



**DUBLIN**  
CALIFORNIA

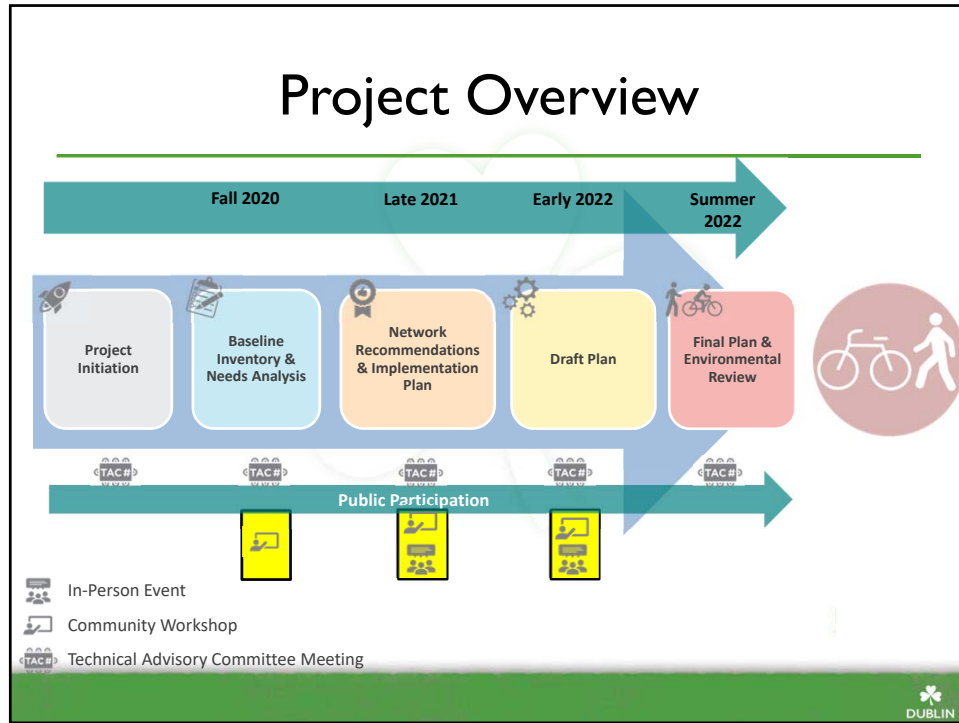
# Bicycle and Pedestrian Master Plan Update

February 2022 Project Update

## Agenda

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1. **Project Overview**
2. Project Recommendations
3. Program and Policy Recommendations
4. Next Steps



## BPAC Summary

<p><b>Previous discussion topics</b></p> <ul style="list-style-type: none"> <li>• Sept 2020             <ul style="list-style-type: none"> <li>- Engagement plan</li> <li>- Existing conditions and needs analysis</li> </ul> </li> <li>• May 2021             <ul style="list-style-type: none"> <li>- Engagement activities</li> <li>- Draft program and policy recommendations</li> <li>- Prioritization framework and evaluation criteria</li> </ul> </li> <li>• October 2021             <ul style="list-style-type: none"> <li>- Engagement activities</li> <li>- Prioritization results</li> </ul> </li> </ul>	<p><b>What we heard in October 2021</b></p> <ul style="list-style-type: none"> <li>- Importance of providing connectivity to key destinations, including BART and the new high school</li> <li>- Emphasis on tracking online engagement and understanding impacts of the pandemic on public outreach</li> <li>- Need for wayfinding and signage on the bike system, especially connecting to and from the Iron Horse Trail</li> <li>- Emphasis on needed improvements to the sidepath system, including enhancements at crossings</li> </ul>
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- 2. Project Recommendations: Action Plan**
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# Project Development Process

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- Focus on creating an implementable low-stress all ages all abilities network
- Recommendations were informed by:
  - Pavement management program
  - Planned projects
  - Needs and gap analysis
  - Key destinations and barriers
  - Staff and community input

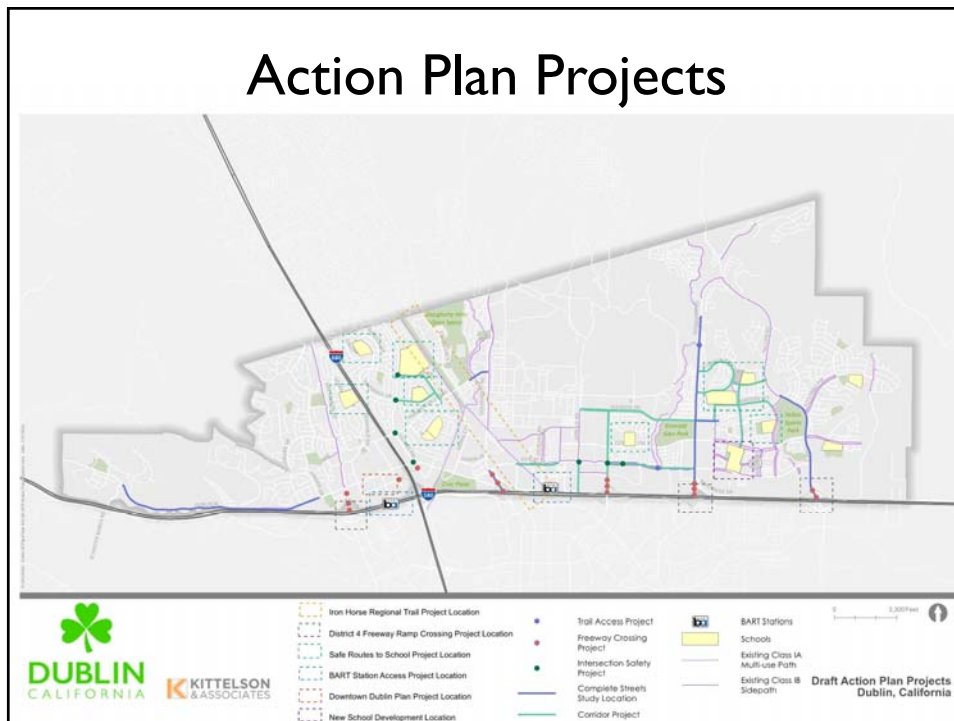


## Action Plan

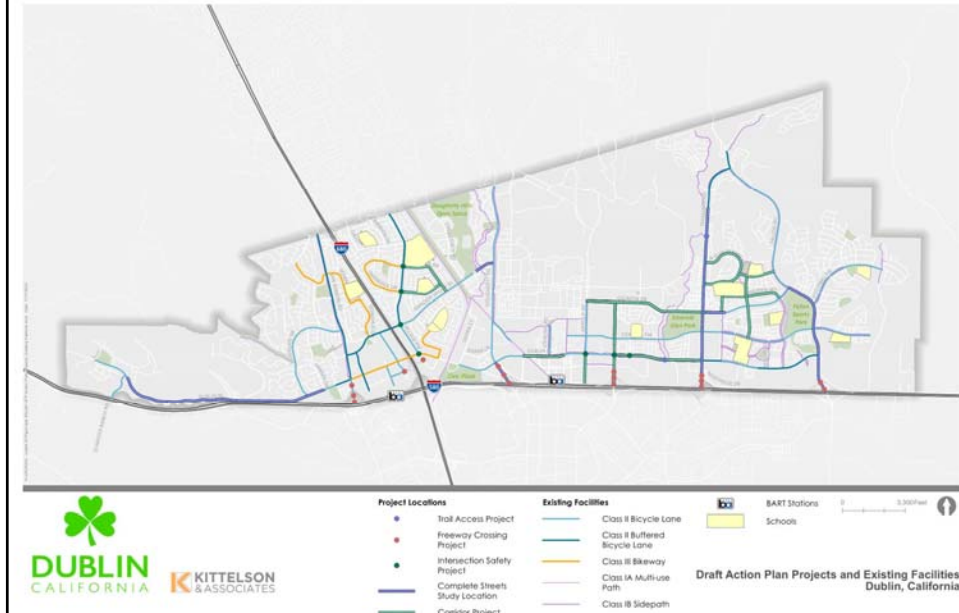
- Includes:
  - **Corridor projects** – considers the FHWA Bikeway Selection Guide recommended treatment for high priority and paving program segments
  - **Complete Street studies** – six priority and particularly constrained corridors for focused study
  - **Point projects** –targeted project locations including key intersections of high collision corridors, trail access, and freeway ramp crossings



## Action Plan Projects



## Action Plan Projects + Existing Facilities



## Corridor Projects

### Study the feasibility of traffic calming and signage:

1. Tamarack Drive from Village Parkway to Brighton Drive
2. Madden Way/Kohnen Way from Brannigan Street to Gleason Drive
3. Grafton Street from Central Parkway to Gleason Drive
4. Antone Way from South Dublin Ranch Drive to Fallon Road
5. Brannigan Street from Gleason Drive to Kohen Way
6. North and South Dublin Ranch Drive (entire roadways)
7. Brighton Drive from Amador Valley Boulevard to Village Parkway: in addition to considering the addition of calming measures and new signage, study the feasibility of reducing speed limit to 20 mph

### Study the feasibility of narrowing vehicle travel lanes to upgrade/add bike facilities:

1. Gleason Drive from Arnold Road to Brannigan Street
2. Hacienda Drive from Gleason Drive to I-580
3. Dublin Boulevard from Scarlett Drive to Iron Horse Parkway
4. Dublin Boulevard from Hacienda Drive to Tassajara Road
5. Arnold Road from Dublin Boulevard to Altamirano Avenue
6. Grafton Street from Gleason Drive to Antone Way

## Complete Streets Study Locations

1. Gleason Drive from Tassajara Road to Brannigan Street
2. Dougherty Road between Dublin Boulevard and the southern city limits
3. Tassajara Road between Rutherford Drive and the southern city limits
4. Fallon Road from Gleason Drive to the southern city limits
5. Amador Valley Boulevard between Stagecoach Road and Dougherty Road
6. Dublin Boulevard from Hansen Drive to Schaeffer Ranch Road



## Point Projects

### Evaluate and identify intersection modifications at:

- |   |  |
|---|--|
| 1. Dublin Boulevard and Hibernia Drive  | 5. Village Parkway and Amador Valley Boulevard |
| 2. Dublin Boulevard and Arnold Road     | 6. Village Parkway and Tamarack Drive          |
| 3. Dublin Boulevard and Hacienda Drive  | 7. Village Parkway and Brighton Drive          |
| 4. Dublin Boulevard and Village Parkway |  |

### Trail connection and/or access improvements at:

1. **Tassajara Creek Trail at Dublin Boulevard:** study the feasibility of improving the connection between the Tassajara Creek Trail accesses and John Monego Court on Dublin Boulevard to and provide wayfinding and signs to direct people biking and walking to the trailhead
2. **Tassajara Creek Trail at Tassajara Road, north of North Dublin Ranch Drive:** evaluate and identify ways to connect people walking and biking northbound to the trailhead on the west side of Tassajara Road at the East Bay Regional Park staging area and to nearby transit stops

**Evaluate and implement intersection modifications at all freeway crossings:** will require coordination with Caltrans and adjacent jurisdictions



## Coordination with Existing Projects and Plans

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Coordination with other jurisdictions and organizations to advance the development of identified projects, including:

- Iron Horse Nature Trail Master Plan Projects
- District 4 Freeway Ramp Crossing Projects
- Safe Routes to School Projects
- BART Station Access Projects
- Downtown Dublin Streetscape Plan Projects
- Local Roadway Safety Plan Projects
- Development and Dublin Unified School District Projects, including Emerald High School



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## Program and Policy Recommendations

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- Identified through:
  - Stakeholder interviews
  - TAC and BPAC guidance
  - Public survey
  - Online and in-person engagement



## Program and Policy Recommendation Topics

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- Coordination and collaboration
- Data collection
- Design
- Emerging technologies
- Funding and implementation
- Operations and maintenance
- Promotion and encouragement
- Supporting infrastructure and amenities





## Coordination and Collaboration

- **Establish effective coordination processes and partnerships to advance pedestrian and bicycle projects, including with the following:**
  - The Alameda County Transportation Commission
  - Metropolitan Transportation Commission
  - Caltrans
  - East Bay Regional Parks District (EBRPD)
  - Bay Area Rapid Transit (BART)
  - Livermore Amador Valley Transit Authority (LAVTA)
  - Alameda County Flood Control District Zone 7 (Zone 7)
  - United States Army Parks Reserve Forces Training Area (Camp Parks)
  - Dublin Unified School District (DUSD)
  - Dublin Police Services
  - Adjacent jurisdictions
  - Developers
  - Advocacy groups and community-based organizations



## Data Collection & Emerging Technologies

- Maintain a spatial database and inventory of pedestrian and bicycle facilities and amenities
- Routinely collect trip and facility information to track trends, evaluate projects, and prioritize investments
- Leverage, manage, monitor, and design for new and emerging transportation technologies (micromobility, car-sharing, etc.) to support travel by sustainable modes



## Design

- Go beyond minimum design standards, where feasible, to incorporate **safe and comfortable** walking and biking facilities into transportation projects
- Update site access design standards for new development



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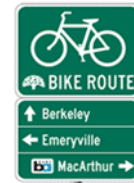
## Funding and Implementation & Operations and Maintenance

- Increase investment in walking and biking infrastructure and supporting programs
- Identify and allocate resources to implement plan recommendations
- Develop strategies for rapid network implementation
- Add priority projects to the Capital Improvement Program
- Utilize AB 43 to set safe speed limits in key areas
- Develop policy for traffic signal operations, including leading pedestrian intervals
- Adopt curbside management policy
- Update maintenance policies and standards for bicycle and pedestrian facilities on City right-of-way

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## Promotion and Encouragement & Supporting Infrastructure and Amenities

- Continue to implement programs and campaigns that encourage walking and biking (e.g. Carrot Cash, Walk and Roll to School Month)
- Continue to partner with Alameda CTC and DUSD to deliver Safe Routes to School assessments and encourage all Dublin schools to participate
- Create a citywide pedestrian and bike network amenities map
- Implement Citywide Transportation Demand Management Program
- Provide supportive infrastructure and amenities to make walking and biking convenient and comfortable. Key elements include: lighting, wayfinding, secure bicycle parking, seating, water fountains, green infrastructure, and mobility hubs

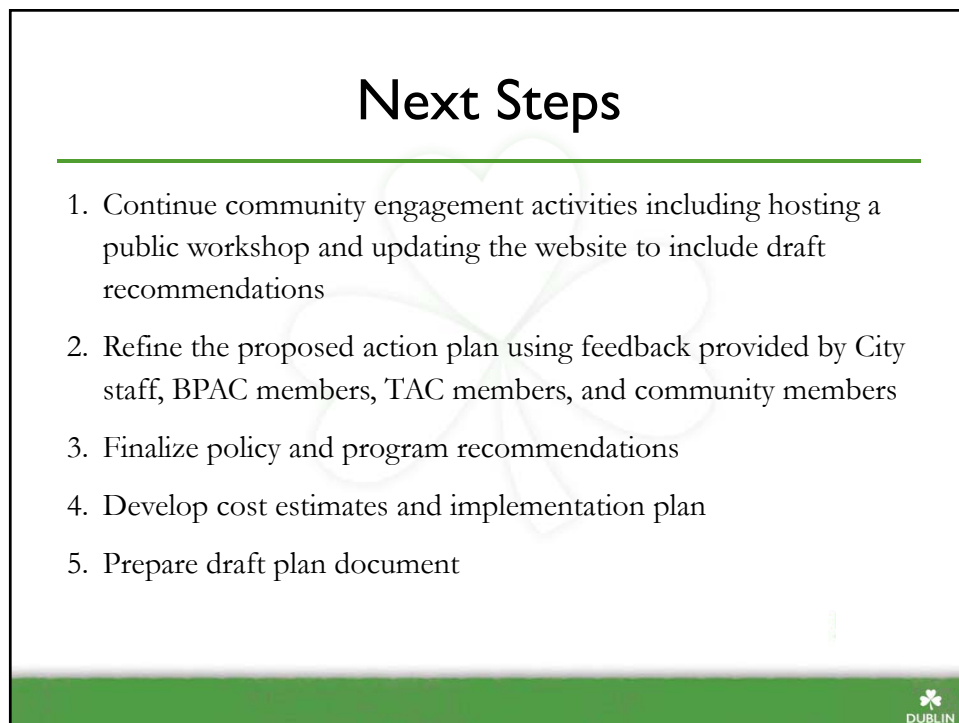
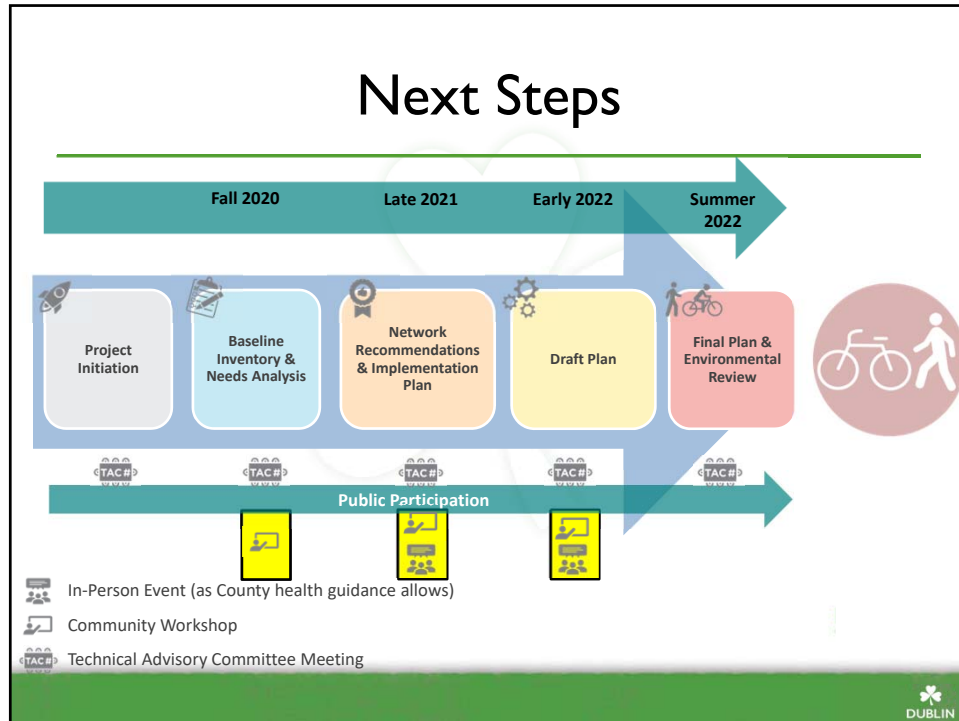


  
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## We'd love your feedback on...

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1. Action Plan Recommendations
2. Program and Policy Recommendations
3. Anything else we presented!



## Thank you!

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Follow-up Questions/Comments

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**Project website:**

<http://dublinbikeped.org>

