



Bicycle and Pedestrian Advisory Committee Meeting Agenda February 17, 2022 5:30 p.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing Angie Ayers at aayers@alamedactc.org. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC's website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Chair: Matt Turner
Vice Chair: Kristi Marleau

Staff Liaison: [Cathleen Sullivan](#), [Chris G. Marks](#)
Clerk: [Angie Ayers](#)

Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/84279503382?pwd=eW5Jd2xMWkZUM0E1WFp5QlRjamgyZz09>
Webinar ID: : 842 7950 3382
Password: 848458

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: : 842 7950 3382
Password: 848458

To request accommodation or assistance to participate in this meeting, please contact Angie Ayers, at least 48 hours prior to the meeting date at: aayers@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. BPAC Meeting Minutes Page/Action

- | | | |
|---|---|---|
| 4.1. Approve October 21, 2021, BPAC Meeting Minutes | 1 | A |
|---|---|---|

5. Regular Matters

- | | | |
|--|----|---|
| 5.1. San Pablo Avenue Multimodal Corridor Project Update | 3 | I |
| 5.2. Countywide and Regional Active Transportation Planning and Complete Streets | 17 | I |
| 5.3. City of Dublin Bicycle and Pedestrian Master Plan Update | 23 | I |

6. Member Reports

- | | | |
|------------------------------------|----|---|
| 6.1. BPAC Roster | 41 | I |
| 6.2. BPAC Calendar | 43 | I |
| 6.3. Member Reports | | I |

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, April 28, 2022

Notes:

- All items on the agenda are subject to action and/or change by the committee.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Comments from the public on agenda items must be received no later than 48 hours before the meeting in order to be distributed to BPAC members in advance of the meeting.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings February through March 2022

Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor David Brown, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	February 24, 2022 March 24, 2022
9:30 a.m.	Finance and Administration (FAC)	March 14, 2022
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
9:30 a.m.	Alameda CTC Commission Retreat	March 30, 2022

Advisory Committee Meetings

1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 28, 2022
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 8, 2022
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 10, 2022
5:30 p.m.	Independent Watchdog Committee (IWC)	March 14, 2022

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](https://www.alamedactc.org). Meetings subject to change.

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Wednesday, October 21, 2021, 5:30

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Bicycle and Pedestrian Advisory Committee (BPAC) Chair, Matt Turner, called the meeting to order at 5:30 p.m.

Chris Marks provided instructions to the Committee regarding the Zoom technology procedures, including instructions on administering public comments during the meeting.

2. Roll Call

A roll call was conducted and all members were present with the exception of David Fishbaugh and Chiamaka Ogwuegbu.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve July 15, 2021, BPAC Meeting Minutes

Nick Pilch made a motion to approve the consent calendar. Ben Schweng seconded the motion. The motion passed with the following vote:

Yes: Hill, Johansen, Marleau, Matis, Pilch, Schweng, Turner

No: None

Abstain: None

Absent: Fishbaugh, Ogwuegbu

5. Regular Matters

5.1. City of Dublin Bicycle and Pedestrian Master Plan Update

Chris Marks noted that the Countywide BPAC has been asked to review and advise the City of Dublin during the current update of its Bicycle and Pedestrian Master Plan. Mr. Marks introduced Pratyush Bhatia, City of Dublin to present the item. Mr. Bhatia shared a brief project update and introduced Amanda Leahy and Camilla Dartnell with Kittelson and Associates to provide a detailed presentation on this item. The project team presented the plan's outreach and community engagement findings and their network prioritization framework and concluded with the project's next steps.

5.2. East Bay Greenway (from Lake Merritt BART to South Hayward BART) Project Update

Chris Marks introduced Jhay Delos Reyes, Kristen Villanueva, and Aleida Andrino-Chavez to provide an update on East Bay Greenway (EBGW) Project and the East 14th/Mission and Fremont Blvd. Corridor Project. Mr. Delos Reyes noted that the

Eastbay Greenway project has been a high priority for the Commission since 2008. Mr. Delos Reyes summarized the project history and noted that the project environmental document proposed two alternatives; the Rail-to-Trail alternative, which assumes that the Union Pacific Railroad (UPRR) Oakland Subdivision would no longer have active rail service; and the Rail-with-Trail alternative that assumes the minimum possible encroachment into UPRR right-of-way while still constructing a continuous facility alongside the rail. Mr. Delos Reyes stated that staff is investigating a new alternative consisting of potential on-street opportunities from Fruitvale Bay Area Rapid Transit (BART) to South Hayward BART to address early implementation, and he outlined the three time horizons for the new vision of EBGW. Ms. Andrino-Chavez reviewed the synergies of the EBGW Project with the East 14th/Mission and Fremont Blvd Multimodal Corridor Project.

6. Member Reports

6.1. BPAC Roster

The committee roster is provided in the agenda packet for information purposes.

6.2. BPAC Calendar

The committee calendar is provided in the agenda packet for information purposes.

6.3. Member Reports

Nick Pilch noted that he reached out to Alameda CTC staff to add e-mail messaging via the BPAC website. Mr. Pilch also noted that the staff contact information for the BPAC is not on Alameda CTC's website. Mr. Pilch also requested to resume committee chair reports to the Commission. Chris Marks stated that all committees are still meeting virtually, and he will keep them posted when the agency resumes reporting out to the Commission.

Feliz Hill shared that the City of San Leandro is conducting a survey to solicit feedback from the public to improve safety along Williams Street and Bancroft Avenue.

Kristi Marleau invited members to Bike East Bay Biketopia on November 13, 2021, at Derby Street and Milvia Street in Berkeley.

7. Staff Reports

There were no staff reports.

8. Meeting Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for Thursday, January 20, 2022, via Zoom.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 10, 2022

TO: Bicycle and Pedestrian Advisory Committee

FROM: Cathleen Sullivan, Director of Planning
Colin Dentel-Post, Principal Transportation Planner

SUBJECT: San Pablo Avenue Multimodal Corridor Project Update

Recommendation

This item is to provide an update on the San Pablo Avenue Multimodal Corridor Project. This item is for information only.

Summary

The San Pablo Avenue Multimodal Corridor Project has completed a long-term visioning phase and has now embarked on a near-term implementation phase. Alameda CTC has identified a cost-effective project that can make substantive progress towards the project and agency goals in a 3-5 year time horizon (pending full funding acquisition). Alameda CTC is committed to delivering on this critical project to make concrete progress towards addressing safety, transit efficiency, and placemaking as quickly as possible. The San Pablo Avenue corridor project was last presented to the BPAC in fall 2019 at the end of the long-term visioning phase. Subsequently, the project team has advanced near-term planning work. In February, BPAC will receive an overview of the near-term project and an update on the project status.

Background

Alameda CTC is leading the San Pablo Avenue Multimodal Corridor Project, which is central to achieve the goals and strategies that were adopted in the 2020 Countywide Transportation Plan (CTP). San Pablo Avenue is on the countywide High-injury Network (HIN) and has one of the highest incidence of injury collisions in Alameda County. It is the third worst corridor in Alameda County for collisions and there is an urgent need to improve safety for all users. San Pablo is also one of the streets with the highest bus ridership in the East Bay. However, due to congestion, buses are often slow and unreliable. With ongoing residential and commercial growth in the corridor, reliable, attractive bus service is critical to efficiently move more people. The goals of the San Pablo Avenue Multimodal Corridor Project are to:

- Enhance safety for all travel modes
- Improve comfort and quality of trips for all users
- Support a strong local economy and efficiently accommodate growth along the corridor while respecting local contexts
- Promote equitable transportation and design solutions for diverse communities throughout corridor

San Pablo Avenue (San Pablo) traverses four cities in northern Alameda County: Oakland, Emeryville, Berkeley and Albany. Caltrans owns the right-of-way north of I-580, while the City of Oakland owns the right-of-way south of I-580.

The San Pablo Multimodal Corridor Project was initiated in 2017. Phase 1 of the project, which concluded in summer 2020, considered potential long-term concepts for the corridor in Alameda and Contra Costa Counties – including bus rapid transit and protected bike facilities – through extensive outreach and technical analysis. Due to the complex and constrained nature of the corridor, with only 73 feet available curb-to-curb in Alameda County, every concept that was considered entailed notable trade-offs, especially at intersections. At the end of Phase 1, there was not consensus around a single long-term vision to advance throughout the corridor. In addition, the full corridor project resulted in very high costs, in the range of \$350-700M depending on the scale of improvements.¹

However, Alameda CTC also heard strong community and Commission support to advance some type of near-term improvements focused on the critical needs of: safety improvements for pedestrians and cyclists on this high injury corridor, transit efficiency, and supporting existing communities and placemaking. Most bus rapid transit projects in the Bay region have taken decades to develop and deliver and stakeholders expressed a strong desire to get something done more quickly.

Alameda CTC worked closely with agency partners to identify a smaller-scale, cost-effective near-term project in the Alameda County section of the corridor. The goal of this project is to make incremental yet substantive progress toward project goals, focusing on safety, transit efficiency, and placemaking. These near-term improvements can provide information to inform potential additional improvements in the corridor in the future.

In September 2020, the Commission approved contracts and funding to advance the near-term San Pablo project through design, approvals, and environmental to construction documents. In January 2022, the Commission approved a small scope expansion reflected in the below description. Contra Costa County has also embarked on a second phase of work described at the end of this memo.

¹ More information on Phase 1 can be found on the *Project History* tab of the project webpage: www.alamedactc.org/sanpablo

Near-Term Project

The near-term project includes the following components:

Safety: In all four Alameda County cities, the near-term project includes targeted safety enhancements to improve pedestrian, bicyclist, and transit rider safety, focused particularly on improving crossing conditions for those on foot or on bike. Safety enhancements include the following types of improvements:

- High visibility crosswalks and striping
- Improved pedestrian crossing signals
- ADA compliant curb ramps and sidewalks
- Wayfinding signage
- Improved bicycle crossings of San Pablo Avenue at intersections with bike routes
- Targeted lighting improvements at crosswalks and bus stops

Bus and Bike Lanes: In Oakland and Emeryville and South Berkeley, the near-term project includes side-running bus lanes and consideration of protected bike lanes. This reflects the area of the corridor where support was highest in Phase 1 for a substantial change to the street – Oakland and Emeryville – as well as a small segment of Berkeley recently added at the request of elected officials.² The outside travel lane in each direction will be converted to a bus-only lane. The existing parking and loading spaces on each side of the street will be converted to a protected bike lane, and parking and loading will be relocated to side streets and/or off-street lots. Given the importance of loading to many of the businesses and other streetfront uses in the corridor, staff has undertaken robust engagement with storefronts along the corridor to explore the viability of alternative loading solutions.

Bus Bulbs and Parallel Bike Route Upgrades: North of Ashby Avenue, in Berkeley and Albany, the project includes bus bulbs at Rapid stops on San Pablo Avenue and targeted improvements to parallel bike routes. The bus bulbs will improve bus speed and reliability by allowing buses to stop in the traffic lane and not pull into and out from the curb. These could be a building block for bus lanes in a future phase if deemed appropriate. In order to provide a safe, comfortable continuous bike facility along the corridor throughout Alameda County in the near-term, the project will make improvements to key bicycle routes parallel to San Pablo and improve key bike route crossings of San Pablo.

Advancement of the currently scoped near-term project does not preclude additional improvements on San Pablo Avenue in Berkeley or Albany in the future. Berkeley has

² The September 2020 Commission approval included consideration of bus and bike lanes in Oakland and Emeryville. In 2021, Alameda CTC received requests from elected leaders and advocates in Berkeley to expand the current near-term project into Berkeley, at a minimum to the Russell/Heinz bike boulevard crossing in South Berkeley. A substantial redefinition of the scope of the near-term project would impact near-term delivery of the safety and efficiency improvements that Alameda CTC committed to, but the short extension to Russell/Heinz was deemed feasible. In January 2022, the Commission approved contracts and funding for the scope expansion to include bike lanes to the Russell/Heinz bike boulevard crossing and bus lanes to just north of Ashby Avenue at the 72 Rapid bus stop.

received a grant to conduct a Specific Plan along San Pablo Avenue. This provides Berkeley staff and elected officials the opportunity to more fully consider some of the potential future transportation concepts with the communities along San Pablo Avenue in Berkeley. As the Specific Plan process advances, Alameda CTC staff is committed to working with the city to integrate additional improvements on San Pablo Avenue in Berkeley in a timeframe that builds off of the Specific Plan and allows us to advance the work in Oakland and Emeryville in the meantime, which we believe could help build support for more substantial improvements elsewhere in the corridor. The alignment of long-range land use planning and transportation improvements in the corridor is critically important, and Alameda CTC can support city staff utilizing the extensive work we have completed to date. The draft alignment and types of improvements under consideration is included in Attachment A.

Stakeholder Engagement

To seek input on the near-term improvements proposed for the San Pablo Avenue corridor in Alameda County, and especially on the trade-offs between parking/loading and bike lanes in Oakland and Emeryville, Alameda CTC staff is doing targeted stakeholder engagement. A outreach fact sheet is shown as Attachment B. We have formed a project-specific Active Transportation Working Group, comprised of stakeholders from all four Alameda County cities along the corridor, to discuss pedestrian and bicycle design issues. In Oakland and Emeryville, Alameda CTC is conducting focus groups in partnership with community-based organizations focused on reaching people in Equity Priority Communities³, and conducting one-on-one engagement with merchants and other storefront uses to help the project team ensure that designs under consideration meet critical loading, ADA and access needs. We are also sharing updates on the project and seeking input from agency advisory committees, including accessibility committees and city BPACs. In Berkeley and Albany, Alameda CTC will do targeted engagement around locations where bus bulbs and parallel bikeway upgrades are proposed.

Alameda CTC will conduct another round of targeted stakeholder engagement in summer 2022 during the preliminary engineering process to get input on block-by-block design. This will include:

- One-on-one storefront engagement (door-to-door, phone, mtgs, etc.)
- Community organization presentations and partnerships
- Active Transportation Working Group
- Notifications to affected stakeholders
- Other targeted outreach around specific design issues/locations

Schedule

For the bus and bike lane project, Alameda CTC is seeking to construct the project within 3-5 years. For the bus bulbs and parallel bike improvements, Alameda CTC is seeking to

³ Equity Priority Communities, formerly known as Communities of Concern, are areas that have a significant concentration of underserved populations, such as households with low incomes and people of color.

construct the project within 2-3 years. Both of these schedules are contingent on acquiring full construction funding for the projects.

Next Steps

This spring, Alameda CTC is seeking policy maker confirmation on the concept that staff will advance into preliminary engineering this summer. Alameda CTC is seeking approvals from Alameda CTC Commission, Oakland City Council, Emeryville City Council and the AC Transit Board starting in March. Upon receipt of these approvals, Alameda CTC will advance the preliminary engineering and submit applications to acquire construction funding for the project. Securing consensus on a concept in spring 2022 is critical to enabling Alameda CTC to submit funding applications this summer. There are numerous anticipated multi-year funding cycles in 2022, for which we believe this project could be competitive.

Caltrans will also be a key project partner in determining required project development processes and approving any final design concepts to advance.

Contra Costa County

Due to greater geometric and operational variability, different mode splits and travel needs, and varying support for preferred improvements, no clear set of improvements emerged from Phase 1 in Contra Costa County. The West Contra Costa Transportation Advisory Committee and Contra Costa Transportation Authority are leading Phase 2 work there, which includes additional location-specific design and evaluation needed to advance long-term concepts. Alameda CTC will continue to coordinate with Contra Costa County to ensure both near-term compatibility and a long-term vision for the corridor that considers both counties.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

A: Draft Parallel Bike Network

B: Project Fact Sheet

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San Pablo Avenue Corridor Project

PROJECT OVERVIEW - WINTER 2021–2022

Project Overview

What is the San Pablo Avenue Corridor Project?

The project will implement improvements to make San Pablo Ave function better and be safer for people who walk, bike, drive and take the bus.

Why are changes needed to San Pablo Avenue?

San Pablo Ave is one of the streets with the most injuries and collisions in all of Alameda County. Three quarters of collisions with pedestrians happen in crosswalks and speeding is one of the largest causes of collisions. **There is an urgent need to make the street safer for everyone.**

San Pablo Ave also carries some of the highest bus ridership in Alameda County, but buses are often slow and unreliable due to traffic congestion. **To support current riders along with planned growth along the corridor, it is critical to make the bus faster, more reliable, and more competitive with driving.**

For More Information or to Get Involved:

- Visit our project website at: www.alamedactc.org/sanpablo
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, please contact sanpabloave@alamedactc.org.

If you need this information in a different format, please call (510) 208-7400 or email contact@alamedactc.org

如果您需要其他格式的信息，請致電 (510) 208-7400 或發送電子郵件至 contact@alamedactc.org

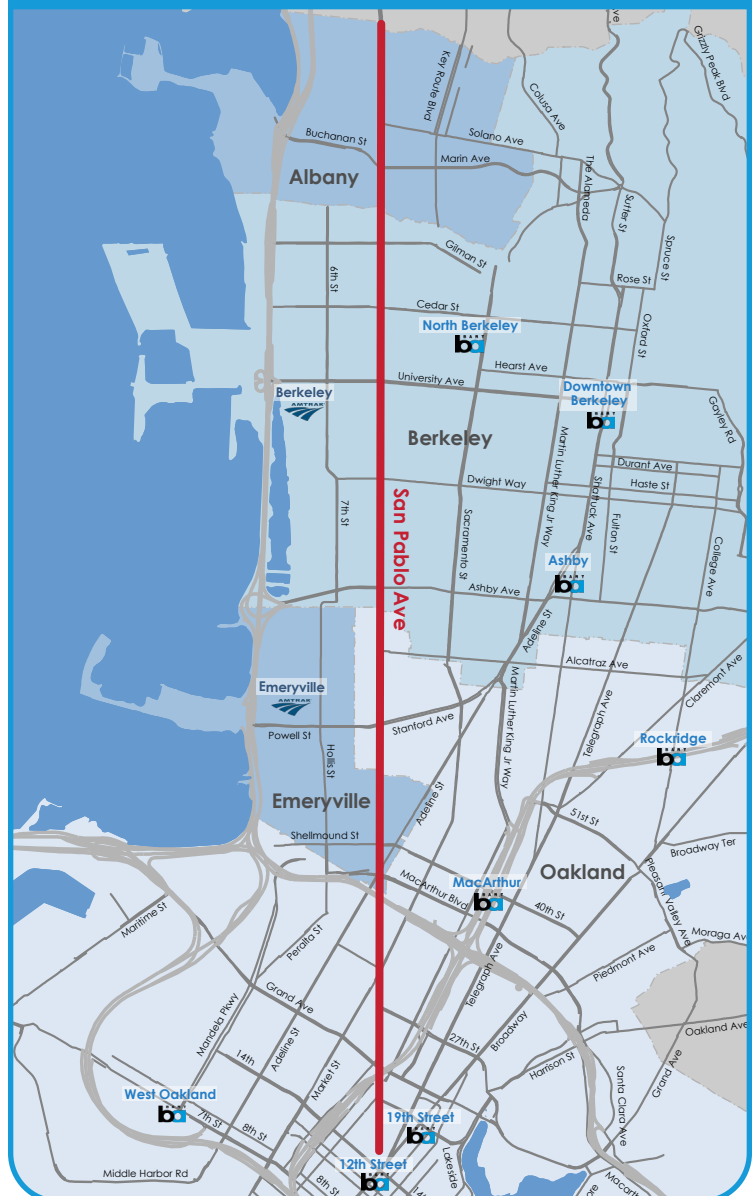
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Expected Project Schedule

Stakeholder engagement	Winter 2021-22
Design decision	Spring 2022
Design	2022-23
Construction ¹	2024-25

1. Construction schedule depends on funding availability.

Project Limits



San Pablo Avenue Corridor Project

PROJECT OVERVIEW - WINTER 2021–2022



Phase 1 - Background

Between 2017 and 2020, Phase 1 of this Project conducted analysis and community engagement to establish a long-term vision for the corridor. A wide variety of configurations were considered for San Pablo Ave. However, given the limited right-of-way, each alternative required tough trade-offs.

During public engagement, participants expressed strong support for making walking safer and buses more reliable. There was also widespread support for safer bike facilities on San Pablo Ave and/or on nearby bike routes. The greatest support for significant changes to San Pablo Ave was in Oakland and Emeryville, especially for a bus lane to make buses faster and more reliable. Community members, elected officials and partner agencies agreed that addressing safety with improvements for bus and bike riders is an important first step for the San Pablo Ave Corridor Project.

Longer-Term Improvements

What about San Pablo Avenue in Contra Costa County?

Contra Costa County is continuing to plan for improvements along San Pablo Ave through the cities of El Cerrito, San Pablo and Richmond. To learn more about the project in Contra Costa, email lgreenblat@wcctac.org.

What's in store for San Pablo Avenue in the medium to long-term?

Once the near-term safety, bus, and bike improvements are implemented, they will be subject to a robust evaluation that includes seeking public feedback. The findings of that evaluation will help inform future improvements to the corridor.

Phase 2 - Near-Term Improvements

What improvements are coming to San Pablo Avenue?

Near-term safety and transit improvements are planned for construction as quickly as possible.



Existing Conditions on San Pablo Avenue

Near-Term Safety Enhancements

In Oakland, Emeryville, Berkeley, and Albany, enhancements will include more high-visibility and signalized crosswalks, improved bike crossings, upgraded lighting at bus stops and at crosswalks, and accessibility upgrades to serve people with disabilities.

Near-Term Bus/Bike Improvements: Oakland & Emeryville

In these two cities, designs for side-running bus lanes on San Pablo Ave are advancing with consideration of protected bike lanes. The process includes robust stakeholder engagement to weigh the trade-offs of using curb space for bike lanes or parking and loading.

Near-Term Bus/Bike Improvements: Berkeley & Albany

In-lane Rapid bus stops with curb bulb-outs will reduce delays and improve reliability. Bike routes parallel to San Pablo Ave will be improved with traffic circles and other traffic-calming measures, enhanced crossings of major streets, and added signage. Dedicated bus lanes and/or bike lanes on San Pablo Ave may be considered in the future.

San Pablo Avenue Corridor Project

NEAR-TERM SAFETY ENHANCEMENTS



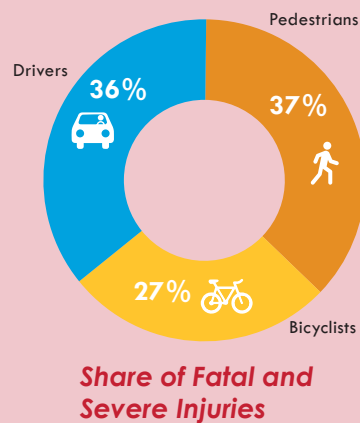
Overview

Communities along San Pablo Ave have said that improving safety, especially for pedestrians, is the most urgent priority for the corridor. San Pablo Ave is one of the streets with the most injuries and collisions in all of Alameda County.

In Oakland, Emeryville, Berkeley and Albany, safety enhancements will include more high-visibility and signalized crosswalks, improved bike crossings, upgraded lighting at bus stops and at crosswalks, and accessibility upgrades for those with disabilities.

Collisions

While people walking and biking along San Pablo Avenue constitute less than 10% of those traveling on the corridor, they are victims of 64% of fatalities and severe injuries. Most of these collisions occur within 100 feet of an intersection, and speeding is a common cause. To make San Pablo Ave safer, proposed improvements focus on intersections and reducing auto speeds.



For More Information or to Get Involved:

- Visit our project website: www.alamedactc.org/sanpablo
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, contact sanpabloave@alamedactc.org

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Project Limits



San Pablo Avenue Corridor Project

NEAR-TERM SAFETY ENHANCEMENTS



Safety Treatments



Rectangular Rapid Flashing Beacons are flashing lights that warn drivers when pedestrians are in the crosswalk.



Pedestrian Hybrid Beacons are traffic signals that pedestrians or bicyclists activate to require vehicles to stop.



Pedestrian and Bus Stop Lighting improves the visibility and comfort for pedestrians walking along and crossing the street, or at a bus stop.



Bulb-Outs/Curb Extensions bring the curb into the street to shorten crossing distances and increase visibility for pedestrians and vehicles.

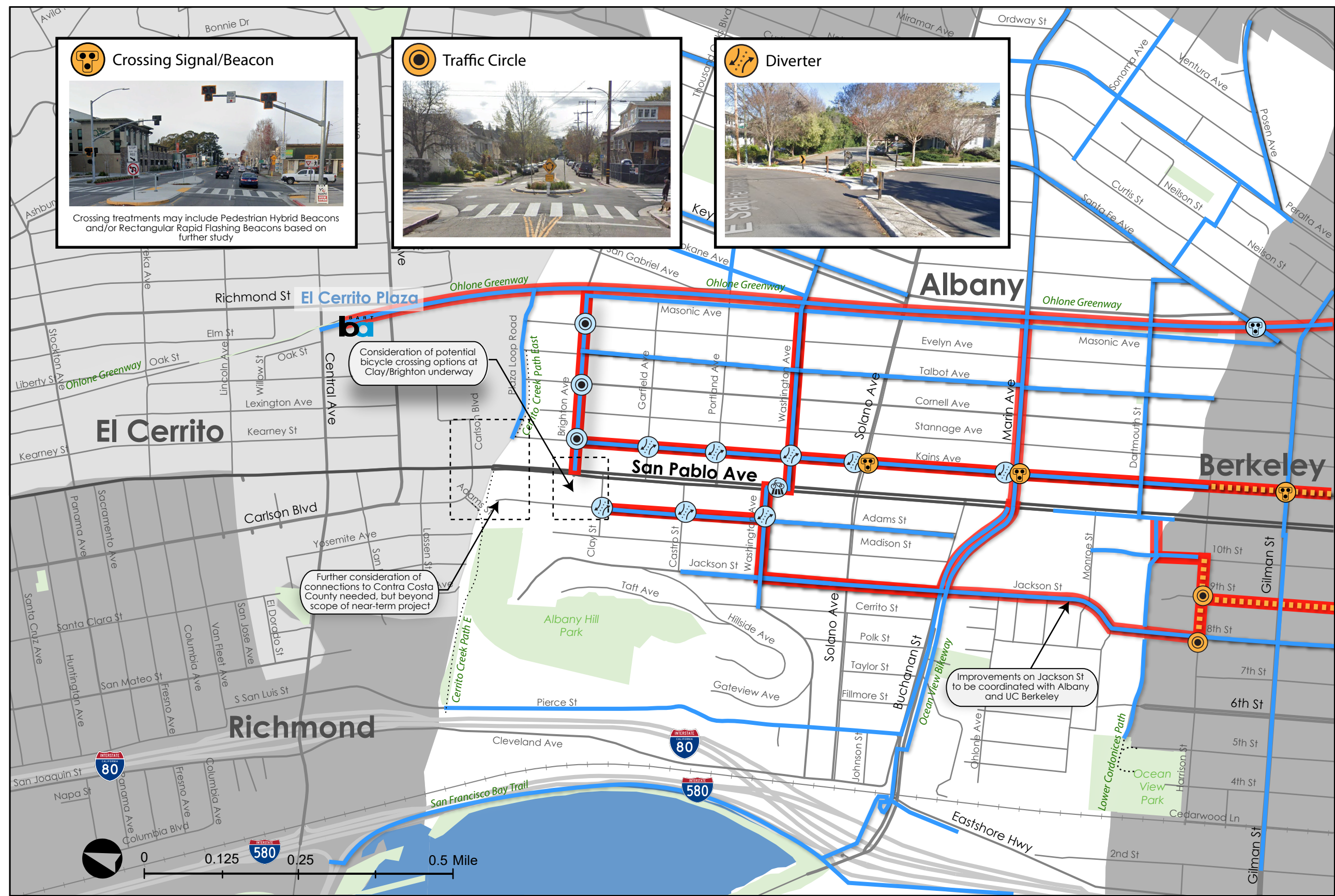


Pedestrian Refuges provide space in the center median for pedestrians to wait to safely cross the second half of the street.



Image: NACTO

High Visibility Crosswalks are pavement markings that are more visible to drivers and therefore allow for safer street crossings for pedestrians.



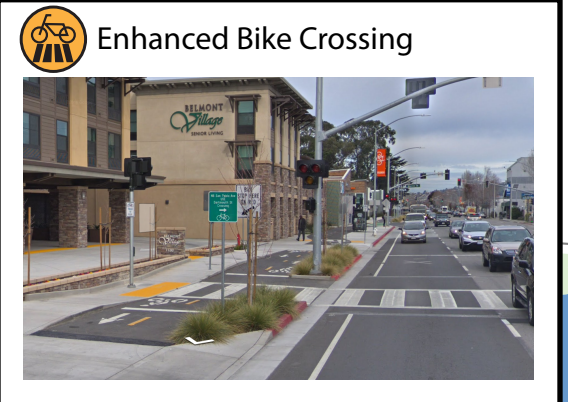
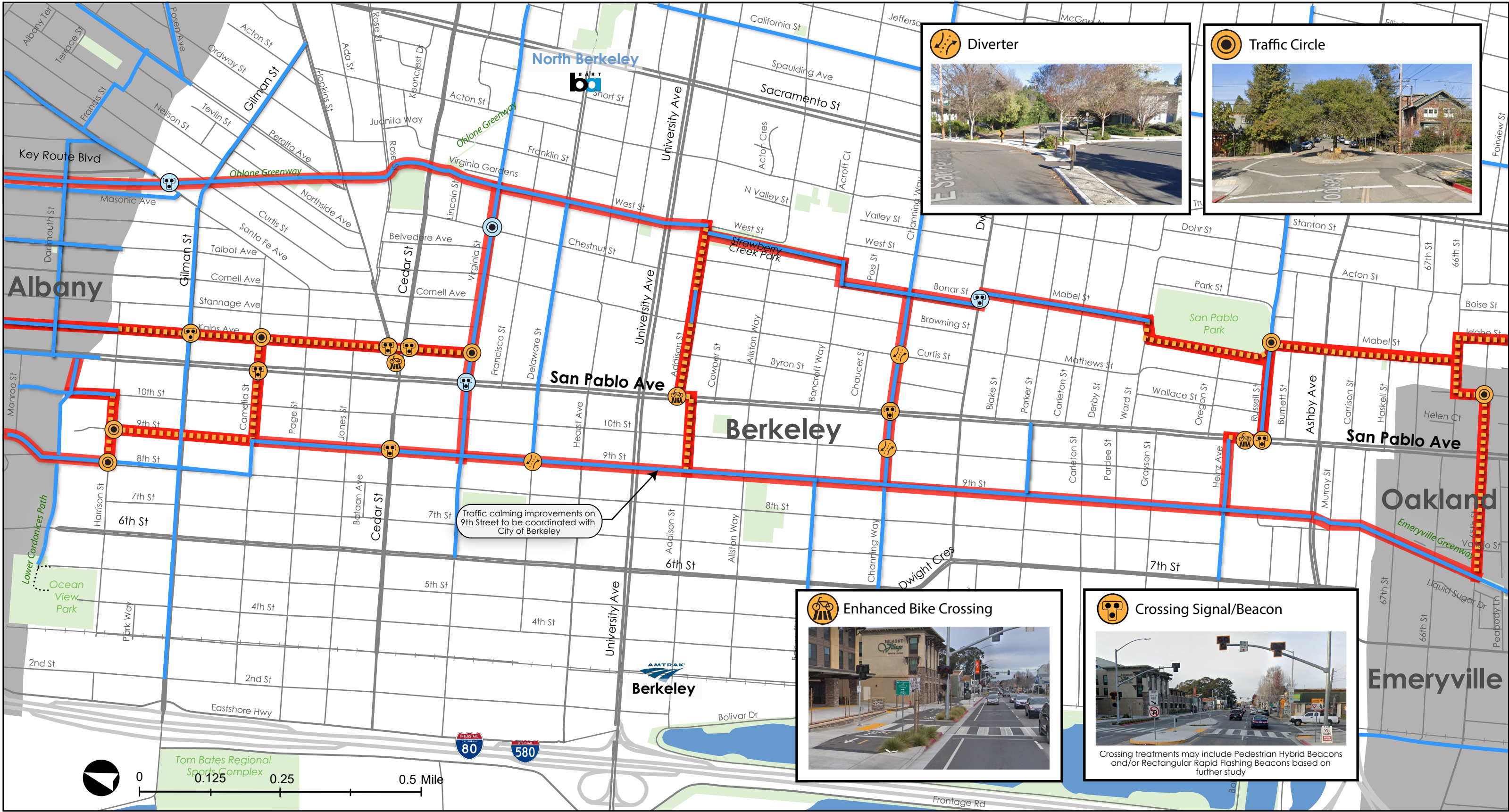
Bicycle Network Designation

- Existing/In-Development Bikeway
- Near-Term Parallel Route
- - - Parallel Route to be Implemented/Upgraded by Near-Term Bus/Bike Project

Intersection Improvements

- To be Implemented/Upgraded by Near-Term Bus/Bike Project
- In-Development by Other Projects along Near-Term Parallel Route

San Pablo Avenue Corridor Project



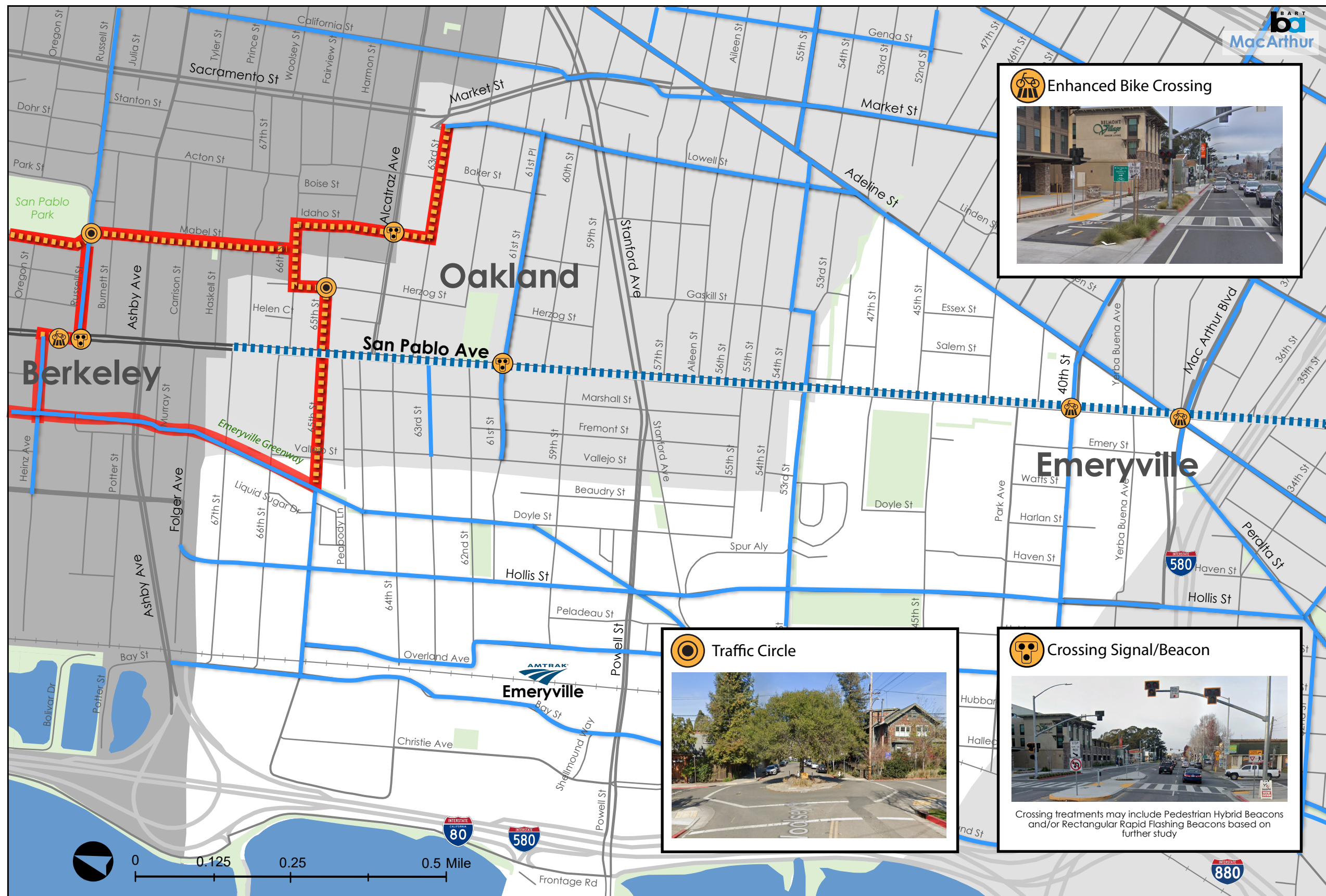
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San Pablo Avenue Corridor Project



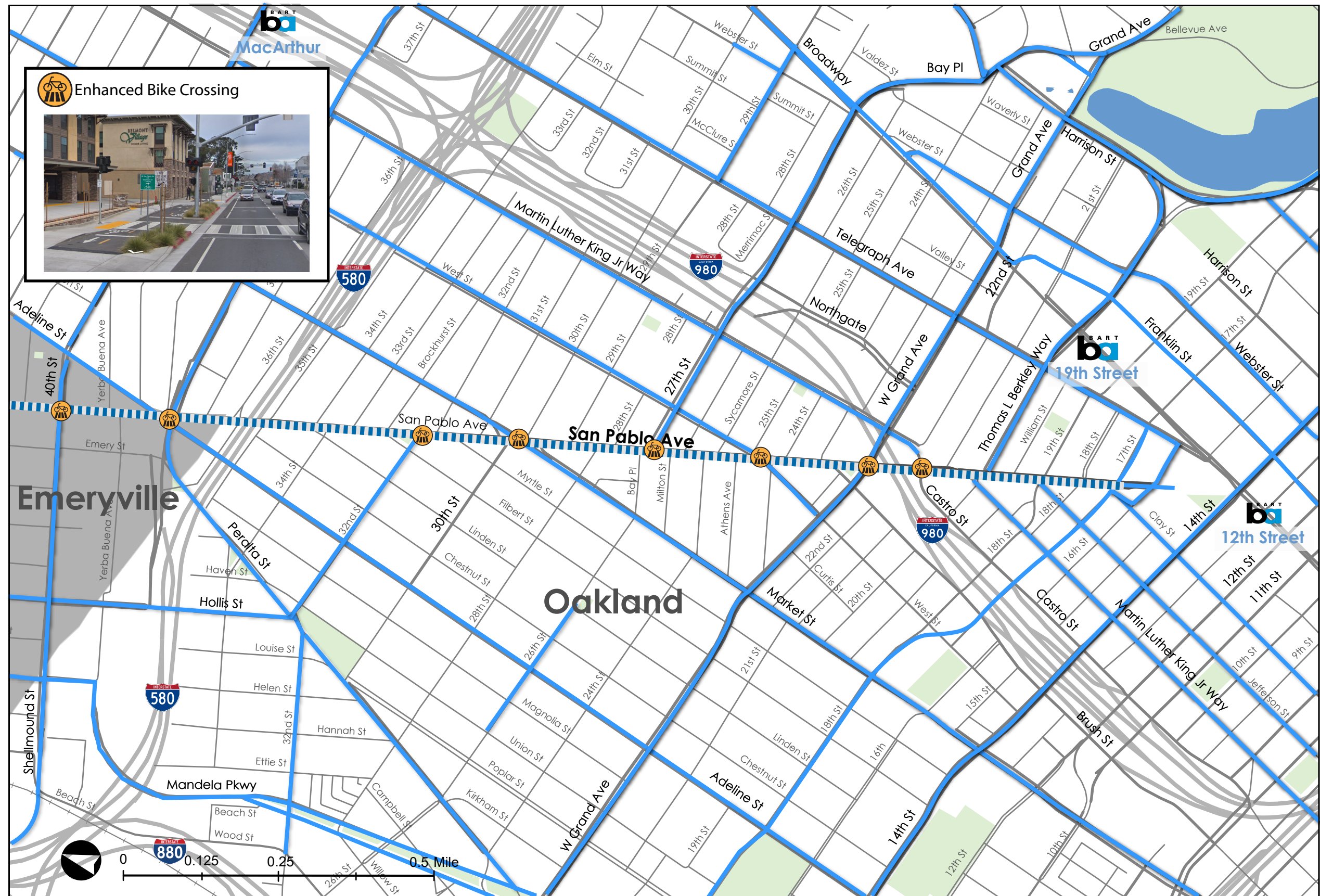
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- - - Parallel Route to be Implemented/Upgraded by Near-Term Bus/Bike Project
- - - Bike Lane under Consideration

Intersection Improvements

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San Pablo Avenue Corridor Project



Bicycle Network Designation

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Intersection Improvements

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San Pablo Avenue Corridor Project



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 10, 2022

TO: Bicycle and Pedestrian Advisory Committee

FROM: Cathleen Sullivan, Director of Planning
Chris G. Marks, Associate Transportation Planner

SUBJECT: Countywide and Regional Active Transportation Planning and Complete Streets

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update on regional and countywide active transportation planning efforts.

Summary

Both the Metropolitan Transportation Commission (MTC) and Alameda CTC have launched regional and countywide active transportation planning efforts. MTC initiated the Bay Area's first regional Active Transportation Plan (AT Plan) to serve as a blueprint to guide strategic investments in active transportation infrastructure, regional policy development, and implementation. MTC and Alameda CTC will provide an update on these active transportation planning efforts at the February BPAC meeting.

Regional Active Transportation Plan

MTC's Regional AT Plan will directly support the Plan Bay Area 2050 (PBA 2050) strategy to build a Complete Streets (CS) Network and help meet PBA 2050 mode shift, safety, equity, health, resilience, and climate goals. The scope includes the following essential tasks:

- **Stakeholder Engagement** through the Active Transportation Working Group, Technical Advisory Committee, and & Community Based Organizations
- **Policy and Program Analysis**, with a focus on Vision Zero, equity, and an update of MTC's CS Policy
- **Regional AT Network**, rebranded from PBA 2050's CS Network strategy and built off MTC's 2009 Regional Bike Network and adopted regional, county, and local plans.
- **5-Year Implementation Plan** with detailed priority actions to achieve near-term results, including Quick Build and Slow Streets efforts

- **Funding Assessment** to understand opportunities and constraints and construct scenarios for implementing the AT Plan.

As work on the AT Plan has progressed, MTC has engaged with a variety of stakeholders, including local governments, transit agencies, CTAs, state transportation agencies, and a variety of advocacy groups, non-governmental organizations, and community-based organizations. MTC has had four working group meetings with the CTAs on the CS Policy, the CS Checklist and the AT Plan. MTC presented at the July and November Planning Directors meetings, the November Alameda County Technical Advisory Committee (ACTAC) and the December Bay Area County Transportation Agencies meetings.

Active Transportation Network

Currently, MTC is currently developing the regional AT Network. The AT Network supports Plan Bay Area goals by focusing high comfort active transportation connections in areas with the highest potential for shifting auto trips to bicycling and walking trips, where there is the greatest need for affordable transportation options to connect to opportunities, and where active trips can easily connect with regional transit. MTC engaged stakeholders to establish the following network criteria:

- 1) Mode Shift
 - Connections to/within Priority Development Areas (with ½ mile buffer)
 - Connections to/within Transit Rich Areas (with ½ mile buffer)
- 2) Equity
 - Connections to/within Equity Priority Communities
 - Connections to "Opportunity Hub" Mobility Hubs
- 3) Safety
 - MTC Regional and Local High Injury Network
 - Low-stress network gaps

The AT Network criteria were applied to data from County Transportation Authorities (CTAs) and selected cities, as well as the Bay Area Trails Collaborative, and Caltrans District 4.

Complete Streets Policy

As part of the regional AT Plan, MTC is updating its CS Policy. In 2006, MTC adopted MTC Resolution No. 3765, the Routine Accommodation of Bicycle and Pedestrian Facilities, a.k.a. MTC's Complete Streets Policy, and was among the first regional agencies in the country to link funding decisions with accommodating biking and walking. Staff proposes strengthening CS Policy requirements to:

- 1). Reinforce MTC's commitment to planning, implementation, and maintenance of a safe, reliable, and connected multimodal transportation network that serves people of all ages, races, incomes, and abilities;
- 2). Help reach Plan Bay Area 2050 and local goals related to mode shift, equity, and safety, including a link to MTC's Vision Zero Policy;

- 3). Advance implementation of the Active Transportation Network; Support multi-jurisdictional coordination and context-sensitive design with a greater focus on transit access and coordination.

Countywide Bicycle Network Planning

As MTC advances regional AT planning work, Alameda CTC is simultaneously advancing an effort to build off the approved 2019 Countywide Active Transportation Plan (CATP) and 2020 Countywide Transportation Plan (CTP). This work will better define corridors of countywide significance with the goal of creating a connected network of high-quality bicycle facilities throughout Alameda County.

The existing and proposed local networks of bicycle and pedestrian facilities were included in the 2019 CATP.¹ The CATP also included criteria of countywide significance.² The criteria that define active transportation facilities of countywide significance include:

- The High-injury Network (HIN);
- Major Barriers including freeways, highways, waterways, rail, barriers to accessing transit, and interjurisdictional barriers), and;
- Equity Priority Communities.

However, the CATP did not apply the criteria to the network to identify specific corridors or projects of countywide significance. In 2020, Alameda CTC approved the latest CTP which highlighted active transportation and safety as critical needs and priorities for implementation. The CTP identified a set of priority projects across the county, including complete streets and bikeway projects, to advance within the next ten years (Attachment A).

Recently, federal, state, and regional entities have placed additional emphasis on funding projects which improve safety for cyclists and pedestrians, as well transformative active transportation projects which encourage mode shift.

In response, Alameda CTC has launched an effort to identify a network of high-impact bikeways that comprise a network of countywide significance, and to define the quality of that network. This network is currently called the "Countywide Cycle Connectors" (CCC network). Alameda CTC can use this network to prioritize resources (staffing, funding, and advocacy) and phase delivery to advance the most impactful and feasible projects near-term along with more with visionary projects long-term. Alameda CTC presented to ACTAC in February. At the February BPAC meeting, staff will present the network principles, inclusion criteria, schedule and next steps.

¹ Countywide Active Transportation Plan Book 2 - The State of Biking & Walking in the County, page 19: https://www.alamedactc.org/wp-content/uploads/2019/06/RPT_CATP_Book-2_20190625.pdf.

² Countywide Active Transportation Plan Book 1 - Vision & Priorities, Section 2.2: https://www.alamedactc.org/wp-content/uploads/2019/06/RPT_CATP_Book-1_Countywide-Vision-and-Priorities_20190625.pdf.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

A: CTP 10-Year Project List

THE 10-YEAR PRIORITY PROJECT LIST

PROJECT NAME	SPONSOR
Greenways and Trails	
Bancroft Avenue Greenway	Oakland
Dumbarton to Quarry Lakes Trail	Fremont
East Bay Greenway (Phase 1)	Alameda CTC
Greenway and Mandela Connector	Emeryville
Iron Horse Trail	East County Cities
Niles Canyon Trail (Phase 1)	ACPWA
Sabercat Trail: Irvington BART to Ohlone College	Fremont
San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG
San Leandro Creek Trail	San Leandro
West End Bike/Ped Crossing	Alameda
Multimodal Corridors	
40th St. Transit-Only Lanes and Multimodal Enhancements	Emeryville
Adeline St. Corridor Transportation Improvements	Berkeley
Alameda Point Transit Network Improvements	AC Transit
Broadway Transit Corridor	Oakland
Clement Ave. and Tilden Way Complete Streets	Alameda
Decoto Rd. Complete Streets/ Dumbarton Corridor	South County Cities
Downtown Hayward PDA Multimodal Complete Streets	Hayward
Downtown Oakland East-West Safe Streets	Oakland
Downtown San Leandro Streetscapes	San Leandro
Dublin Blvd. - North Canyons Pkwy Extension	Dublin
East 14th St./Mission Blvd. and Fremont Blvd. Corridor	Alameda CTC
East Bay BRT Corridor Safety Improvements	Oakland
East Lewelling Blvd. Complete Streets (Phase 2)	ACPWA
East Oakland Neighborhood Bikeways	Oakland

PROJECT NAME	SPONSOR
Foothill Blvd. Corridor Improvements (Phase 1)	AC Transit
Fruitvale Ave. Corridor Short Term Improvements	AC Transit
Hesperian Blvd. (Phase 2)	ACPWA
Lincoln Avenue/Marshall Way Safety Improvements	Alameda
MacArthur Smart City Corridor	Oakland
Main Street Complete Street	Hayward
Martin Luther King Jr Way Complete Streets Corridor	Berkeley
Quarry Lakes Parkway (Segments 1-4)	Union City
San Pablo Ave. Corridor	Alameda CTC
Shattuck Ave./Martin Luther King Jr Way Corridor	AC Transit
Solano Ave. Complete Streets	Albany
Telegraph Ave. Complete Streets	Oakland
Telegraph Ave. Multimodal Corridor	Berkeley
Tennyson Rd. Corridor PDA Complete Streets	Hayward
Tesla Rd. Safety Improvements (Phase 1)	ACPWA
Thornton Ave. Complete Streets Corridor	Newark
West Grand Ave. Corridor	AC Transit, Oakland
West Las Positas Bike Corridor Improvements	Pleasanton
West Oakland Industrial Streets	Oakland
Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda
Interchange Safety and Freeways	
42nd Ave. & High St. I-880 Access Improvements	Oakland
Bay Bridge Forward	MTC/ABAG, Alameda CTC
I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/ABAG, Alameda CTC

PROJECT NAME	SPONSOR
I-580 First St. Interchange Modernization	Livermore
I-580 Vasco Rd. Interchange Modernization	Livermore
I-580/Fallon/El Charro Interchange Modernization (Phase 2)	Dublin
I-580/I-680 Interchange (Phase 1)	Alameda CTC
I-680 Express Lanes: SR-84 to Alcosta (Phase 1 - Southbound)	Alameda CTC
I-680 Interchange Modernizations at Washington and Mission	Fremont
I-680 Sunol Interchange Modernization	Pleasanton
I-680/SR-84 Interchange and SR-84 Expressway	Alameda CTC
I-80 Gilman St. Interchange Modernization	Alameda CTC
I-80/Ashby Ave. Interchange Modernization	Alameda CTC
I-880/Winton Ave./A St. Interchange Modernization	Alameda CTC
I-880/Whipple Rd. Industrial Pkwy SW I/C Modernizations	Alameda CTC
Oakland/Alameda Access Project	Alameda CTC
Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward
SR-262 Mission Blvd. Cross Connector Improvements (Phase 1)	Alameda CTC
Transit Capacity, Access, and Operations	
19th St. Bike Station Plaza	BART
19th St./Oakland BART Station Street Elevator	BART
ACE Medium-Term Service Increases	SJRRRC
Atlantis O&M Facility	LAVTA
BART Core Capacity	BART
BART Next Gen. Fare Gates	BART
Bay Fair Connection	BART
Berkeley-San Francisco Ferry	WETA

PROJECT NAME	SPONSOR
Division 4 Replacement (Phase 1)	AC Transit
Dublin/Pleasanton Active Access Improvements	BART
Hayward Maintenance Complex (Phase 1)	BART
Irvington BART Station	BART, Fremont
Lake Merritt TOD	BART, Oakland
North Berkeley Active Access Improvements	BART
Redwood City-San Francisco-Oakland Ferry	WETA
San Leandro BART Station Area Safety Improvements	San Leandro
Seaplane Lagoon-San Francisco Ferry	WETA
South Bay Connect	CCJPA
Transit Operations Facility (TOF)	BART
Union Landing Transit Center Modifications	UC Transit
Valley Link	TVSJVRRRA
West Oakland TOD	BART
Goods Movement	
7th St. Grade Separation West	Alameda CTC
Central Ave. Overpass	Newark
Near/Mid-Term Port Operations and Emission Reductions	Port of Oakland
Oakland Army Base Infrastructure Improvements	Oakland
Quiet Zone Safety Engineering	Emeryville
Rail Safety and Connectivity	Alameda CTC
Sea Level Rise Adaptation	
Doolittle Dr. Resiliency	Port of Oakland
Oakland International Airport Perimeter Dike	Port of Oakland
Shoreline Overtopping near Webster and Posey Tubes	Alameda

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Memorandum

5.3

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DATE: February 10, 2022

TO: Bicycle and Pedestrian Advisory Committee

FROM: Cathleen Sullivan, Director of Planning
Chris G. Marks, Associate Transportation Planner

SUBJECT: City of Dublin Bicycle and Pedestrian Master Plan Update

Recommendation

This item is to provide the Bicycle and Pedestrian Advisory Committee (BPAC) with an update on the City of Dublin's Bicycle and Pedestrian Master Plan Update.

Summary

One of the main roles of the Countywide BPAC is to review and provide input on local bicycle, pedestrian, and active transportation planning efforts when asked by local jurisdictions to serve in lieu of a city BPAC. The City of Dublin (the City) is currently developing an update to their Bicycle and Pedestrian Master Plan (the Plan). The Plan is a tool that will be used for planning, policy consideration and guidance document that supports the City's stated efforts to improve safety and the encouragement towards biking and walking as a means of transportation, as well as recreation. The proposed Plan will update and replace the City's 2014 Citywide Bicycle and Pedestrian Master Plan and inform future infrastructure and program and potential policy recommendations. The BPAC was last updated on the Plan at the October 10, 2021 meeting. This memo provides an update on the Plan and project activities since the previous BPAC meeting.

Background

The City of Dublin as met with the BPAC three times. The City shared results from existing conditions and needs analysis at the September 2020 meeting, draft prioritization factors, evaluation criteria, key themes from a review of existing bicycle and pedestrian programs and policy documents, as well as interviews of seven City departments and with Dublin Unified School district staff at the May 2021 meeting, and a summary of community feedback along with the high priority segments and results of the prioritization process at the October 2021 meeting. Comments received from BPAC members and responses or

actions taken to address these comments are summarized in the Comment Response Matrix shown in Attachment A.

This memo provides details on key areas of work since the October 2021 meeting, including the proposed draft action plan and potential program and policy recommendations under consideration.

Proposed Draft Action Plan

The proposed draft action plan identifies potential priority projects that can feasibly be advanced within the next five to ten years. With an emphasis on establishing a low-stress network for all ages and abilities, the draft action plan focuses on enabling a wider cross-section of the City's population to feel comfortable and safe making trips on foot and by bike. The recommendations under consideration were informed by a variety of sources, including:

- Pavement management program. Streets identified for surface treatment or repaving over the next five years. The coordinated process to considering bicycle and pedestrian facilities with resurfacing projects will lead to a more connected network of facilities throughout Dublin that will continue to expand each year.
- Planned projects. Projects identified in adopted local and regional plans.
- Needs and gap analysis. High-stress and high-injury corridors and gaps in existing facilities.
- Key destinations and barriers. Ensure coverage to key destinations such as transit stops and schools, paths and trails, commercial and job centers, parks and open space, and reduce barriers to access.
- Community input. Identified heavy-use routes and specific locations from in-person and online engagement.

The recommendations under consideration that are contained within the draft action plan acknowledge the limited funding and staff capacity available to implement bicycle and pedestrian projects. Considering these constraints, the City may leverage the pavement management program to more quickly and cost-effectively build out the bicycle and pedestrian network. The draft action plan identifies the highest priority corridor projects, point projects, and Complete Street Studies that can reasonably occur within an approximately five- to ten-year period.

Corridor Projects. All corridors were evaluated using the FHWA Bikeway Selection Guide to determine initial low-stress facility recommendations. This analysis considers traffic volumes and prevailing or posted vehicle speeds in determining appropriate facilities, context-sensitive design, right-of-way, and other physical constraints. The feasibility of the low-stress facilities was then reviewed by evaluating the potential geometric and operational changes needed for implementation, such as lane narrowing, lane eliminations or reassignments, and parking removal. Adding or upgrading bicycle facilities often requires a flexible design approach, specifically on how the roadway is marked as there are few opportunities where

there is enough space between curb lines to restripe a street with bikeways without changes to lane widths or configurations. Depending on how the space will be created, the inclusion of bikeways in resurfacing projects may require additional outreach or evaluation.

Complete Street Studies. Changing or repurposing streets to include bicycle facilities can present design challenges. In some cases, roadway changes are physically impossible, and in others, the preferred low-stress facility may not be accommodated without a political, financial, or physical trade-off. Preliminary review of potential roadway changes required for each high priority corridor (for example, parking removal, lane eliminations) has been conducted and further evaluation is recommended for particularly challenging and constrained corridors. A Complete Street study of the corridors would look at the opportunities to improve both bicycle and pedestrian infrastructure to provide facilities comfortable for people of all ages and abilities depending on the characteristics of the street. The type of facility and intersection treatments for that facility would be decided during the concept design stage of the project. For locations where implementation of an all ages and abilities facility may not be achievable, alternate routes that provide similar access to destinations would be identified.

Point Projects. In addition to the draft long-term network recommendations, there are potential high-priority point projects that may be considered for near-term improvements. These include freeway crossings, trail connection or access improvements, intersections of roadways with a high frequency or severity of collisions, and other intersections identified by staff and through community engagement to be challenging or uncomfortable for people walking or biking to cross.

The proposed draft action plan project map is illustrated in Attachment B. The existing and proposed draft action plan network map is illustrated in Attachment C. Projects identified in the draft action plan are:

- Corridor Projects
 - Study the feasibility of adding traffic calming measures and new signage along seven priority corridors
 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 and increase the width of existing bike lanes or add bike lanes along six priority corridors where feasible.

1. Gleason Drive from Arnold Road to Brannigan Street: restripe travel lanes to 11 feet and use the additional space to add a buffer to the existing bicycle lanes to r where feasible
 2. Hacienda Drive from Gleason Drive to I-580: restripe travel lanes to 11 feet and use the additional space to add a buffer to the existing bicycle lanes to tr where feasible
 3. Dublin Boulevard from Scarlett Drive to Iron Horse Parkway: restripe travel lanes to 11 feet and use the additional space to add a buffer to the existing bicycle lanes where feasible
 4. Dublin Boulevard from Hacienda Drive to Tassajara Road: restripe travel lanes to 11 feet and use the additional space to add a buffer to the existing bicycle lanes to where feasible
 5. Arnold Road from Dublin Boulevard to Altamirano Avenue: restripe travel lanes to 10 feet and use additional space to provide a wider (5 to 6 foot) bicycle lane to total a 6 ft bicycle lane where feasible or work with future development to acquire additional right of way.
 6. Grafton Street from Gleason Drive to Antone Way: restripe travel lanes to 11 feet and use the additional space to add buffered bicycle lanes
- Initiate Complete Streets Studies along five high priority corridors
 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

*Note: These segments are partially within Caltrans' right of way and project study and implementation will require coordination with Caltrans.

- Point Projects
 - Evaluate and identify Intersection modifications at the intersection of eight high collision corridors
 1. Dublin Boulevard and Hibernia Drive
 2. Dublin Boulevard and Arnold Road
 3. Dublin Boulevard and Hacienda Drive
 4. Dublin Boulevard and Village Parkway
 5. Village Parkway and Amador Valley Boulevard
 6. Village Parkway and Tamarack Drive
 7. Village Parkway and Brighton Drive
 - Trail connection and/or access improvements at two locations

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
- Coordination with existing projects and plans
 - Coordination with other jurisdictions and organizations to advance the development of potential projects to implement the following project categories in a way that will advance the all ages and abilities walking and biking networks. Identified project categories include:
 - Iron Horse Regional Trail 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

While financial resources and staff capacity are expected to be far less than needed to achieve a complete all ages and abilities network, implementation of recommendations contained within the draft action plan, once finalized and adopted, would contribute to the vision of creating a safe, comfortable walking and biking network that can be enjoyed by all. This draft action plan would: close gaps in the network; improve access to schools; increase connectivity across jurisdictional borders, freeways, and major arterials; provide first- and last-mile connections to transit; and enhance safety and comfort for people walking and biking.

Program and Policy Recommendations

A walk- and bike-friendly Dublin requires investing in infrastructure as well as ongoing programs that encourage and support more people to choose sustainable transportation options. To advance the vision and mission of this draft plan, the City of Dublin must envision potential new policy and program initiatives and consider expanding existing ones. A draft Program and Policy Recommendations Matrix is included as Attachment D.

The following draft program and policy recommendations are under consideration and are based on feedback from stakeholder interviews, as well as guidance from the Technical Advisory Committee (TAC), the Bicycle and Pedestrian Advisory Committee (BPAC), a public survey, and online and in-person public engagement. The draft recommendations are organized into eight topic areas, each of which are supported by specific strategies and

actions. The strategies and their actions will guide the work of the City's bicycle and pedestrian programs and activities and complement the infrastructure recommendations presented in the previous section.

Coordination and Collaboration. Establish effective coordination processes and partnerships to advance bicycle and pedestrian projects.

The City cannot reach our goals without the support of other key agencies: those who own, operate, and manage streets and trails, those who provide transit service within the city, and the agencies who fund plans, projects, and programs that advance our transportation goals and objectives. 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), and adjacent jurisdictions all play critical roles in how our streets and trails function. We partner with these agencies at both the project level and the system-wide planning level. While the reach of this draft active transportation plan covers all city streets and trails regardless of ownership, we acknowledge and appreciate the jurisdictional roles and responsibilities of our partners.

Data Collection. Routinely collect trip and facility information to track trends, evaluate projects, and prioritize investments.

Data is crucial to make an evidence-based case for active transportation. Surveys, counts, and infrastructure data provide essential information about the built environment and user habits and experiences. This data can then help explain how projects affect neighborhoods and work toward achieving City and agency goals. By collecting location-specific data related to transportation behaviors, we can analyze project design elements for their effectiveness and take advantage of opportunities to refine a project's design. Data can also help communicate a project's effects to the public and decision makers, as well as help us track trends over time.

Design. Go beyond minimum design standards, where feasible, to incorporate safe walking and biking facilities into transportation projects.

Upcoming capital and maintenance projects will be influenced by the Design Guide, which references the priority networks defined in this draft plan, namely the pedestrian priority network and the all ages and abilities network (for biking and micro-mobility). Design decisions are often most difficult where these two priority networks overlap with major arterials, particularly when the public right-of-way is constrained. While challenging, these corridors, provide the greatest opportunity to make bold changes that will advance mode shift goals, reduce greenhouse gas emissions, and decrease vehicles miles traveled (VMT). The draft recommendations and the accompanying

Design Guide will guide how all modes can come together to support our complete streets policy.

Emerging Technologies. Leverage emerging transportation technologies to support travel by sustainable modes.

Today's rapidly advancing technology simultaneously provides opportunities for transformational change and introduces new challenges. Our greatest challenge is to safely, efficiently, and equitably transition to a transportation future in which we all benefit from transformational transportation technologies, including ride-hailing, car-sharing, micro-mobility options, mobile fare payment apps, multimodal trip planning apps, real-time travel information apps, e-commerce apps, and grocery or meal delivery services, just to name a few. The draft recommendations represent select tools for leveraging these technologies.

Funding and Implementation. Increase investment in walking and biking infrastructure and supporting programs. Identify and allocate resources to implement plan recommendations.

Walkable and bikeable communities have considerable economic benefits. In addition to capital gains, investment in placemaking and active transportation yield intangible, societal benefits. However, investments in active transportation infrastructure and supporting programs consistently fall short of other transportation investments, and there is a demonstrated need to increase the funding and resources allocated to walking and biking.

Operations and Maintenance. Work with property owners and facility operators to prioritize operations and maintenance of walking and biking infrastructure to make walking and biking safe and attractive options.

When people decide to walk and bike, the condition of sidewalks, crosswalks, signals, bike lanes, bikeways, and trails are key factors. Inadequately maintained sidewalks and bicycle facilities create hazardous conditions and disrupt network connectivity. Facility quality also influences travel choice and behavior. Implementation of pedestrian- and bicycle-friendly signal timing operations and maintaining good sidewalk, street, and trail conditions are critical components of an accessible bicycle and pedestrian network.

Promotion and Encouragement. Encourage and promote increased use of sustainable travel modes, especially walking and biking.

Active travel, including walking and biking, benefits physical and mental health as well as the environment. To promote active travel, the City must provide convenient, safe, and connected walking and biking infrastructure. Implementing programs and campaigns that provide targeted information or incentives can also motivate people to walk or bike. The draft recommendations focus on non-infrastructure or programmatic elements that emphasize active travel as a convenient and healthy option.

Supporting Infrastructure and Amenities. Provide supportive infrastructure and amenities to make walking and biking convenient and comfortable.

On any given street, careful and thoughtful design of the built environment affects accessibility, legibility, a sense of place, and security. The features that give a street character are often found in the frontage or amenity zones; key elements include supporting infrastructure like lighting, wayfinding, bicycle parking, benches, green infrastructure, transit stops, and mobility hubs.

Next Steps

Throughout the spring of 2022, with input from the community, BPAC, City Staff, TAC, City of Dublin will work on the following next steps:

1. Continue community engagement activities. Host public workshop and update website to include draft recommendations
2. Refine proposed draft action plan using feedback provided by City staff, BPAC members, TAC members, and community members,
3. Finalize policy and program recommendations
4. Develop cost estimates and implementation plan
5. Prepare draft plan document

The Draft Plan is anticipated to be completed in mid 2022.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

- A. BPAC Comment Response Matrix
- B. Draft Action Plan Projects Map
- C. Existing and Proposed Draft Action Plan Network Map
- D. Draft Program and Policy Recommendations Matrix

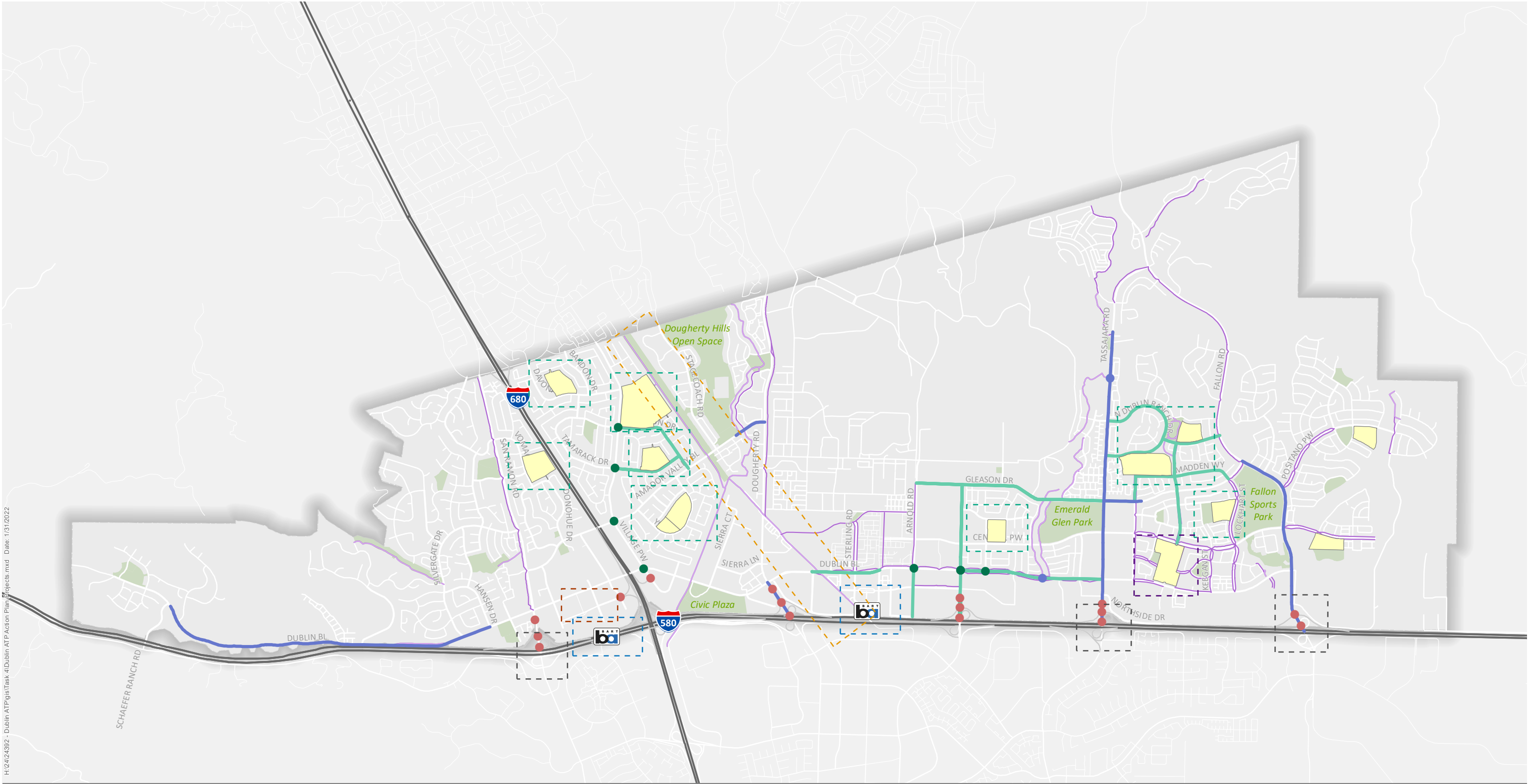
PROJECT: Dublin Bicycle and Pedestrian Plan Update

PROJECT MANAGER: Sai Midididdi

#	Comment	Response
#1: September 17, 2020. Plan Vision & Goals, Community Engagement Plan, Technical Analysis Summary (LTS, HIN, Demand, Demographics)		
1	Need to prioritize safety. Specifically, concern about safety of people walking and biking on Dublin Boulevard	Agreed. We have analyzed collision data and level of traffic stress and found Dublin Boulevard is a high injury street and a priority street for pedestrian and bicycle improvements.
2	How would zoning changes impact active transportation	Land use and transportation are inextricably linked. Among other implications, zoning changes that increase the density and diversity of uses may contribute to more walking and biking as destinations become closer together.
3	Need for wayfinding to increase awareness of Class 1 trail and sidepath network and routes to BART and other destinations.	The program and policy recommendations identify the need for increased staff/staff time and resources.
4	Consider creating a local BPAC	This will be a recommendation in the program and policy section of the plan.
5	What events are planned to engage community that hasn't commented on the plan	We have a website with online comment map feature that is being updated regularly and promoted intermittently. We have completed one virtual public workshop and are planning a second. We have tabled at the Farmer's Market and are looking for future opportunities for in-person events.
6	Existing driveways prevent Class 1b sidepaths from being a low-stress facility. For example, Westbound Dublin Blvd west of Dougherty	We agree. We have adapted the on-street LTS methodology to more accurately evaluate level of traffic stress for these sidepaths. Dublin Boulevard is a LTS 3 facility.
7	What coordination is being conducted with adjacent jurisdictions (eg San Ramon) on the planned network improvements	The TAC includes representatives from adjacent jurisdictions, including San Ramon.
8	Have you considered extending project timeline in order to have some in-person outreach opportunities	The COVID-19 pandemic and protocols are uncertain and always changing. We are capitalizing on opportunities to be in person when they arise (eg. Farmer's Market).
9	Suggest separated bicycle facility on Dublin Boulevard and protected intersections at Central/Gleason and Dublin/Tassajara	Thank you for these suggestions. We have identified a need for a separated facility to reduce stress on Dublin Boulevard and have identified candidate locations for protected intersection as part of the point projects.
#2: May 27, 2021. Community Engagement Summary, Prioritization Framework and Evaluation Criteria, Draft Program & Policy Recommendations		
1	Need for coordination and consistency across jurisdictional boundaries	Thank you for this comment. The program and policy recommendations identify the need for increased coordination and consistency across jurisdictional boundaries and this has been a topic of conversation at the TAC meetings which include representatives from adjacent jurisdictions.
2	Need for more staff/staff time dedicated to active transportation	Thank you for this comment. The program and policy recommendations identify the need for increased staff/staff time and resources.
3	Emphasis on importance of speed management through design intervention	The program and policy recommendations identify the need for speed management and suggest reducing speed limits and traffic calming treatments. The project recommendations will include traffic calming measures and the design guide will include guidance specific to speed management.
4	Need for effective community engagement to increase public awareness around project planning and implementation	Thank you for this comment. We are making efforts to increase engagement and public awareness as part of this project and have identified the need and importance of community engagement in the program and policy recommendations.

PROJECT: Dublin Bicycle and Pedestrian Plan Update
PROJECT MANAGER: Sai Midididdi

#	Comment	Response
#3: October 21, 2021. Community Engagement Summary, Prioritization Results, High Priority Segments		
1	Show BART stations on map	BART stations will be included on the basemap
2	BART/transit connections should be prioritized	Transit access is one of the evaluation criteria applied in the prioritization framework
3	Extend mapped facilities across jurisdiction boundaries	Existing bicycle facilities in adjacent jurisdiction will be added to the basemap
4	Need for wayfinding, signage, and design enhancements of sidepaths	The program and policy recommendations identify the need for wayfinding and recommends implementation of a wayfinding program. The project recommendations will include design enhancements for sidepaths. The design guide will include guidance specific to sidepaths and trail crossings.
5	What is distinction between Class 1a and Class 1b facilities	Class 1a facilities are off-street trails. Class 1b facilities are sidepaths, or wide sidewalks, that are considered multi-use facilities in Dublin.
6	Existing sidewalk/sidepath on Central Parkway is not a comfortable facility for shared use	Agreed. The Class 1 LTS analysis indicates this facility is a level of traffic stress of 3 with two LTS 4 intersections along the segment.
7	Dublin Blvd/Tassajara Creek Trail is wide but not marked	This is designated as a Class 1B facility with some LTS of 3 and some LTS 1 segments.
8	Planned network improvements should consider future land use, eg. new high school on Central Parkway	Thank you for this comment. Project recommendations will consider access to the future high school on Central Parkway, and other planned development, to the extent possible.
9	Suggest tracking how many unique visits to the website and promoting more online engagement	Thank you for this suggestion. We have pulled website stats and found the following (as of Nov 2021): -Visits: 1,364 -Unique visits: 911 / Returning visits: 453 -Visitors from: search engines: 81; social networks: 165; direct entry: 916; websites: 202 -Page views: 3,553 -Unique page views: 2,649 -Downloads: 103 -Average visit duration: 3.5 minutes
10	General concern about input received during COVID	We are planning to host a virtual workshop in Spring 2022 and will promote the event in advance to encourage participation. We would appreciate BPAC support in this effort.
11	Wayfinding and destination signage needed, eg. Iron Horse Trail is hard to find. Suggest reviewing Lafayette signage as a best practice.	The program and policy recommendations identify the need for wayfinding and recommends implementation of a wayfinding program. We will review Lafayette's program.
12	Emphasize need to upgrade sidepaths and provide trail crossing enhancements, eg. crossbike/crosswalk markings	The project recommendations will include design enhancements for sidepaths. The design guide will include guidance specific to sidepaths and trail crossings.



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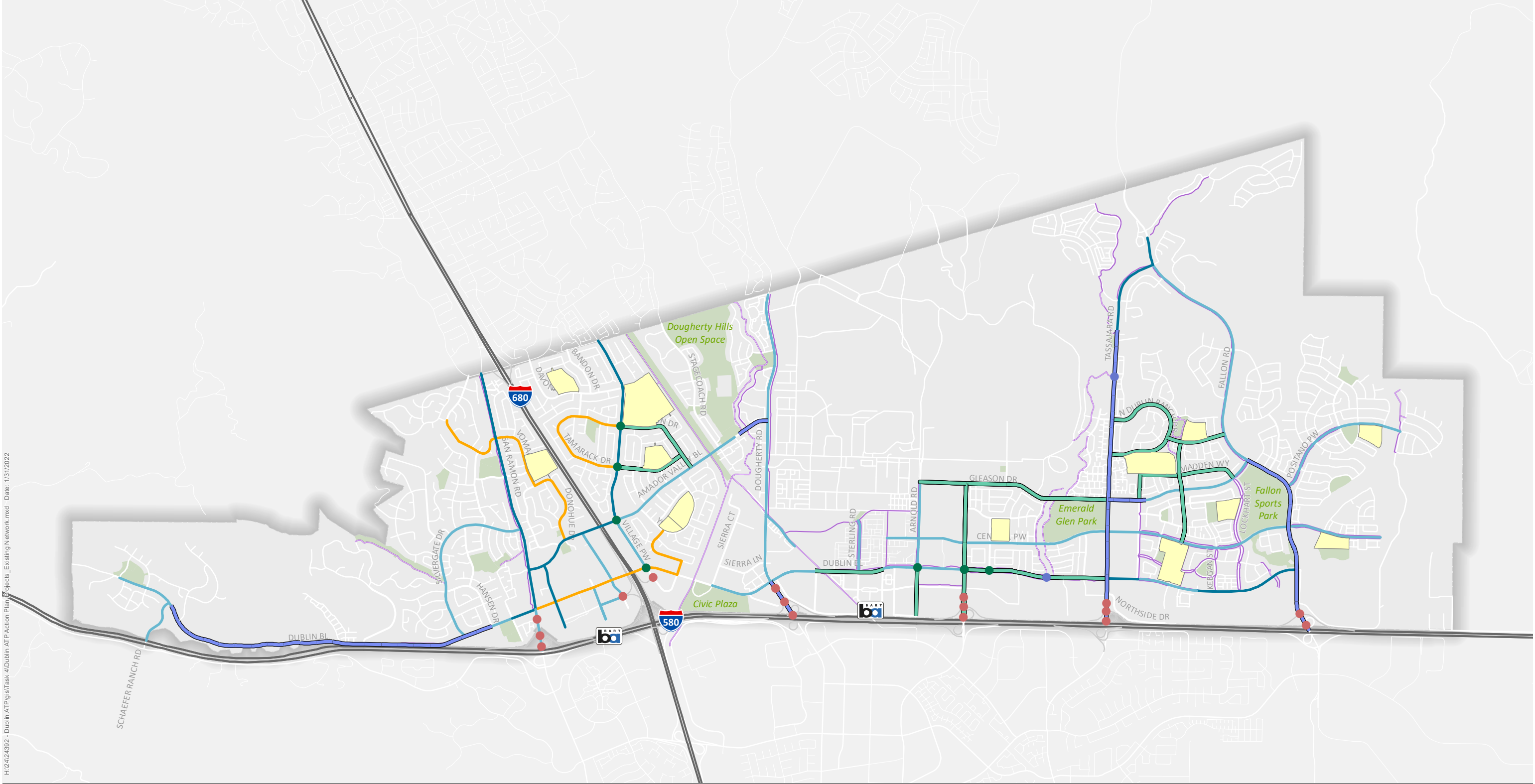
- Iron Horse Regional Trail Project Location
- District 4 Freeway Ramp Crossing Project Location
- Safe Routes to School Project Location
- BART Station Access Project Location
- Downtown Dublin Plan Project Location
- New School Development Location

- Trail Access Project
- Freeway Crossing Project
- Intersection Safety Project
- Complete Streets Study Location
- Corridor Project

- BART Stations
- Schools
- Existing Class IA Multi-use Path
- Existing Class IB Sidewalk



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Project Locations

- Trail Access Project
- Freeway Crossing Project
- Intersection Safety Project
- Complete Streets Study Location
- Corridor Project

Existing Facilities

- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bikeway
- Class IA Multi-use Path
- Class IB Sidepath



BART Stations
Schools

0 3,300 Feet



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Item #	Policy Area	Recommended Strategies and Actions
1	Coordination and Collaboration	Establish protocols and procedures for coordination of bicycle and pedestrian projects with external agency stakeholders, such as Caltrans, ACFD, DUSD, and adjacent jurisdictions. Utilize existing regional channels such as the Tri-Valley Transportation Council to coordinate bicycle and pedestrian improvement projects that abut or intersect jurisdictional boundaries.
2	Coordination and Collaboration	Consistent with Public Access 5 and Public Access 7 in the EBRPD Master Plan, the City will coordinate with EBRPD to provide park access opportunities with local trails and bike paths to promote green transportation access and compliant accessibility from public transit stops to the regional parks and trails.
3	Coordination and Collaboration	Designate a City staff person and work with DUSD to designate a district staff person that is responsible for coordination on issues related to school connectivity and Safe Routes to School, including the Alameda County Safe Routes to School program.
4	Coordination and Collaboration	Develop language for implementing easements and private property paths and coordinate with developers to advance completion of bicycle and pedestrian connections through and along private property. While the Plan includes specific recommendations for Class I multi-use paths, there is a larger need to highlight the opportunities that new development provides to create active transportation and greenway connections. Future developments should identify how trails can be implemented to complete connections with existing neighborhoods and across barriers. The City should consider how easements can be developed for the use of paths on private property as part of the development review process. Future development sites, especially along Dublin Boulevard, should be evaluated to include or contribute to crossings that provide better linkages along and across the street.
5	Coordination and Collaboration	Partner with advocacy groups and community based organizations to increase awareness of, and build support for, pedestrian and bicycle projects. Advocacy groups and community based organizations serve as trusted partners that have the ability to highlight and elevate community voices. These alliances promote stronger, more meaningful collaborations that can be crucial to advancing active transportation projects and improving project outcomes.
6	Coordination and Collaboration	Work with Dublin Police Services to develop priorities and strategies to promote traffic safety, particularly on high injury streets (e.g., focused enforcement) and near schools.
7	Data Collection and Evaluation	Develop and maintain a spatial database and inventory of pedestrian and bicycle facilities and amenities, including: pedestrian-oriented lighting, curb ramps, crosswalks, traffic control devices, bicycle parking, fix-it stations, multimodal count and vehicle speed data.
8	Data Collection and Evaluation	Develop data collection plan and standard operating procedures for collection of: (1) speed survey data, especially along high-injury segments and other priority locations such as streets near schools, and (2) bicycle and pedestrian counts, especially at activity centers and other priority locations such as streets near schools.
9	Data Collection and Evaluation	Complement the City's bi-annual bicycle and pedestrian workshops with a written pamphlet reporting progress planning and implementing pedestrian and bicycle projects within the City. Post the newsletter online, through social media channels, and provide subscription option to facilitate distribution of information to interested community members.
10	Data Collection and Evaluation	Ensure that transportation impact analysis (TIA) conducted for new development adheres to the City's TIA Guidelines (2021) and addresses safety and comfort of people walking and biking and includes collection of bicycle and pedestrian counts. The safety analysis should be data-driven and generally follow best practices outlined in the FHWA's Incorporating Data-Driven Safety Analysis in Traffic Impact Analysis: A How-To Guide. https://safety.fhwa.dot.gov/rsdp/downloads/fhwasa19026.pdf
11	Design	Adopt the Design Guide as part of the Plan. Additionally, the City should incorporate best practice design guidance coinciding with BPMP updates (at a minimum) and make updates as needed to reflect changes in transportation options, local and national best practices, and new information as a result of research and evaluation of available data. Require new infrastructure projects to adhere to the Design Guide established by this Plan by implementing a design review process that ensures compliance, including for construction work zones. This recommendation is consistent with Climate Action Plan 2030 Measure SM-7: Develop a Built Environment that Prioritizes Active Mobility and supporting actions that improve the pedestrian experience and create a built environment that prioritizes active mobility.

Item #	Policy Area	Recommended Strategies and Actions
12	Design	Develop design standards for the incorporation and use of pedestrian-scale lighting on new and reconstructed public streets, private streets, and within private development projects. Lighting can enhance the built environment and increase safety and security of people walking and biking. Pedestrian-oriented facility and intersection lighting helps motorists to see people walking and biking and avoid collisions. Pedestrian walkways, crosswalks, transit stops, both sides of wide streets, and streets in commercial areas should be well lit with uniform lighting levels to eliminate dark spots.
13	Design	Restrict the installation of new slip lanes and study the removal of existing slip lanes or convert them to public open space. Slip lanes, or channelized right turn lanes, allow drivers to bypass signalized intersections and complete turns at higher speeds.
14	Design	Establish a list of approved traffic calming strategies and devices to be routinely considered with restriping and other roadway improvement projects.
15	Design	Update site access design standards for new development to include bicycle and pedestrian considerations. For example: consolidate or eliminate existing curb cuts and minimize new curb cuts; improve driveway sightlines; and, change parking ramp exit requirements to include mirrors and messaging to prioritize people walking and biking. Rather than alerting people walking and biking that a car is approaching, messaging should alert drivers that a pedestrian or bicyclist is approaching. Require new development projects to adhere to the Design Guide established by this Plan by implementing a design review process that ensures compliance, including for construction work zones.
16	Design	Coordinate pedestrian and bicycle design with the City's Climate Action Plan and Green Stormwater Infrastructure Plan.
17	Design	Develop a pedestrian crosswalk policy and enhancement guidelines that establish criteria for implementation (or removal) of crosswalks to provide a transparent process for where crossings can and should be installed, as well as the appropriate treatments for different contexts. This should include guidance on appropriate accompanying treatments, including pedestrian hybrid beacons and rectangular rapid flashing beacons.
18	Emerging Technologies	Develop flexible policies to support development of emerging technologies and alternative modes of transportation, including shared autonomous vehicles, connected vehicles, and micromobility-share services. Policy topics to consider include: general provisions, operations, equipment and safety, parking and street design, equity, communications and community engagement, data, and metrics. Consistent with Strategy 3 - Sustainable Mobility and Land Use in the Climate Action Plan 2030, the City will work with micromobility and last mile transportation providers to allow the use of scooters and bike share programs in specific locations within Dublin.
19	Emerging Technologies	Monitor and evaluate the development of emerging transportation technologies (such as bikeshare, scootershare, and electric bikes) on walking and biking in Dublin.
20	Emerging Technologies	Formulate partnerships to advance implementation of innovative, ambitious and scalable pilots, such as micromobility services and mobility hubs.
21	Emerging Technologies	Leverage, manage, monitor and design for new and emerging technologies that increase visibility and comfort of pedestrians and bicyclists. For example, assess digital wayfinding tools that provide real time information; explore emerging technology such as adaptive lighting; and test new technologies related to pedestrian and bicycle detection and data collection.
22	Emerging Technologies	Build a culture of continuous improvement in knowledge, education, and communications around technologies that advance transportation options.
23	Emerging Technologies	Develop policy for use of e-bikes and personal mobility devices on multi-use paths and trails, and conduct public safety, education and outreach campaign to raise awareness on path etiquette.
24	Funding and Implementation	Incorporate proposed bicycle and pedestrian projects identified in this Plan into the development review processes to facilitate the Plan's implementation. Develop clear direction for City staff and the development community for implementing bicycle and pedestrian projects.
25	Funding and Implementation	Leverage potential grant and alternative funding strategies. Increase dedicated funding for active transportation and establish annual funding minimums or targets, including a greater share of the Capital Improvement Program and General Fund money for stand-alone bicycle and pedestrian infrastructure projects. Continue to apply for local, state, and federal grants to support network improvements and programming.

Item #	Policy Area	Recommended Strategies and Actions
26	Funding and Implementation	Develop strategies for rapid network implementation and interim, or quick-build, design treatments. Utilize a quick-build approach, focusing on paint and lower cost infrastructure modifications, to implement near-term treatments to improve safety outcomes for people walking and biking
27	Funding and Implementation	Add priority bicycle and pedestrian projects identified in this Plan to the Capital Improvement Program.
28	Funding and Implementation	The City will broaden its public involvement efforts and seek to engage the community and solicit feedback on an ongoing basis. The City strongly encourages public comment, input, and involvement in the wide range of issues relating to transportation. In an effort to increase opportunities for community engagement, the City should consider establishing a citizen-based Bicycle and Pedestrian Advisory Committee (BPAC) to examine and make recommendations about policies and projects affecting people walking and biking in the city.
29	Funding and Implementation	Consider steps to achieve League of American Bicyclist's Silver Standard, such as dedicating at least one full-time staff person to active transportation per 70,000 citizens. A pedestrian and bicycle coordinator is a valuable asset to communities striving to increase biking and walking. A person in this role would help to coordinate efforts between different departments and ensure that the City is able to take advantage of opportunities to improve bicycle and pedestrian infrastructure. With a population of over 70,000, Dublin would need approximately one full-time position dedicated to the active transportation program.
30	Operations and Maintenance	Utilize flexibility created through the passage of Assembly Bill 43 to set safe speed limits in key areas within the city. Speed is the leading cause of serious and fatal crashes in Dublin and reducing speeds is one of the most effective tools for improving safety outcomes. The City should implement changes authorized in AB 43 and utilize guidance outlined in NACTO's City Limits to reduce default speed limits: (1) on streets designated as "safety corridors", streets that have the highest number of serious injuries and fatalities; (2) in designated slow zones, and (3) on other designated corridors using a safe speed study. Under the provision that goes into effect in January 2022, the City should move to lower speed limits by 5 miles per hour (from 25 mph to 20 mph, or 30 mph to 25 mph) in key business activity districts (streets where at least half of the property uses are dining or retail). Under the provision that goes into effect in June 2024, the City should reduce speeds by 5 mph on streets that are designated as "safety corridors" according to the definition that will be established by Caltrans through its roadway standards manual.
31	Operations and Maintenance	Develop policy and guidance for modifications to traffic signal operations, including: implementing leading pedestrian intervals, providing automatic recall, installing accessible pedestrian signals, implementing no right turn on red, and implementing protected-only left-turn phases.
32	Operations and Maintenance	Adopt a curbside management policy to prioritize space for people and value the competing demands for curbspace. Consistent with Climate Action Plan 2030 Measure 4: Develop a Citywide Parking Management Plan within Strategy 3: Sustainable Mobility and Land Use Measure, the City will develop a comprehensive parking management plan that will specify parking requirements and pricing that supports multimodal transportation and a reduction in vehicle miles traveled.
33	Operations and Maintenance	Establish, update, and implement maintenance policies and standards for bicycle and pedestrian facilities on City right-of-way. Review the existing Class I Facility Maintenance Plan (2015) and develop a standard maintenance plan for bicycle facilities of all types in the City which accounts for factors such as paint maintenance and sweeping protocols. Collaborate with East Bay Regional Parks District to coordinate maintenance efforts for off-street facilities within the City. Off-street and Class IV facilities can be more likely to accumulate debris because car tires do not help to sweep them and because the physical barriers can limit nominal clearance that would otherwise be achieved by precipitation and wind. This makes maintenance of off-street and Class IV facilities particularly important. When deciding what facilities to maintain first, priority should be given to facilities with the highest ridership and those that provide access to schools, business districts, major employers, major transit centers, and other important destinations.
34	Promotion and Encouragement	Coordinate with government and nonprofit health agencies to promote walking and biking through education and social media campaigns.
35	Promotion and Encouragement	Create a citywide pedestrian and bike network and amenities map.
36	Promotion and Encouragement	Coordinate with local organizations to create programs and events that support active transportation and enhance the built environment. Examples include Open Streets, Slow Streets, Temporary Street Closures, and Pavement to Parks, Parklets, and Plazas. This recommendation is consistent with the Downtown Dublin Streetscape Plan Guideline 3.2.6 Parklets and Guideline 3.2.7 Street Closures.
37	Promotion and Encouragement	Continue to partner with Alameda County Transportation Commission and DUSD to deliver Safe Routes to School assessments and programs and encourage all Dublin schools to participate.

Item #	Policy Area	Recommended Strategies and Actions
38	Promotion and Encouragement	Consider steps to becoming a Bicycle Friendly Community through the League of American Bicyclists. The Bicycle Friendly Community program provides a roadmap to improving conditions for bicycling and guidance to help make a community's vision for a better, bikeable community a reality. A Bicycle Friendly Community welcomes bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. Deserving communities are recognized at the Bronze, Silver, Gold, and Platinum levels and all applicants receive valuable feedback and assistance in becoming more welcoming to bicycling. Additional information is available here: https://www.bikeleague.org/business
39	Promotion and Encouragement	Encourage businesses to be recognized as Bicycle Friendly Businesses through the League of American Bicyclists. The Bicycle Friendly Business program recognizes employers for their efforts to encourage a more welcoming atmosphere for bicycling employees, customers, and the community. Deserving businesses are recognized at the Bronze, Silver, Gold, and Platinum levels and all applicants receive valuable feedback and assistance in becoming more welcoming to bicycling. Interested business can apply here: https://www.bikeleague.org/business
40	Promotion and Encouragement	Develop and implement a citywide TDM program to support provision of additional transportation options and incentives to choose sustainable modes and supplement the infrastructure improvements identified in this Plan. The TDM program should include guidance for staff on requirements for new development, including provision of bicycle parking and policy strategies such as density bonus for vehicle parking reductions and vehicle parking strategies including shared and priced parking. This recommendation is consistent with Measure 3: Develop a Transportation Demand Management Plan within Strategy 3: Sustainable Mobility and Land Use Measure and Measure ML-2: Reduce Municipal Employee Commute GHG Emissions and supporting actions in the Climate Action Plan 2030, the City will develop a comprehensive TDM Plan for the City of Dublin. The TDM Plan will identify strategies to help facilitate the move from single-occupancy vehicles to less carbon intensive transportation modes, like walking and biking.
41	Supporting Infrastructure	Require short-term and long-term bicycle parking that accommodates various types of bicycles and scooters. Amend the Downtown Dublin Streetscape Master Plan Guidelines 4.5.2 Bike Racks to require bike parking to be designed according to guidance included in the Design Guide and avoid installation of shamrock-shaped racks, as these do not provide an appropriate level of security.
42	Supporting Infrastructure	Consider adding or improving bicycle parking and other bicycle amenities, such as fix-it stations, in City parks and at trailheads. When it comes to trailhead and park design, bicyclists have a wide array of needs and abilities. Amenities including bicycle parking and repair stands sets a bike-friendly tone for trail and park users and encourages use of sustainable transportation to access the facilities.
43	Supporting Infrastructure	Provide fix-it stations at community centers, public parks, and high travel areas. Fix-it stations are public bike repair and maintenance stations that typically include a bike stand, tire pump, wrenches, screwdrivers and other tools that are securely attached to the stand and allow riders to pump up tires, change a flat, adjust brakes and derailleurs, and make other repairs.
44	Supporting Infrastructure	Develop a bicycle and pedestrian wayfinding plan and install wayfinding throughout the city. The plan should refer to and coordinate with recommendations identified in the Public Art Program and Downtown Dublin Streetscape Master Plan. Wayfinding signs make it easier for people walking and biking to efficiently travel around Dublin. They may be included as part of a broader wayfinding system with signs for pedestrians, bicyclists, and transit users. Modern, cohesive, multimodal sign plans and designs distinguish walking and bicycling routes, highlight specific destinations, and facilitate connections to and from public transit stops. They can also define connections with popular hiking trails and regional trails. A pedestrian and bicycle wayfinding plan would provide a comprehensive strategy for customized design and placement of city wayfinding signs. The MTC has issued guidelines for wayfinding signs at public transit stops and stations, which can be distinct from the City's wayfinding sign design and integrated into an overall city wayfinding signage plan. This recommendation is consistent with the Downtown Dublin Streetscape Plan Guideline 4.2.2 Wayfinding.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2021-2022**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Dec-19	Dec-21
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jun-21	Jun-23
3	Mr.	Fishbaugh	David	Fremont	Alameda County Board of Supervisors, District 1	Jan-14	May-21	May-23
4	Mr.	Gould	Ben	Berkeley	Transit Agency (Alameda CTC)	Dec-21		Dec-23
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Board of Supervisors, District 3	Mar-17	Jul-19	Jul-21
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-20	Feb-22
7	Mr.	Matis	Howard	Berkeley	Alameda County Board of Supervisors, District 5	Sep-19		Sep-21
8	Mr.	Ogwuegbu	Chiamaka	Oakland	Alameda County Mayors' Conference, D-4	Jan-21		Jan-23
9	Mr.	Pilch	Nick	Albany	Alameda County Mayors' Conference, D-5	Jan-21		Jan-23
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21
11		Vacancy			Alameda County Board of Supervisors, District 2			

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

BPAC Meeting Schedule for Fiscal Year 2021-2022

Approved May 27, 2021

Meeting Date	Possible Agenda
Thursday Jul 15, 2021	<ul style="list-style-type: none"> • Caltrans D4 Bicycle Highways Study • I-880 Interchange Improvements: Winton Ave/A Street
Thursday October 21, 2021	<ul style="list-style-type: none"> • City of Dublin Bike/Ped Master Plan Update • East Bay Greenway
Thursday February 17, 2022	<ul style="list-style-type: none"> • San Pablo Avenue Corridor Project Update • Regional and Countywide Active Transportation Planning • City of Dublin Bike/Ped Master Plan Update
Thursday April 28, 2022	<ul style="list-style-type: none"> • TDA Article 3 Project Review • Fiscal Year Organizational Meeting • One Bay Area Grant Program • E. 14th/Mission Blvd. Corridor Project

Other Potential Future Topics:

- I-80/Ashby Interchange Project
- Oakland/Alameda Access Project

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