode preferences
 - 33% drive alone, 17% bike/scooter, 17% walk
- Travel to school
 - 38% have school age children, and 40% of these use a personal vehicle to drop off/pick up
- Barriers to walking and biking
 - Safety is a primary consideration, followed by vehicle speed
- Investment priorities
 - 22% indicated better/more sidewalks and trails and 14% indicate better bicycle facilities

Agenda

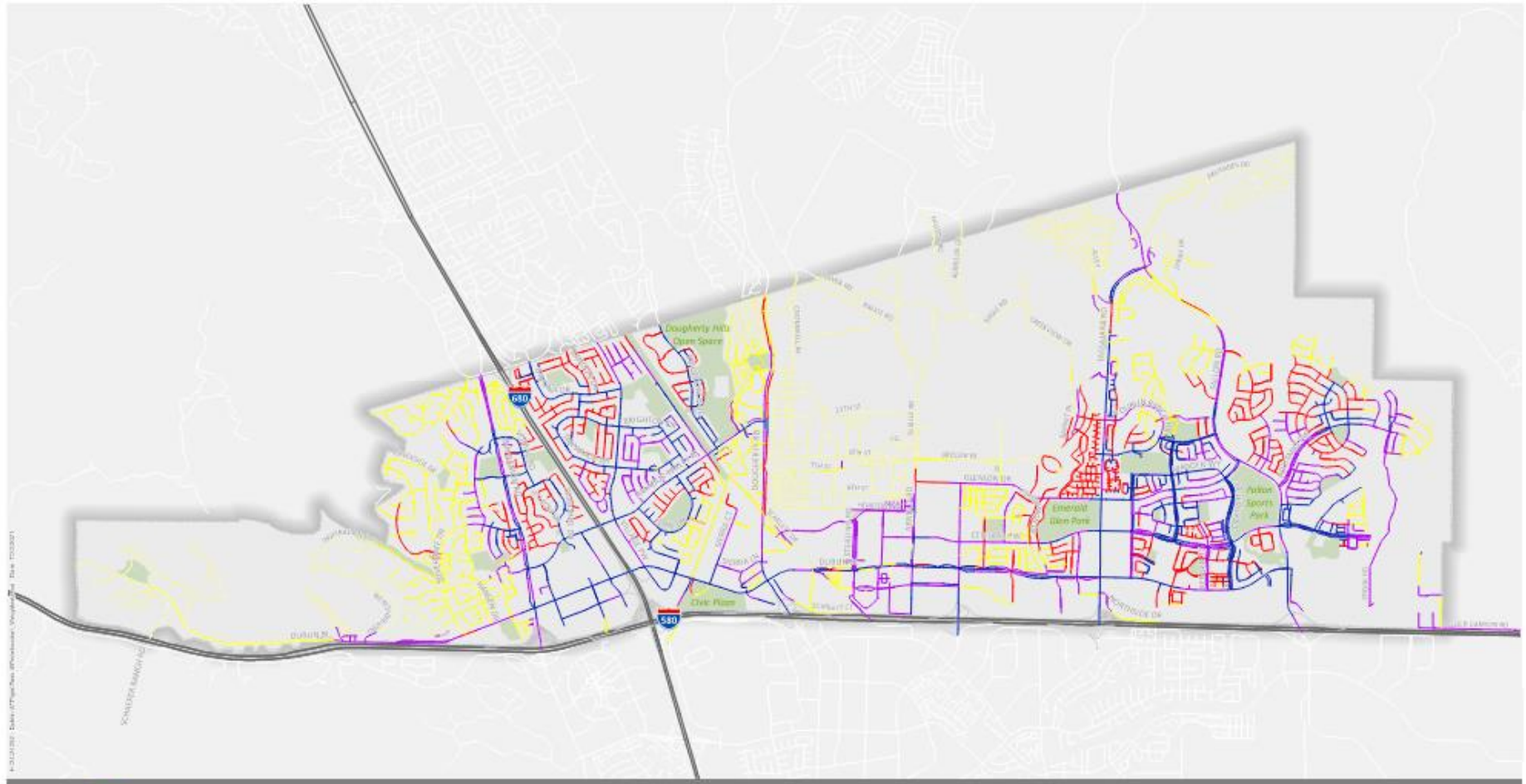
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Prioritization Framework

- Prioritization factors:

Factor	Variables
Safety	High-injury corridors
Social Equity	Youth and senior populations
Connectivity	Demand analysis
	Proximity to schools
Quality of service	Bicycle level of traffic stress
Major barriers	Freeway crossings
Consistency with past planning	Previously identified projects not completed

Prioritization Results: Pedestrian Prioritization



10/23/2019 1:56:17 PM Dublin Pedestrian Prioritization - Overview - Data - 10/23/2019

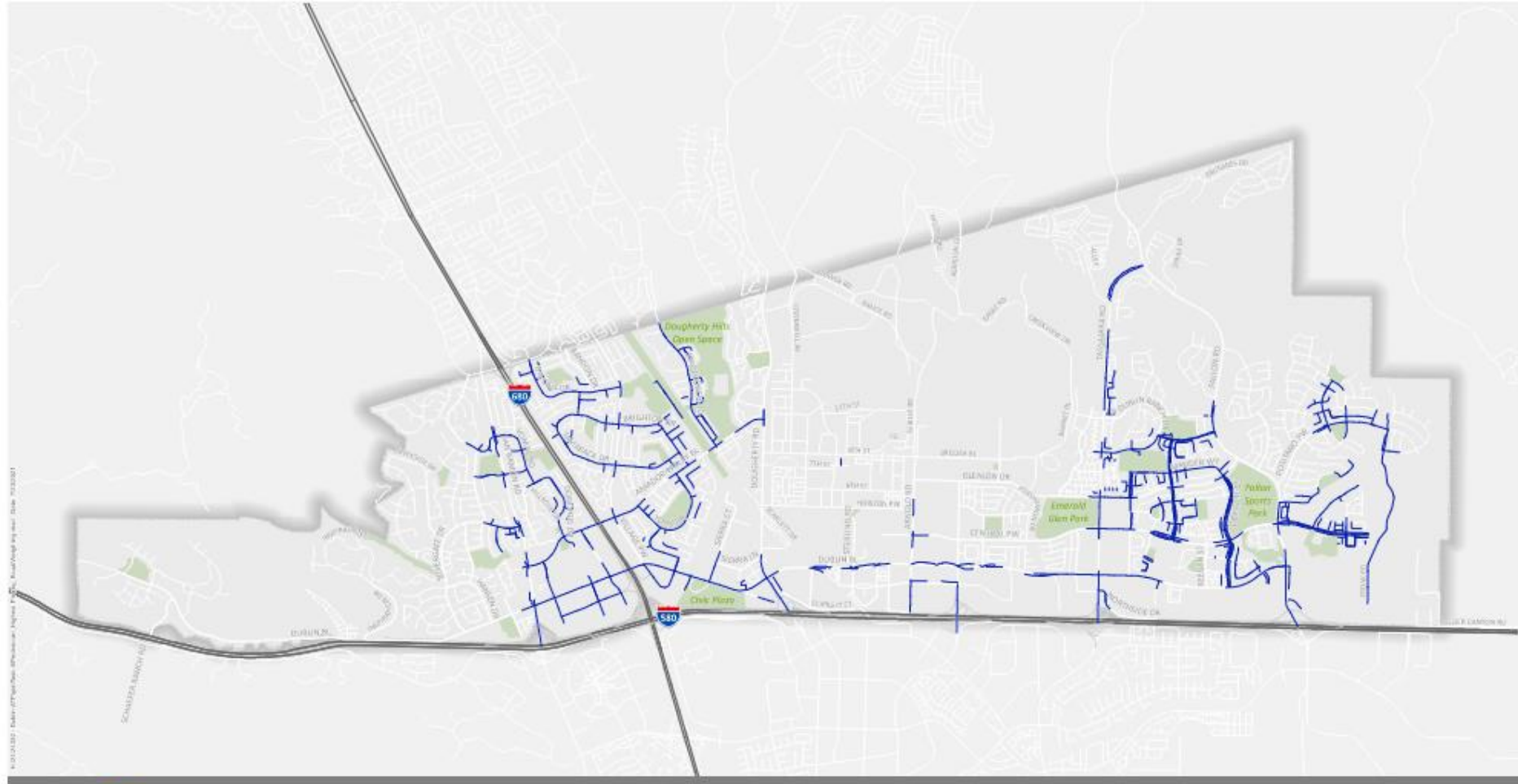
Prioritization

- 0.00 - 49.10 (Lowest Priority)
- 49.11 - 70.70
- 70.71 - 84.50
- 84.51 - 137.40
- 137.41 - 256.90 (Highest Priority)

0 3,300 Feet 

Figure 10
Pedestrian Prioritization Results: Weighted
Dublin, California

Prioritization Results: High Priority Pedestrian Segments

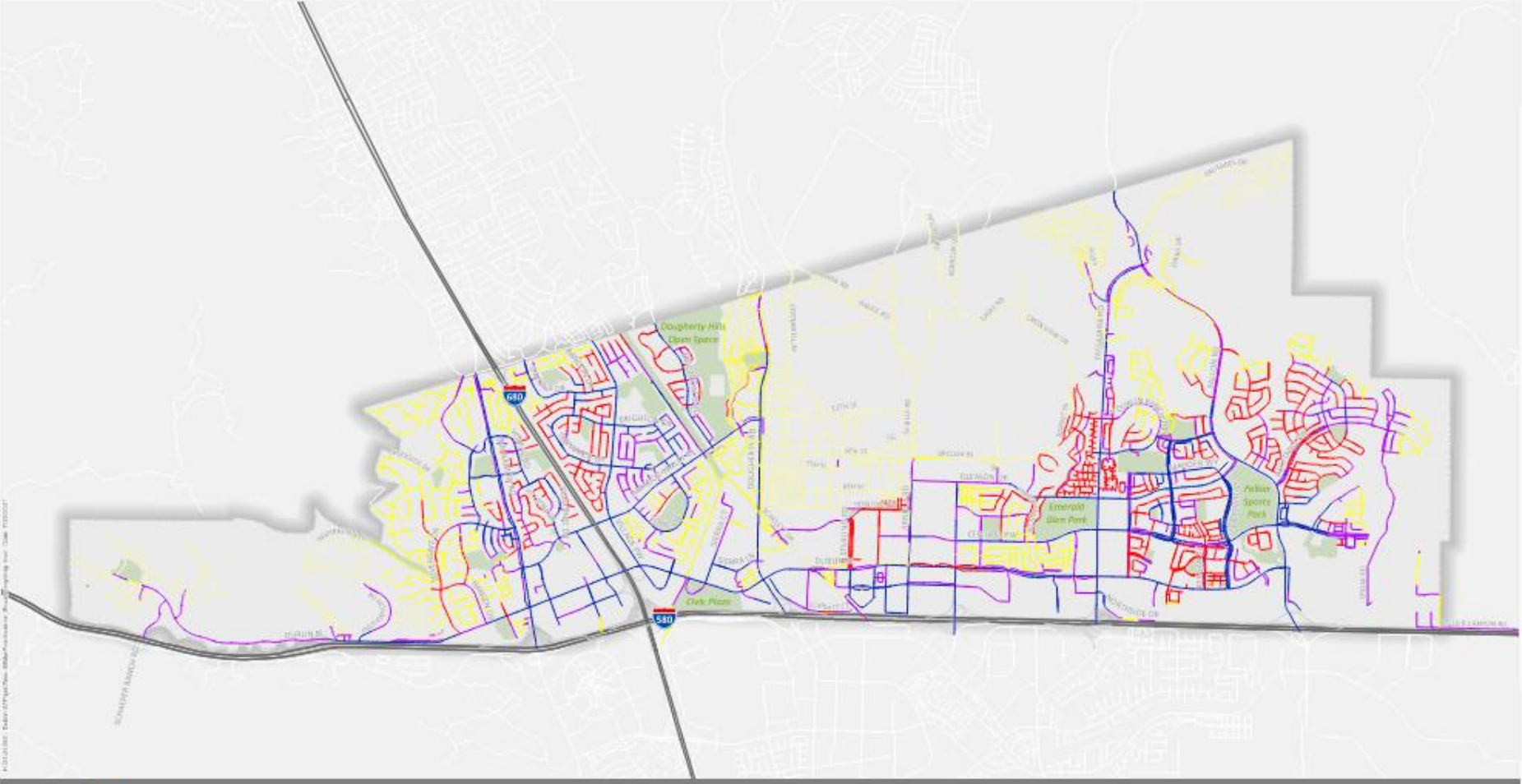


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K KITTELSON
& ASSOCIATES

Figure 11
Pedestrian Prioritization Results: Equal Weighting
Dublin, California

Prioritization Results: Bicycle Prioritization

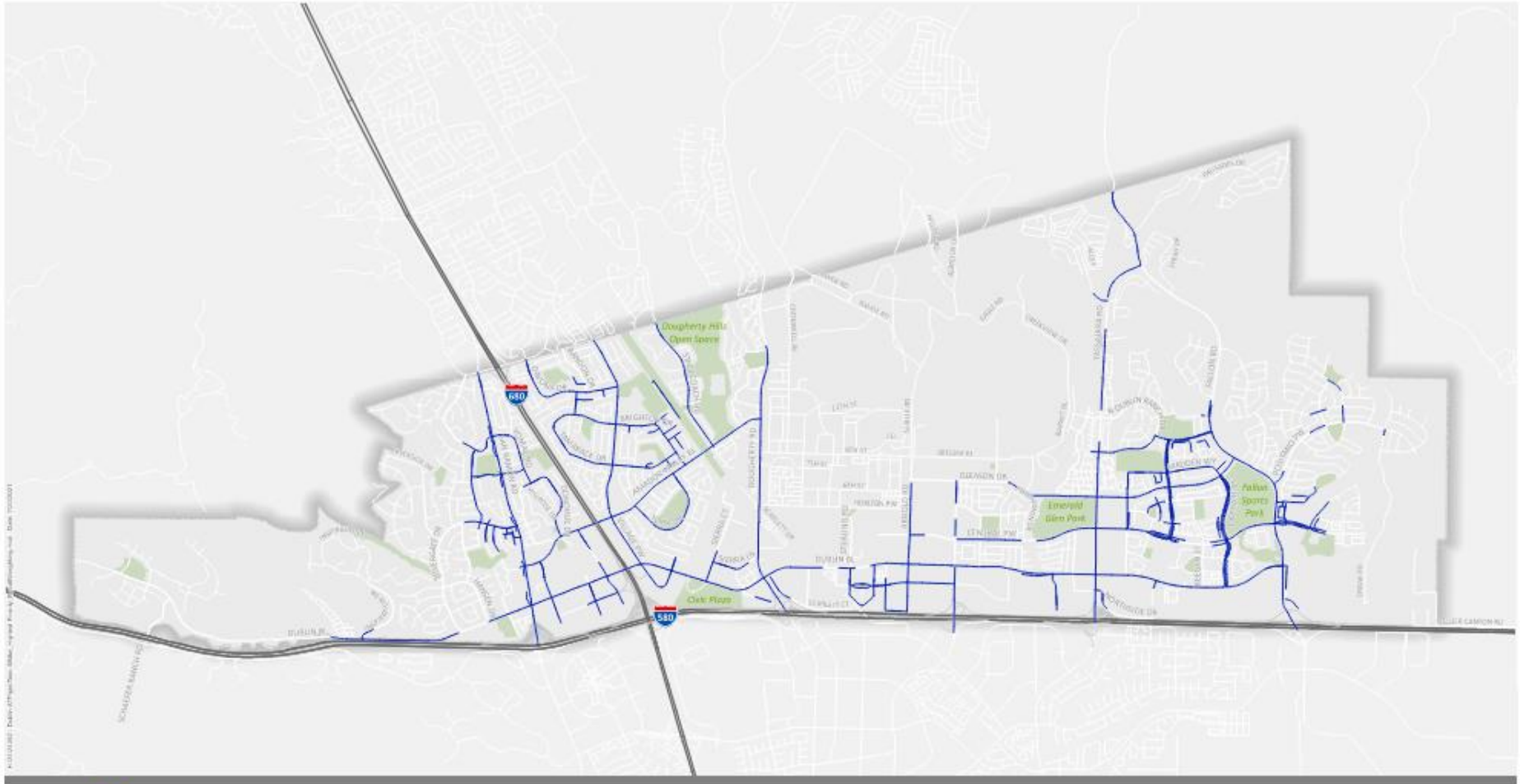


- Prioritization**
- 0.00 - 88.20 (Lowest Priority)
 - 88.21 - 124.40
 - 124.41 - 144.80
 - 144.81 - 236.40
 - 236.41 - 512.90 (Highest Priority)



Figure 13
**Bicycle Prioritization Results: Equal Weighting
 Dublin, California**

Prioritization Results: High Priority Bicycle Segments



Preliminary Project Prioritization and Segmentation

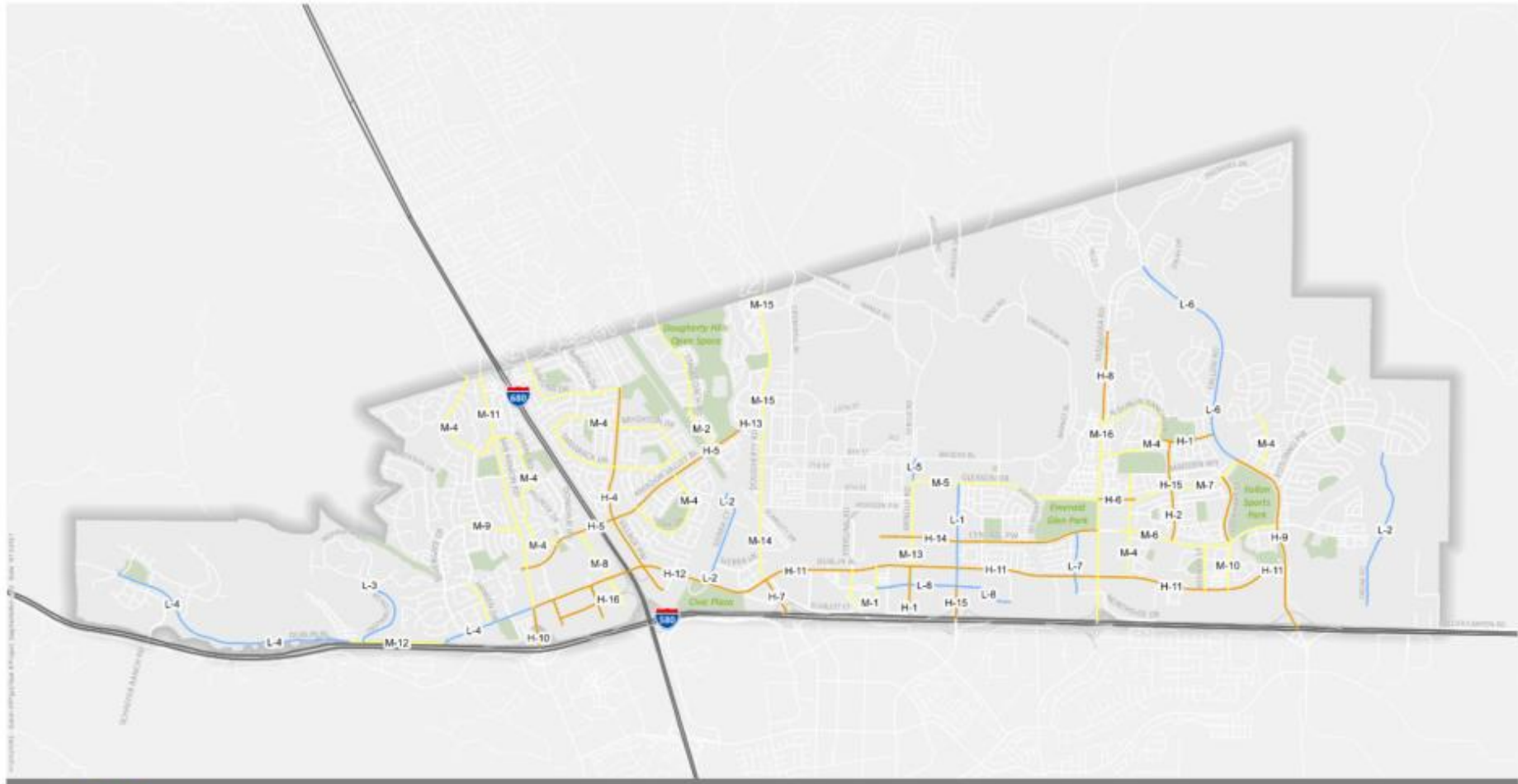


Figure 13
Proposed Project Segmentation and Priorities
Dublin, California

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Next Steps

1. Develop network recommendations
2. Develop implementation plan
3. Develop design guidance
4. Draft plan document

We'd love your feedback on...

1. Community engagement activities and feedback summary
2. Prioritization results
3. Considerations for development of network recommendations and implementation plan
4. Anything else we presented!

Thank you!

Follow-up Questions/Comments

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Project website:

<http://dublinbikeped.org>

