

## Appendix B. Public Outreach

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As part of the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (BPMP) development process, a variety of outreach and engagement strategies were used to gather input from the public and community stakeholders on existing conditions, opportunities, and challenges related to walking and bicycling in the incorporated areas. This Appendix summarizes the outreach efforts and the input received.

### WikiMap Response Summary

The following is an overview of the WikiMap outreach exercise for the Alameda County Bicycle and Pedestrian Master Plan for the Unincorporated Areas. The WikiMap was available online from May 25, 2017 to November 26, 2017, and over 200 people contributed comments.

The WikiMap collected information on:

- Site-specific information on where respondents experience biking and walking-related issues
- Locations where respondents typically ride a bike and walk
- Locations where respondents they would like to be able to ride a bike and walk in the future

The data collected will be used to inform recommendations for policies, programs, and the locations and types of bicycle and pedestrian-related infrastructure projects.

### Survey Responses

Participants were asked for the following information:

1. Demographic information (survey)
2. Identify barriers to riding a bike and walking
3. Identify places where they currently ride a bike or walk
4. Identify routes on which they currently ride a bike or walk
5. Identify places they would like to ride a bike or walk
6. Identify routes on which they would like to ride a bike or walk

Respondents contributed by placing points on a map for existing barriers, places they currently walk or ride, and places they would like to walk or ride. Respondents drew line segments along routes they currently walk and ride and along those which they would like to walk and ride.

In this memo, the response categories are grouped into three sections (accompanied by maps depicting the WikiMap responses):

- Barriers to Bicycling or Walking
- Places Where I Currently Ride a Bike or Walk
- Places Where I Would Like to Ride a Bike or Walk

### Demographics

At the beginning, participants were required to complete a survey. The survey asked demographic questions as well as questions on how people travel around the unincorporated areas, obstacles to

walking and bicycling, and desired improvements. A total of 200 people contributed to the WikiMap survey with 50 percent being female, 46 percent being mail, and 4 percent preferring not to say. The age distribution is shown in Figure B.1, with most respondents in the 31-40, 41-50, and 51-60 age categories.

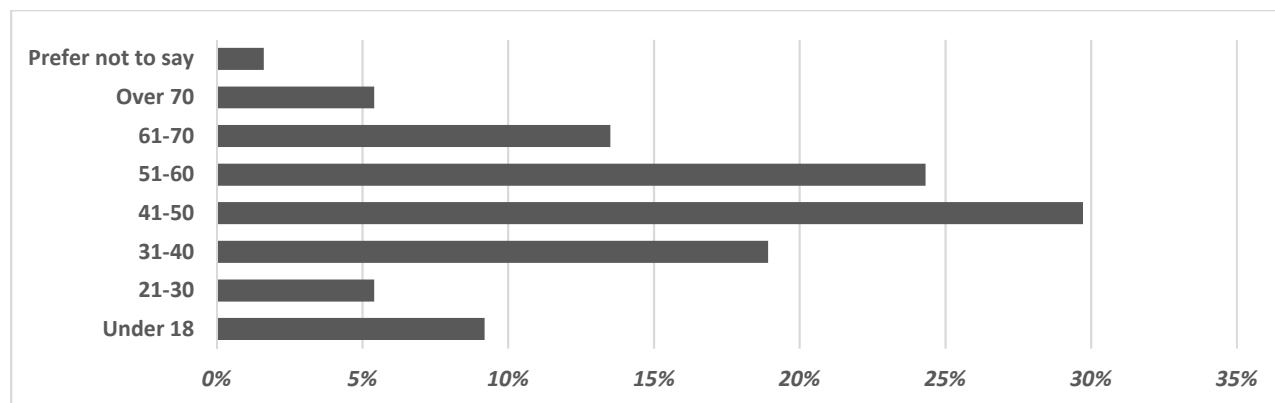


Figure B.1. Age Distribution of WikiMap Participants

### Obstacles to Walking and Bicycling

Respondents were asked to identify obstacles to walking and bicycling via a drop-down list. A total of 1,243 responses were received from participants with nearly a 50-50 split between obstacles to walking and bicycling. The most common obstacles to walking include lack of sidewalk or pathways (17 percent), safety of crossings (14 percent), and distance (13 percent). The most common obstacles to bicycling include lack of bike routes, lanes, or paths (18 percent), safety of intersections (18 percent), amount of traffic (16 percent), and speed of traffic (15 percent). Participants were given the opportunity to provide additional obstacles using a comment box. Comments are summarized in Table B.1.

Common “other” obstacles to walking include:

- Obstacles on sidewalks such as parked cars
- Lack of sidewalks
- Lack of shade
- Hills/steep terrain
- Poor air quality and fumes from traffic
- Speed of traffic
- Lack of connections to transit
- Lack of marked crosswalks
- Long wait times at intersections

Typical “other” obstacles to bicycling include:

- Roadway conditions (potholes, glass, gravel and debris)
- Lack of bike facilities
- Safety and reckless drivers
- Lack of secure bike parking

- Poor air quality and fumes from traffic
- Steep terrain
- Traffic signals do not detect bicyclists

**Table B.1. Obstacles to Walking and Bicycling (ranked by total comments)**

Obstacle Type	Walking		Bicycling		All	
	Total	%	Total	%	Total	%
Amount of traffic	51	8%	104	16%	155	12%
Speed of traffic	51	8%	95	15%	146	12%
Lack of bike routes, lanes and paths	0	0%	112	18%	112	9%
Safety of intersections	0	0%	112	18%	112	9%
Distance	77	13%	34	5%	111	9%
Lack of sidewalks/pathways	104	17%	0	0%	104	8%
Other	45	7%	52	8%	97	8%
Wait time at intersections	63	10%	27	4%	90	7%
Safety of crossings	84	14%	0	0%	84	7%
Convenience	48	8%	28	4%	76	6%
Weather or climate	36	6%	36	6%	72	6%
Violence or crime	33	5%	19	3%	52	4%
Physical limitations	12	2%	4	1%	16	1%
Others to walk with	8	1%	0	0%	8	1%
I don't have a bike	0	0%	8	1%	8	1%
<b>Total</b>	<b>612</b>	<b>100%</b>	<b>631</b>	<b>100%</b>	<b>1,243</b>	<b>100%</b>

### Barriers to Bicycling or Walking

Attendees were asked to identify locations where barriers to bicycling and walking exist by placing a point on the WikiMap, as shown on Figures B.2-B.6. After placing a barrier point on the map, respondents could enter a comment to describe the barrier. Barrier responses accounted for nearly 80 percent of all point comments collected through the WikiMap outreach effort. Thirty-five participants contributed barrier comments with an average of five comments per person and one participant contributed 85 comments. The majority of comments were concentrated in the western area of Unincorporated Areas of Alameda County (i.e., Castro Valley). Many of the comments are placed along major streets with existing bike facilities. Comments are also placed outside of the unincorporated areas (i.e., in incorporated municipalities).

Typical barrier comments include:

- Bike facilities do not continue through many intersections or past barriers such as freeways, bridges, and underpasses
- Long crossings to transit stations
- Fast moving vehicles
- Vehicles parking in bike lanes (including BART vehicles)

- Long waits for pedestrians and bicyclists at traffic signals
- Bike lanes ending on uphill climbs, making conditions uncomfortable for bicyclists
- Lack of crosswalks
- Crosswalks need to be more visible
- Lack of sidewalks and sidewalk connectivity
- Pave the Bay Trail
- Traffic signals do not detect bicyclists
- Need wider bike lanes on downhill streets so that bicyclists do not ride in the door zone
- Need better signage warning motorists and bicyclists where bike lane merges with motor vehicle lane
- Lack of sidewalks leads to people walking in bike lanes
- Need to slow motorist speeds near schools (use raised crosswalks and school zone signage)
- School pick-up and drop-off locations are chaotic
- Need better lighting at unsignalized crossing locations
- Vegetation often encroaches on sidewalks making it difficult to walk
- There should be leading pedestrian intervals at signalized intersections

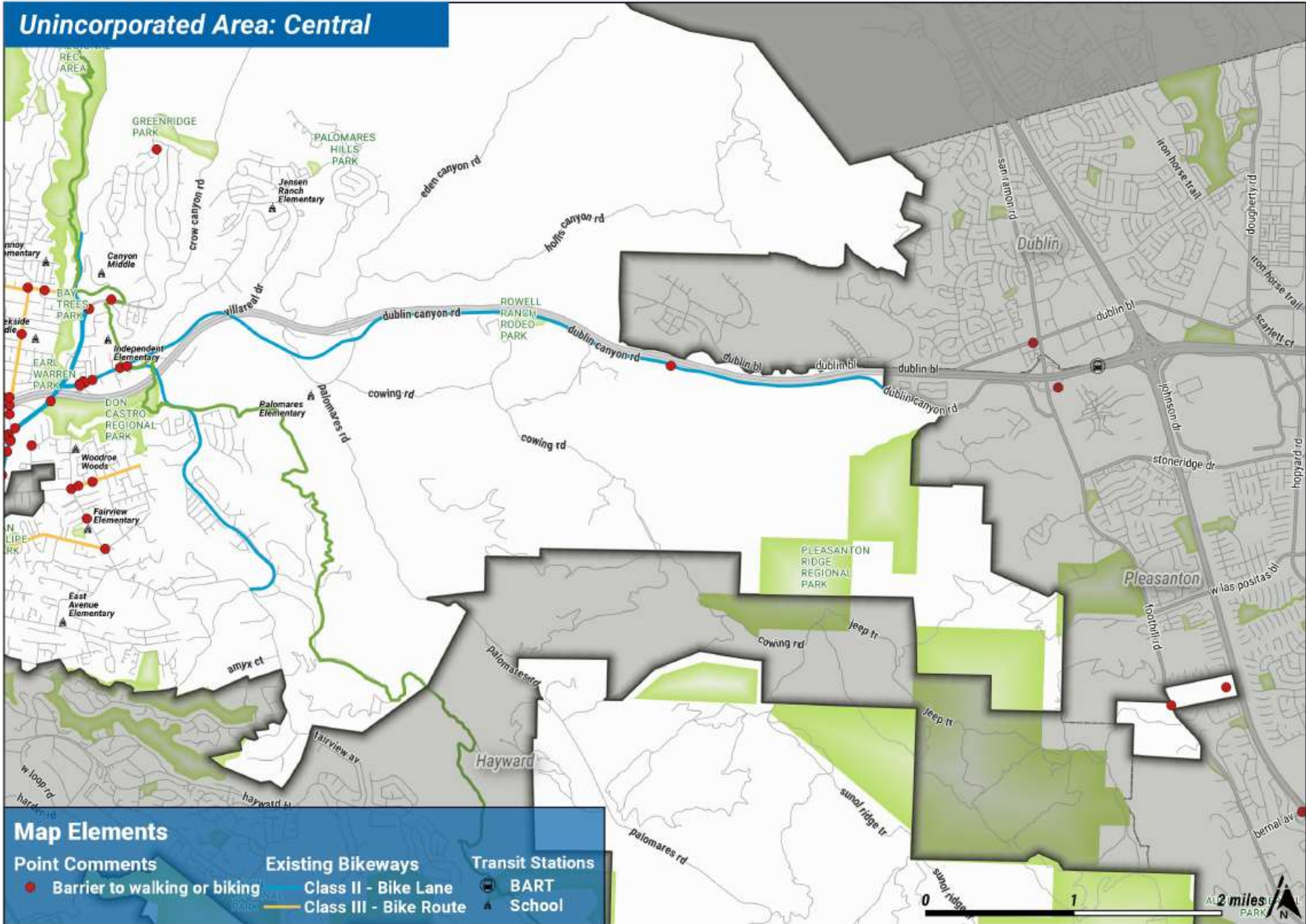


Figure B.2. Barriers to Bicycling or Walking – Central

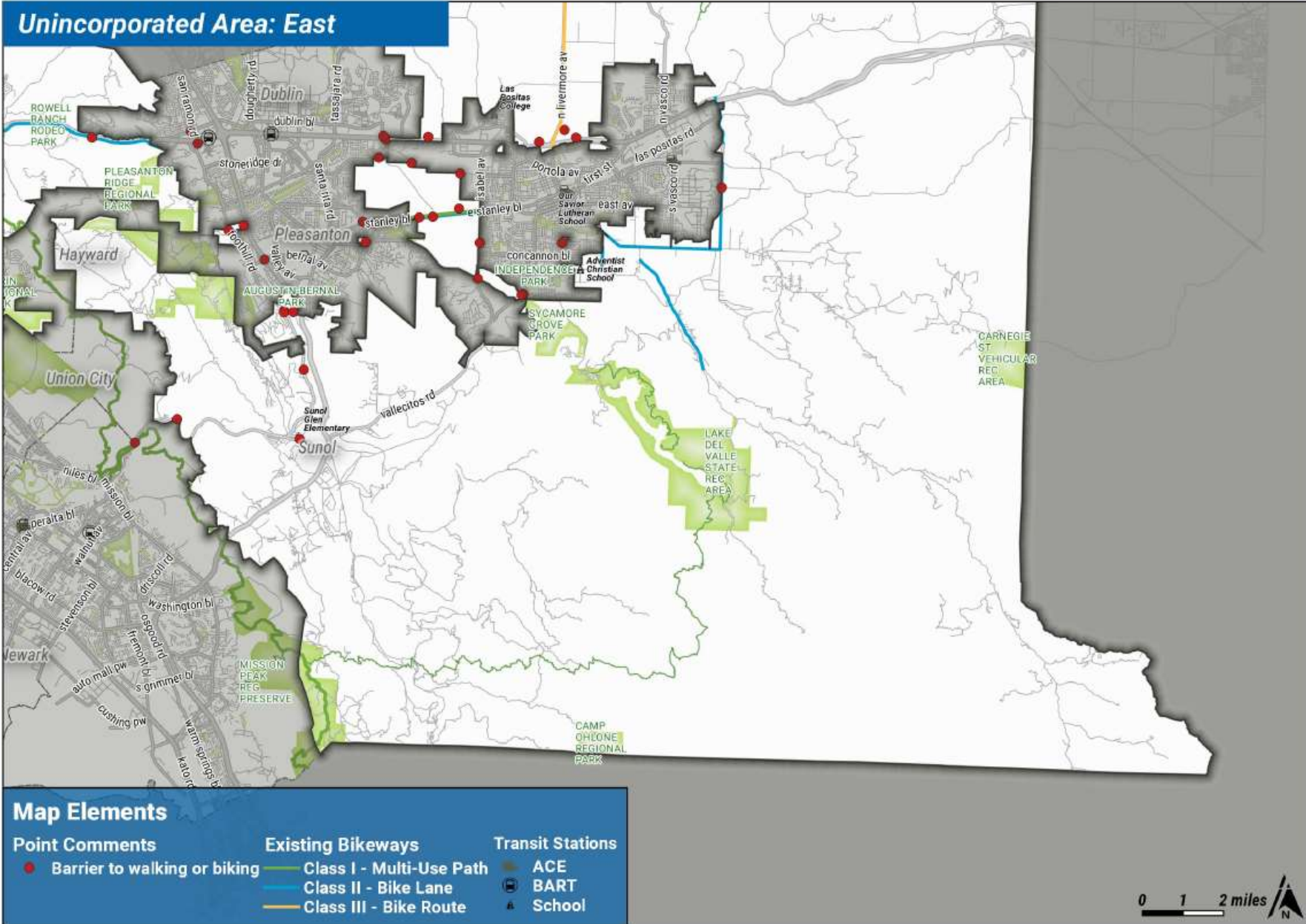


Figure B.3. Barriers to Bicycling or Walking – East

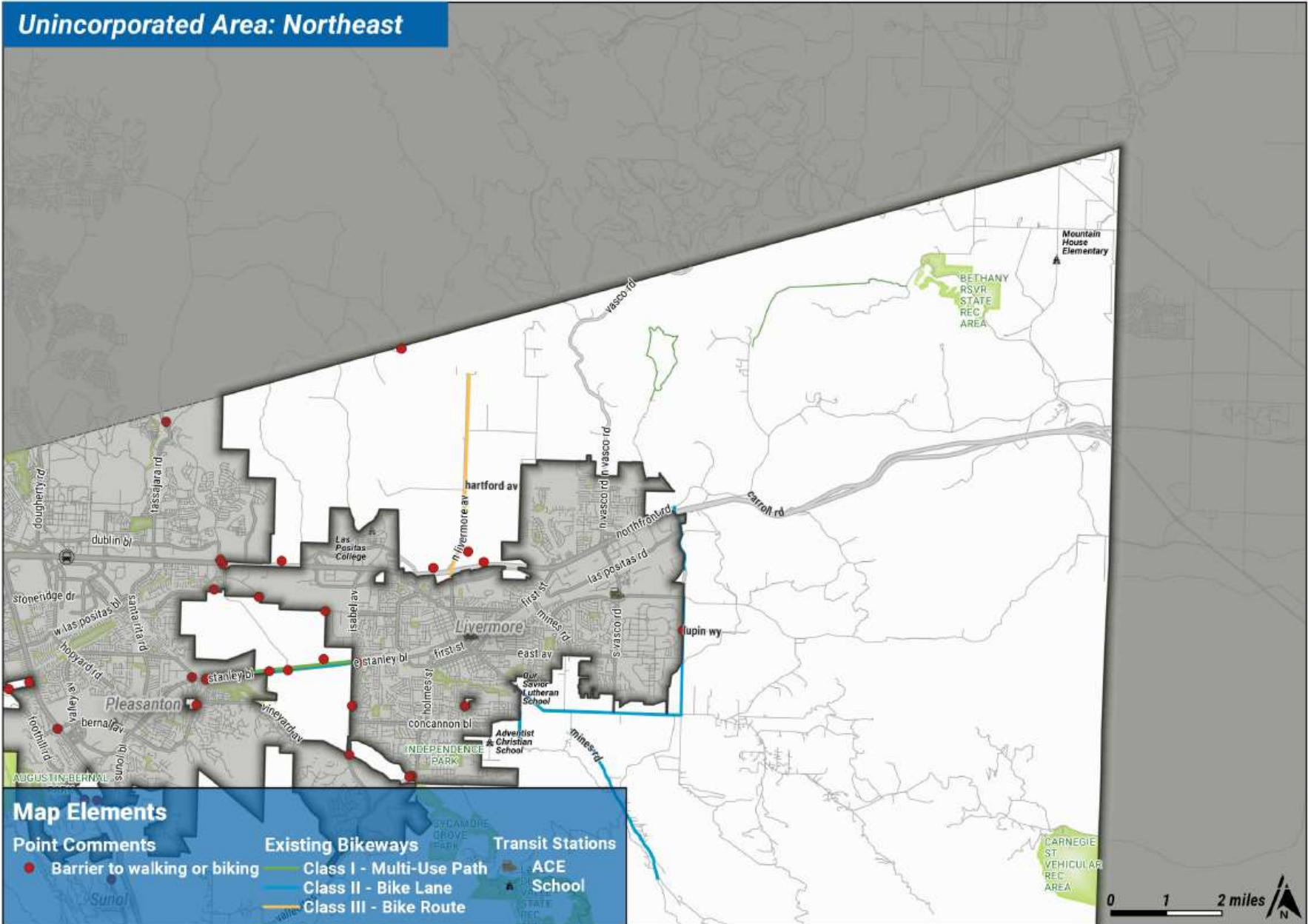


Figure B.4. Barriers to Bicycling or Walking – Northeast

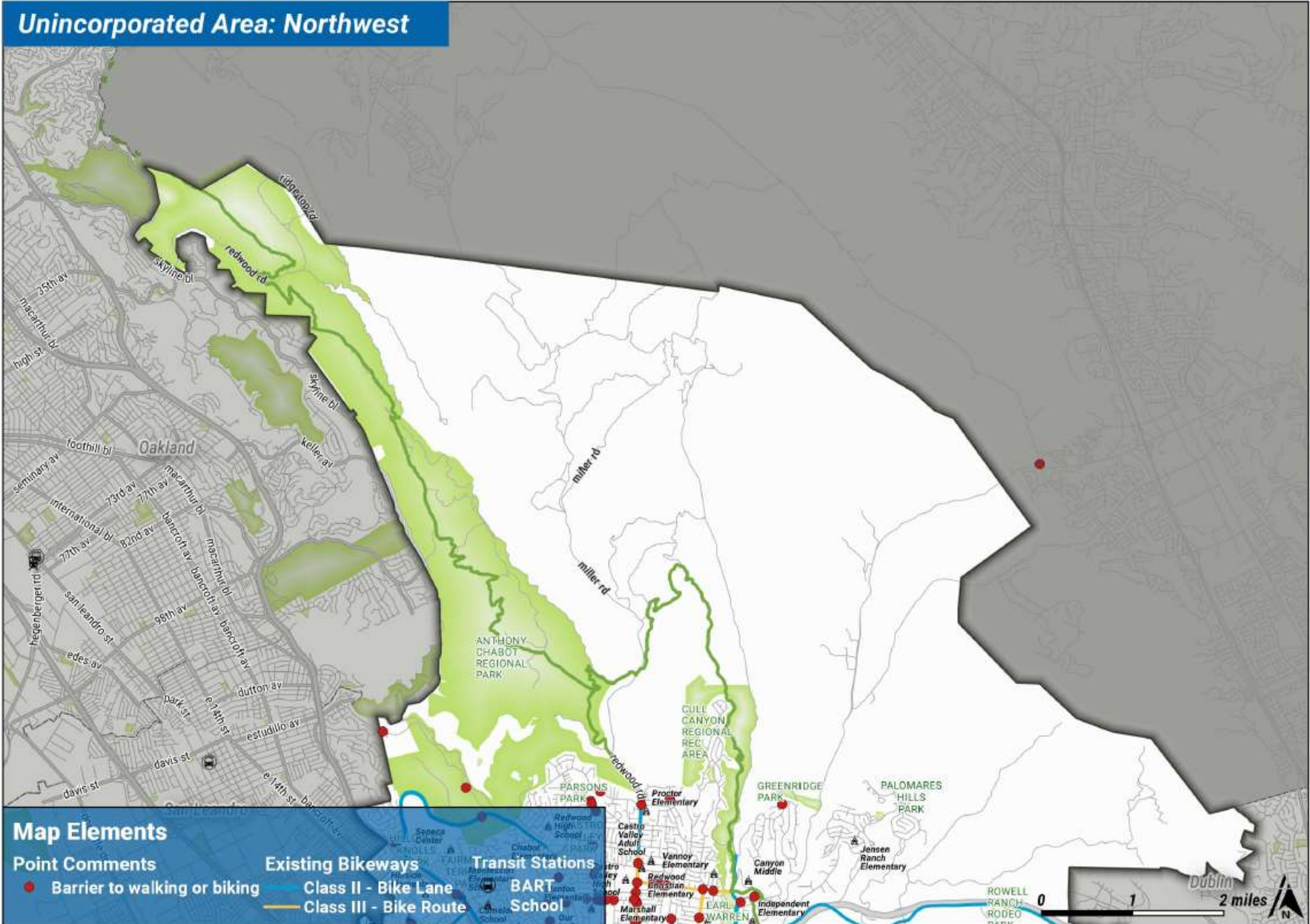


Figure B.5. Barriers to Bicycling or Walking – Northwest



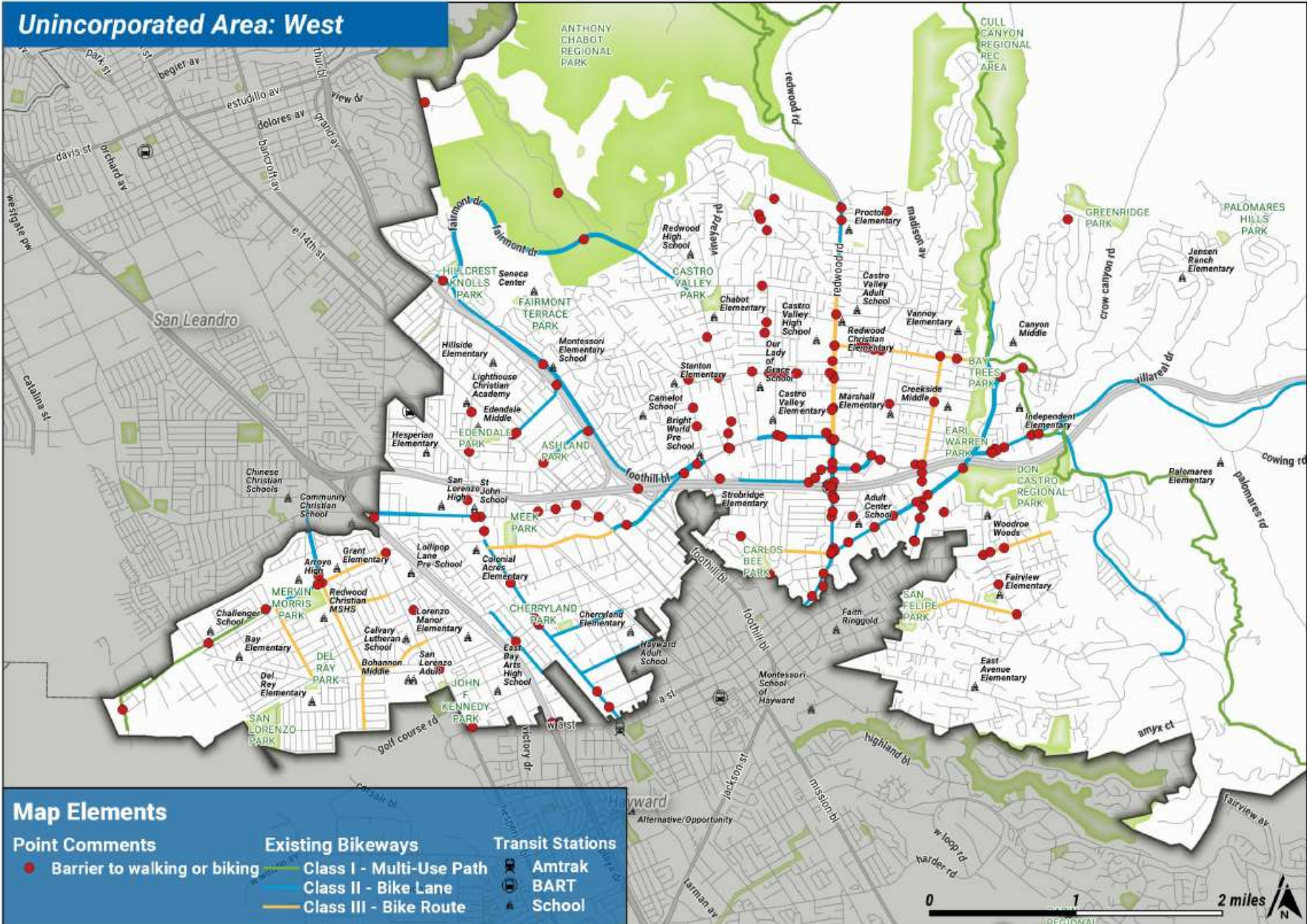
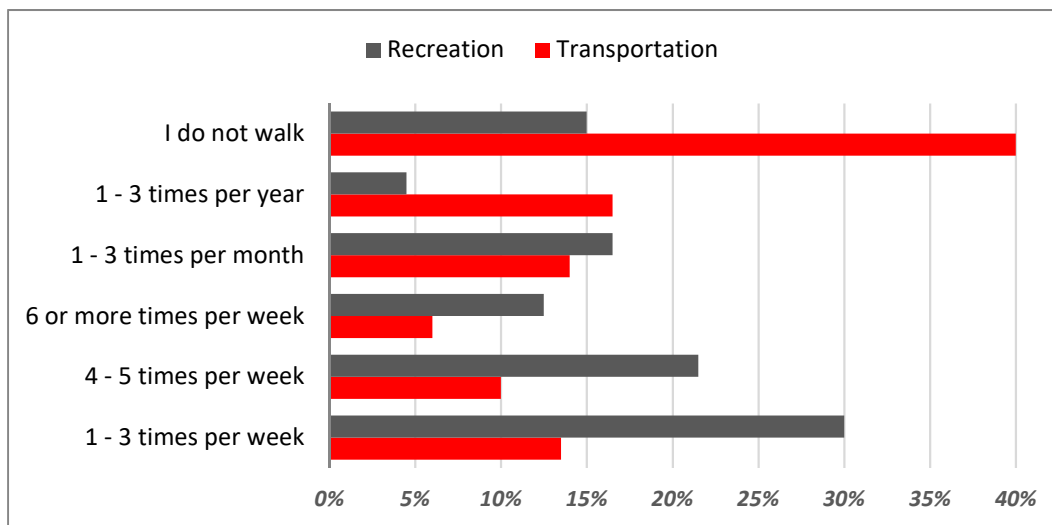


Figure B.6. Barriers to Bicycling or Walking – West

## Additional Responses

Participants were also able to provide more substantive comments on walking and bicycling improvements they would like to see in the Unincorporated Areas of Alameda County. Responses varied between requesting more sidewalks, location specific comments, and lengthy paragraph responses. In general, respondents would like more high-comfort bike facilities and pedestrian facilities, connectivity improvements, better roadway conditions and maintenance, more bicycle parking at popular destinations, and crossing improvements.

Respondents were asked how often they walk for recreational purposes and for transportation purposes (commuting or running errands), as shown in Figure B.7. Nearly two-thirds (64 percent) of respondents stated they walk at least once a week for recreational purposes and approximately 30 percent walk for transportation purposes. Overall, 47 percent of respondents walk at least once a week. The results from this question suggest that people are more likely going to walk for recreation rather than for transportation under current circumstances.



**Figure B.7. Frequencies of Walking for Recreation and Transportation**

Participants were asked how often they ride a bicycle for recreation or for transportation, as shown in Figure B.8. Similar to the walking frequency question, respondents' travel behavior leans towards recreation rather than transportation. The survey results show that 47 percent of respondents ride a bicycle at least once a week for recreation while 30 percent of the participants ride for transportation. Additionally, 50 percent of respondents stated they do not ride a bike for transportation.

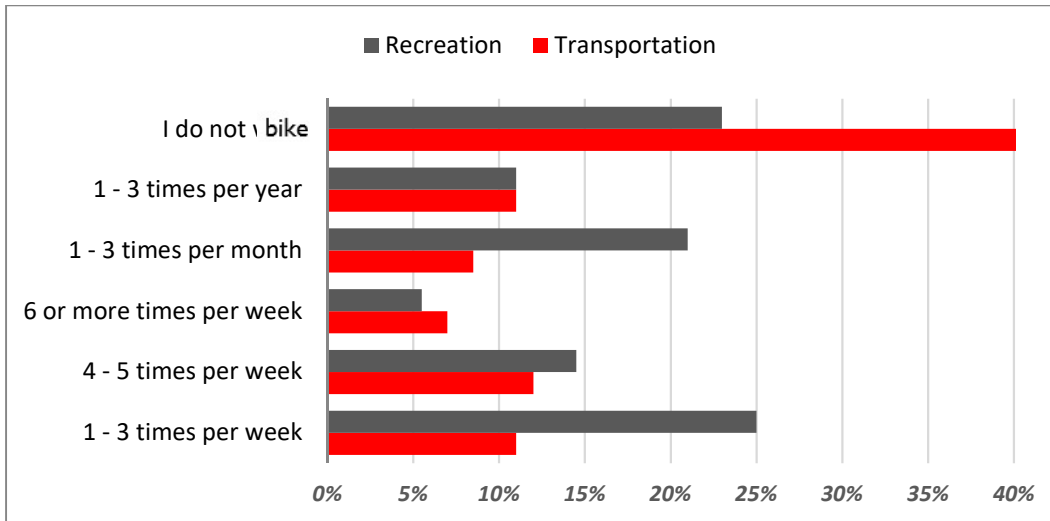


Figure B.8. Frequencies of Bicycling for Recreation and Transportation

### Places Where I Currently Ride a Bike or Walk

Survey respondents were asked to pinpoint where they currently ride a bike or walk. Responses consist of points that identify places where respondents ride a bike or walk and line segments that indicate routes on which they ride a bike or walk, as shown on Figures B.9-B.13. A total of 39 places were identified on the map from 12 different respondents, and 102 routes were identified from 37 respondents. The majority of comments were concentrated in the western unincorporated areas.

Typical comments for “places I currently ride or walk to” include:

- People who ride their bike to Castro Valley BART station really appreciate the BikeLink lockers
- Need better bike lanes to transit stations
- People do not enjoy biking or walking to the Castro Valley BART station because bike facilities are not comfortable enough and the lack of crosswalks encourages pedestrians to jaywalk
- Need to pull back on-street parking away from stop signs
- Remove on-street parking (if there are ample amounts of off-street parking available) and replace with high comfort bike facilities
- One respondent noted they enjoy intersections with brick pavers (Somerset Avenue and Stanton Avenue)
- Many people ride bikes on Northfront Road near Livermore; however, it is very uncomfortable due to potholes, no bike facilities, and pavement depressions that fill with mud and water
- Need better intersection design for bicyclists and pedestrians at major intersections and at freeways/highways
- Pavement is deteriorating and creates a potentially unsafe environment for bicyclists

Typical comments for “routes I currently ride or walk on” include:

- Several people ride on Foothill Road, Palomares Road, and Dublin Canyon Road in a loop; respondents state it is a great recreational route but speed limits are too high and the road is too narrow
- Several people make trips to Kaiser by bicycle (Union City, Castro Valley)
- Kids walk to Proctor Elementary in the middle of the street because there are no sidewalks

- There are no sidewalks on Walnut and Almond Streets, which are routes to Proctor Elementary and Parsons Park
- Respondents indicated interest in a road diet on Lake Chabot Road to better accommodate bicyclists
- Sidewalks need to be continued along the entirety of Seven Hills Road, Somerset Avenue, and other neighborhood collectors
- Heyer Avenue and Somerset Avenue are dangerous for bicycling currently due to high vehicle volumes and speeds and no bicycle infrastructure
- There are close calls with cars as bikes ride around parked cars (Heyer Avenue and Somerset Avenue)
- Bicycle wayfinding wanted along calmer, more circuitous neighborhood routes
- There are few sidewalks in the vicinity of Marshall Elementary school
- Redwood Road is dangerous for bicycling because of fast vehicle speeds and worn out sharrows reducing bicyclist visibility
- Castro Valley Boulevard bike lanes are stressful due to vehicle volumes and speeds, and Crow Canyon bike lanes are tight when cars are parked adjacent
- Multiple people commented on the need for good walking and bicycling routes to and from the Castro Valley BART station
- Bike lanes are needed on the entirety of Castro Valley Boulevard since it is a direct east-west link
- Fairview Avenue needs sidewalks
- Rural routes (Crow Canyon Road, Norris Canyon Road, Dublin Canyon Road, Niles Canyon Road) are popular but dangerous recreational bicycling routes that need additional space for bicyclists to separate them from high-speed, high-volume traffic
- Foothill and Calaveras Roads through Sunol are popular recreational riding routes
- The Tri-Valley area has many long distance recreational routes, although there are few bicycle accommodations

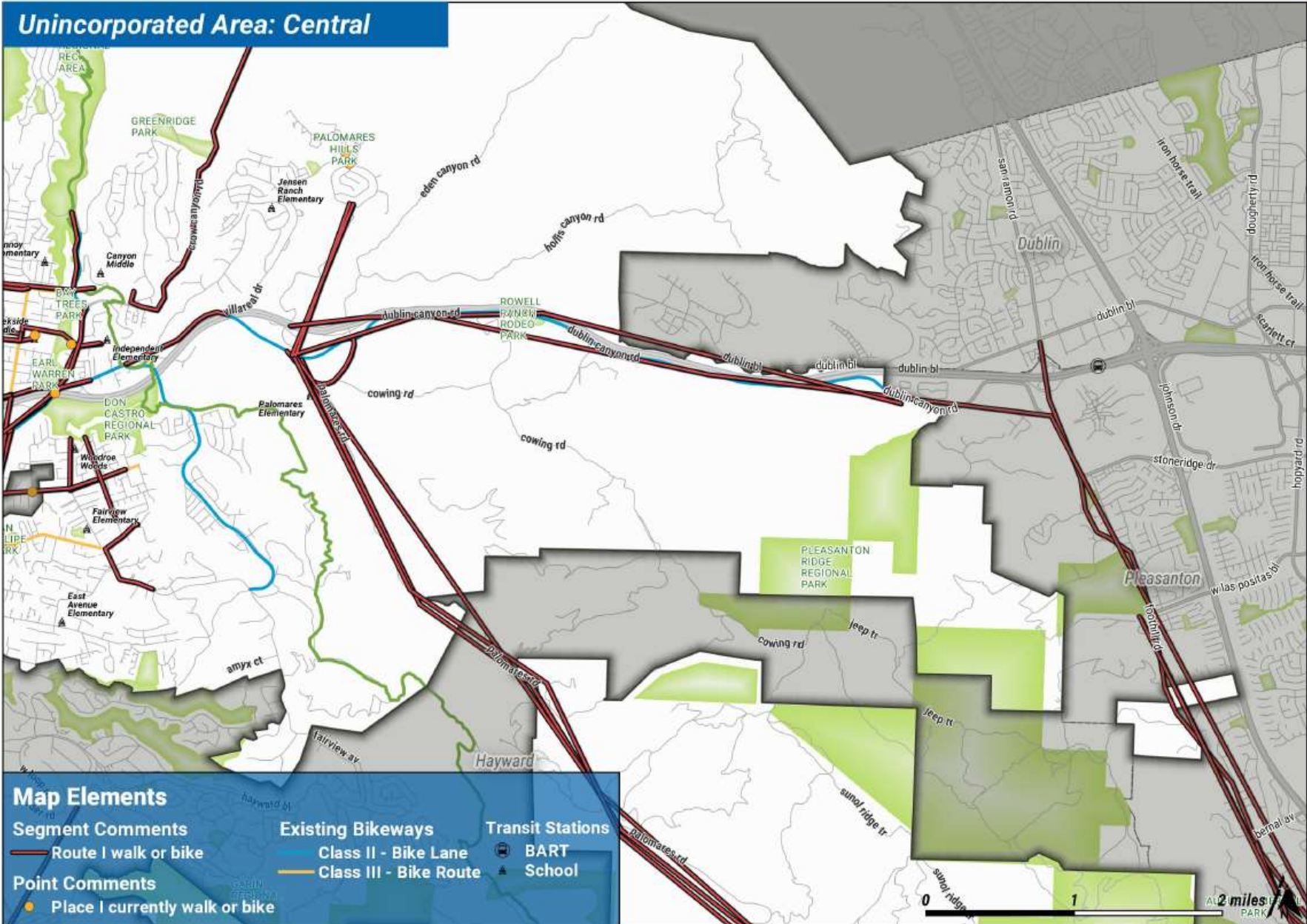


Figure B.9. Places Where I Currently Ride a Bike or Walk – Central

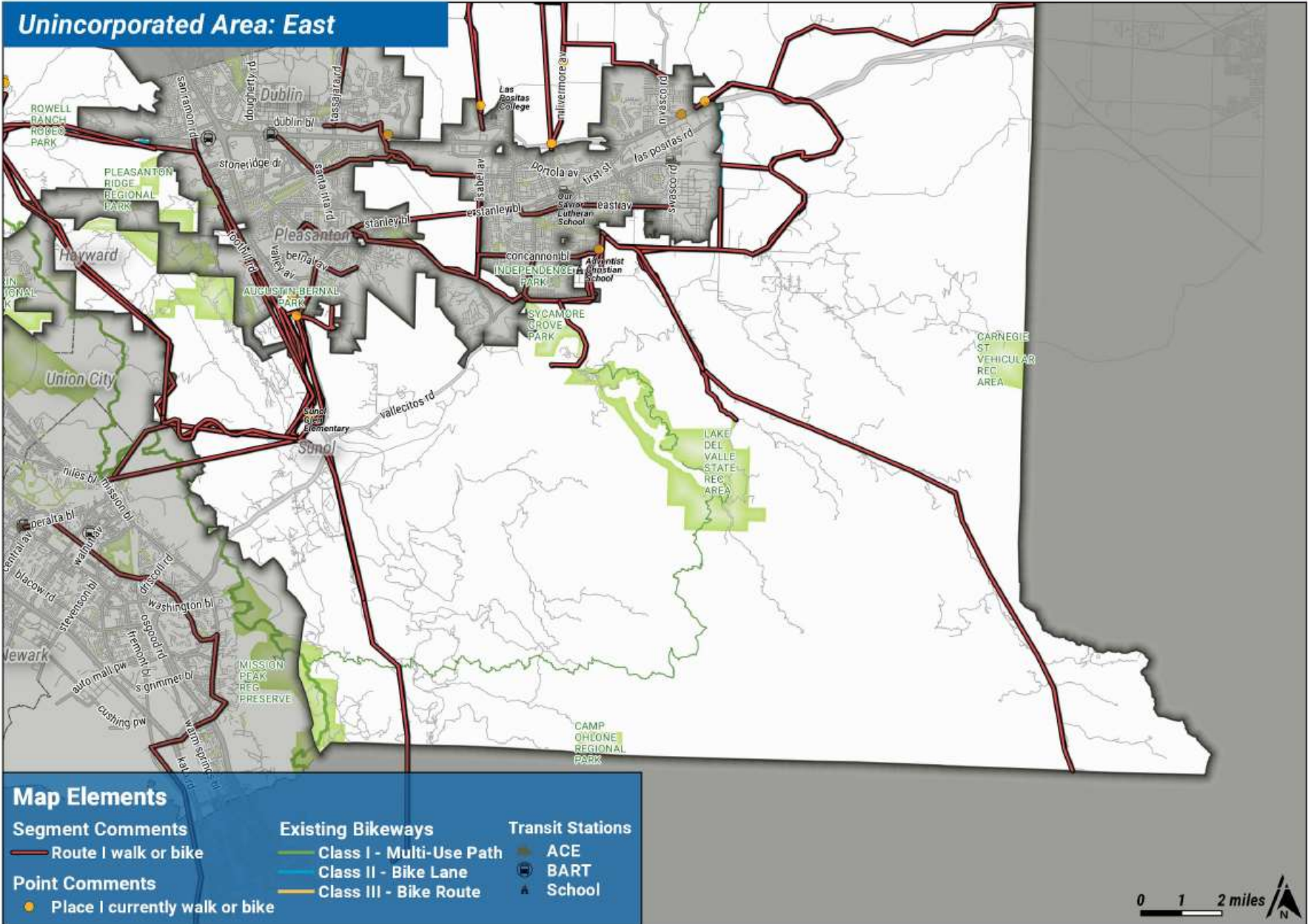


Figure B.10. Places Where I Currently Ride a Bike or Walk – East

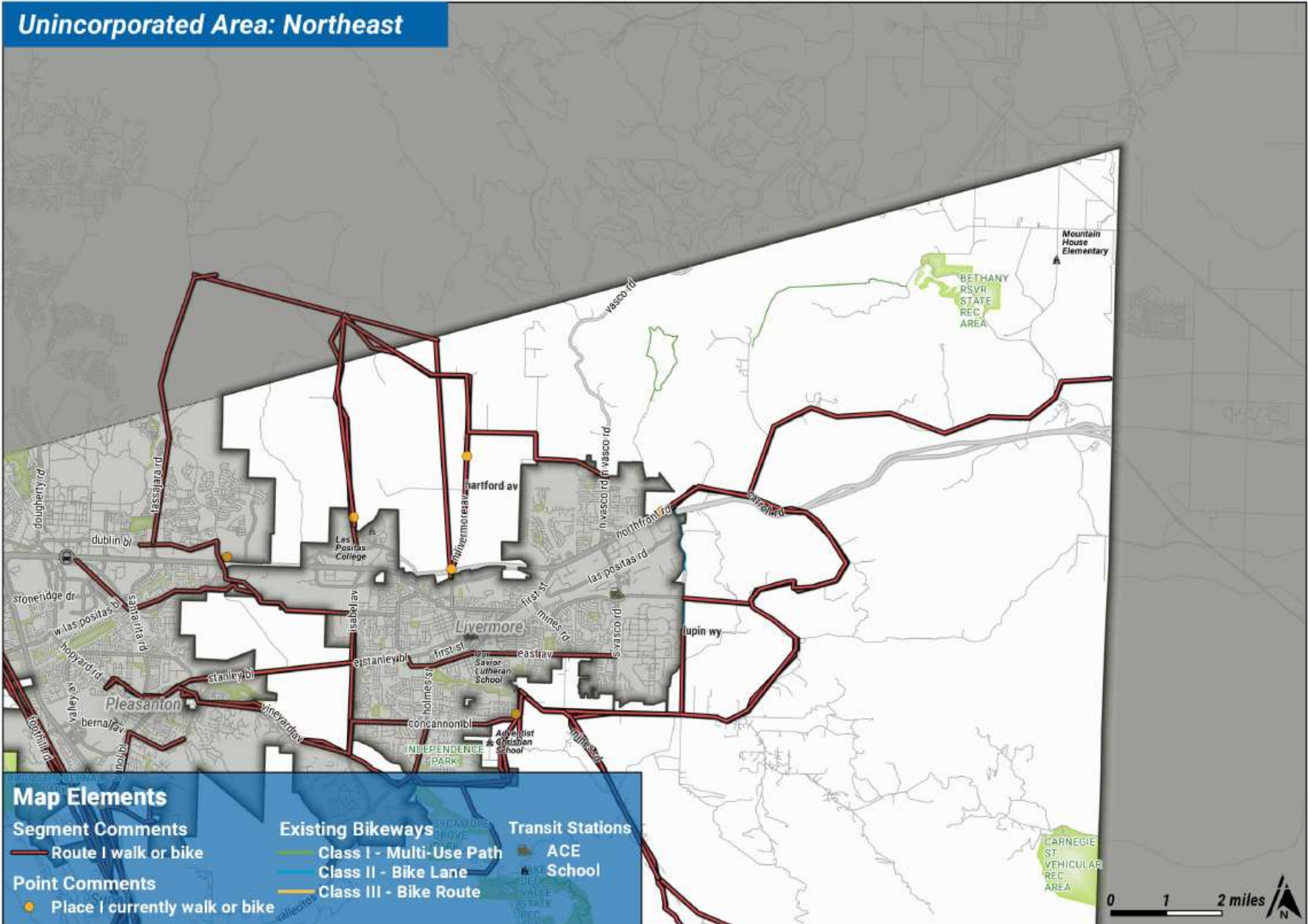


Figure B.11. Places Where I Currently Ride a Bike or Walk – Northeast

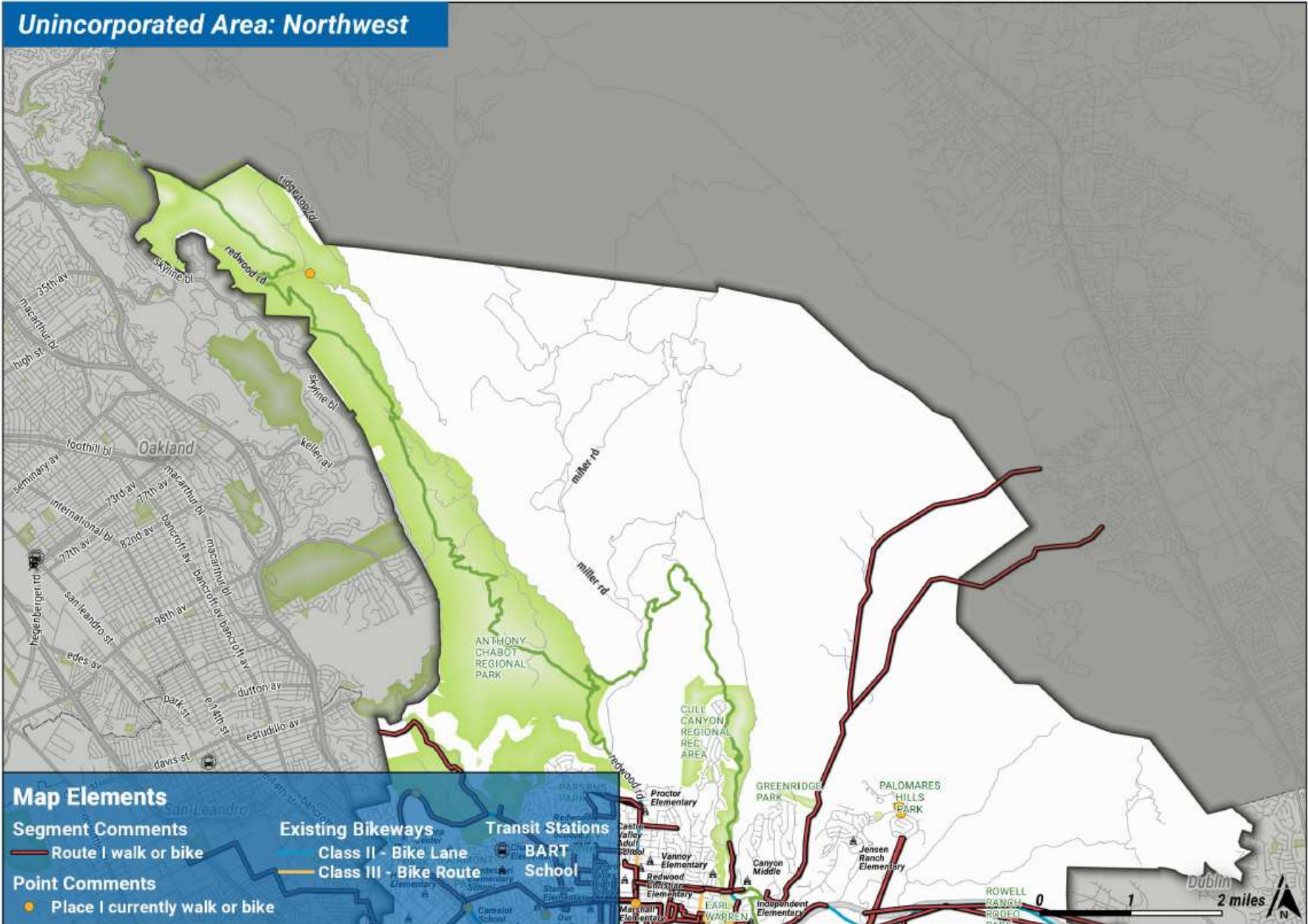


Figure B.12. Places Where I Currently Ride a Bike or Walk – Northwest



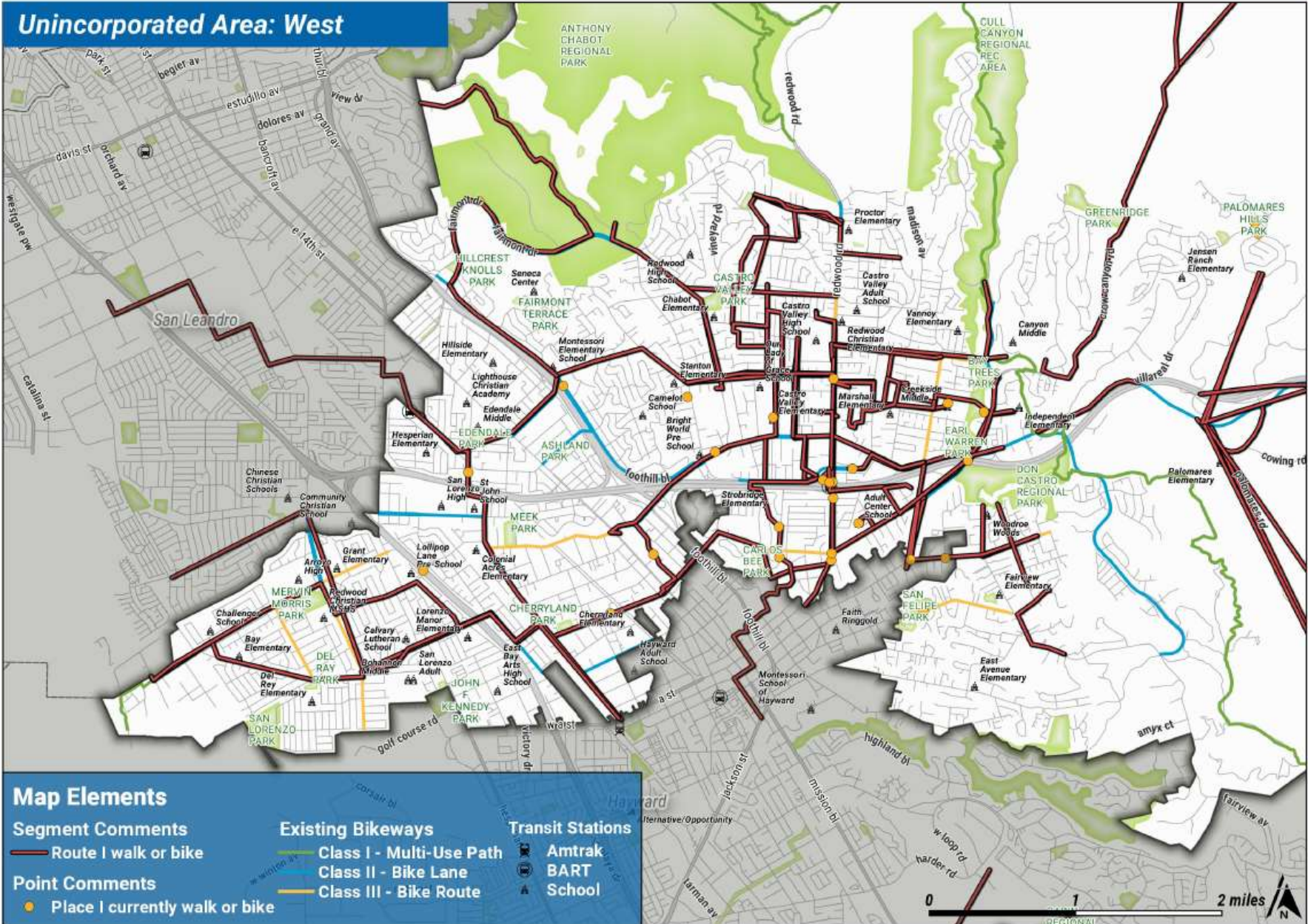


Figure B.13. Places Where I Currently Ride a Bike or Walk – West

## Places Where I Would Like to Ride a Bike or Walk

Survey participants were asked to add points to the WikiMap and record where they would like to ride their bike or walk, as shown on Figures B.14-B.18. Responses consist of points that identify where respondents ride a bike or walk and line segments that indicate routes on which people currently ride a bike or walk. They were also invited to contribute additional comments. A total of 34 comments were provided from 12 survey respondents. The majority of comments were concentrated in the western area of Unincorporated Areas of Alameda County, namely Castro Valley.

Typical comments for “places where I would like to bike or walk” include:

- East 14<sup>th</sup> Street, especially if the East Bay Greenway diverts inland
- I would like to bike to the great pathway along Lake Chabot Road, but Somerset Avenue is a significant barrier
- I would like to bike to the library, but Somerset Avenue, Redwood Road, and Castro Valley Boulevard are too dangerous for bicycling, especially with kids
- I would like to use the Castro Valley Boulevard bike lanes, but southbound bicyclists on San Miguel Avenue are not detected at the signal with Castro Valley Boulevard
- Multiple people want to bike to businesses at the intersection of Castro Valley Boulevard and Redwood Road, but it’s too dangerous
- I would like to bike on Crow Canyon Road, but it is too dangerous without bike lanes
- I would like to walk on Dublin Canyon Road, but there are no sidewalks and cars drive fast around curves
- I would like a path connecting Castlewood to the abandoned railroad tracks that run to downtown Pleasanton

Typical comments for “routes I would like to bike or walk” include:

- Multiple respondents would like to have a separated bike path through Niles Canyon to connect the Tri-Valley area with Fremont for commuting and recreational purposes
- Interest in riding along roads (i.e., Mines, Tesla, Patterson Pass) in the far eastern portion of the county
- Interest in segregated recreational weekend use along Redwood Road
- Many people are interested in safe walking and bicycling access (i.e., protected lanes) to Castro Valley schools
- Castro Valley Boulevard needs protected bike lanes
- I would ride on the Cull Creek trail, but it doesn’t go the full length, so a connector is required
- I would ride on Redwood Road, but there is a gap between Seven Hills Road and Castro Valley Boulevard without bike lanes
- Interest in safe walking routes to grocery stores and other businesses (e.g., Castro Village Shopping Center)
- Santa Maria and Wilson Avenues are not walkable
- Multiple respondents would like to bike to Lake Chabot, but the road is not safe due to speeding
- Interest in walking and bicycling access to the Castro Valley BART Station
- Montgomery Avenue would make for a low stress bike boulevard
- A multi-use path along San Lorenzo Creek would be nice
- Western Boulevard and East 14<sup>th</sup> Street would make for direct bike routes.

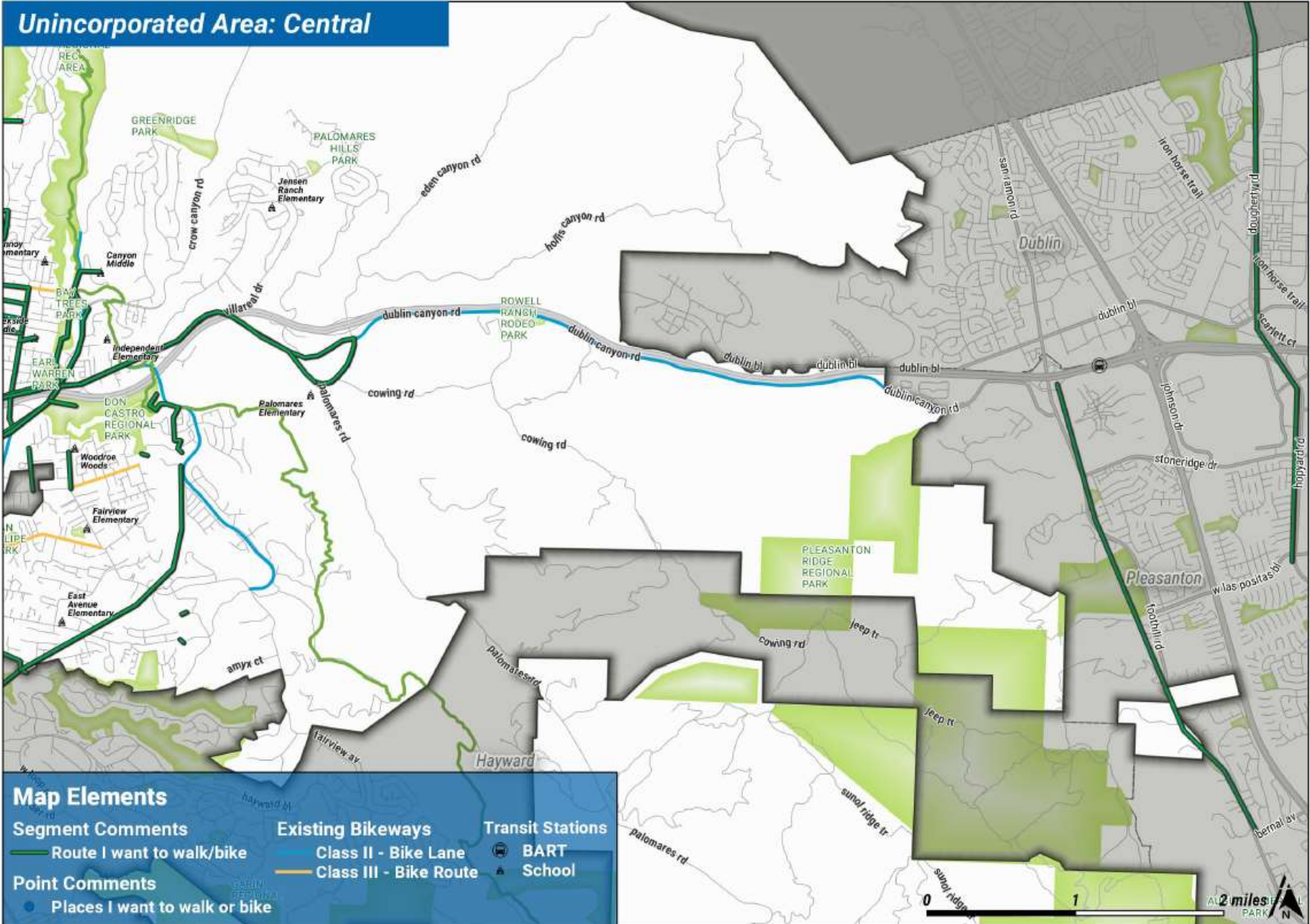


Figure B.14. Places Where I Would Like to Ride a Bike or Walk – Central

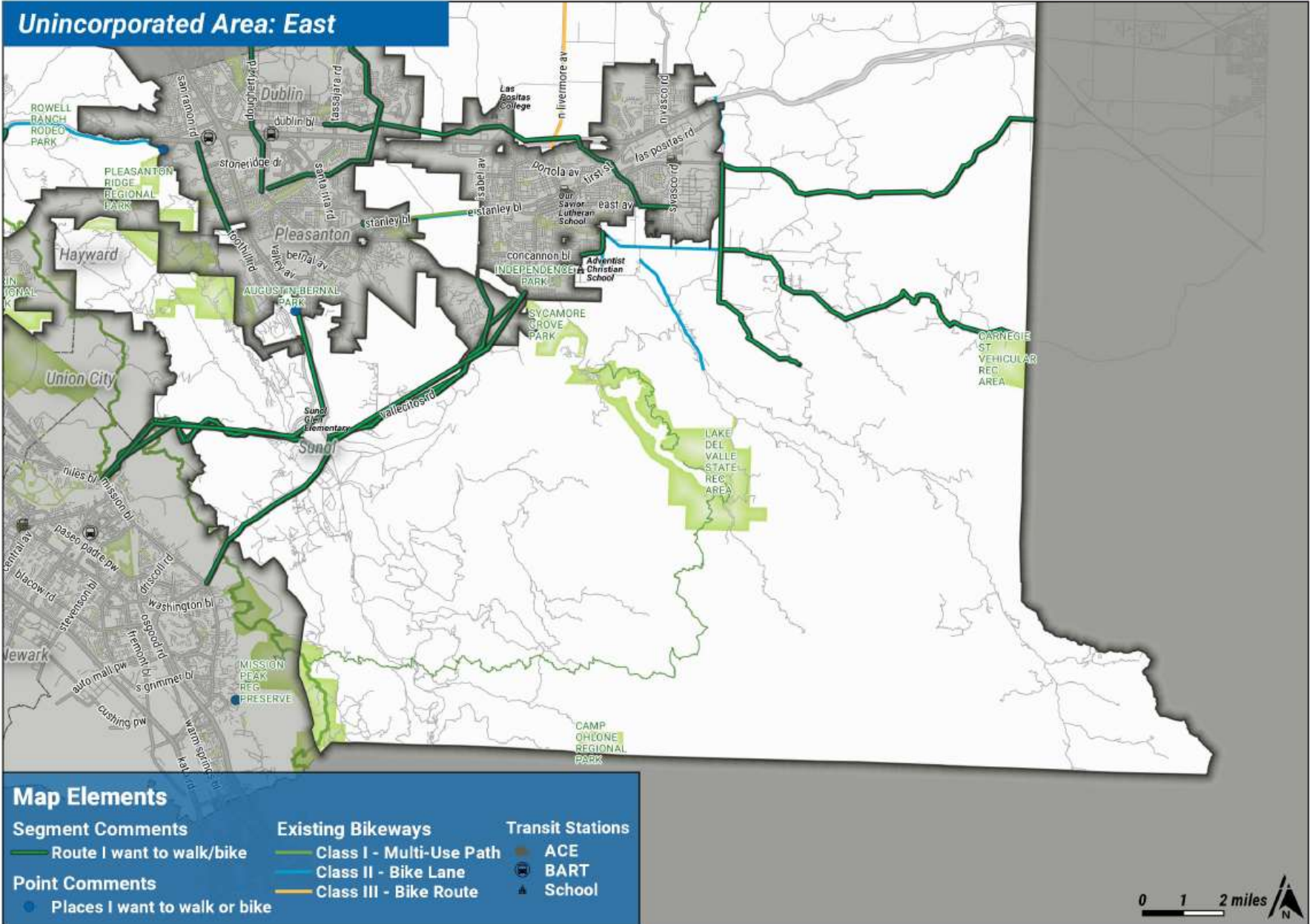


Figure B.15. Places Where I Currently Ride a Bike or Walk – East

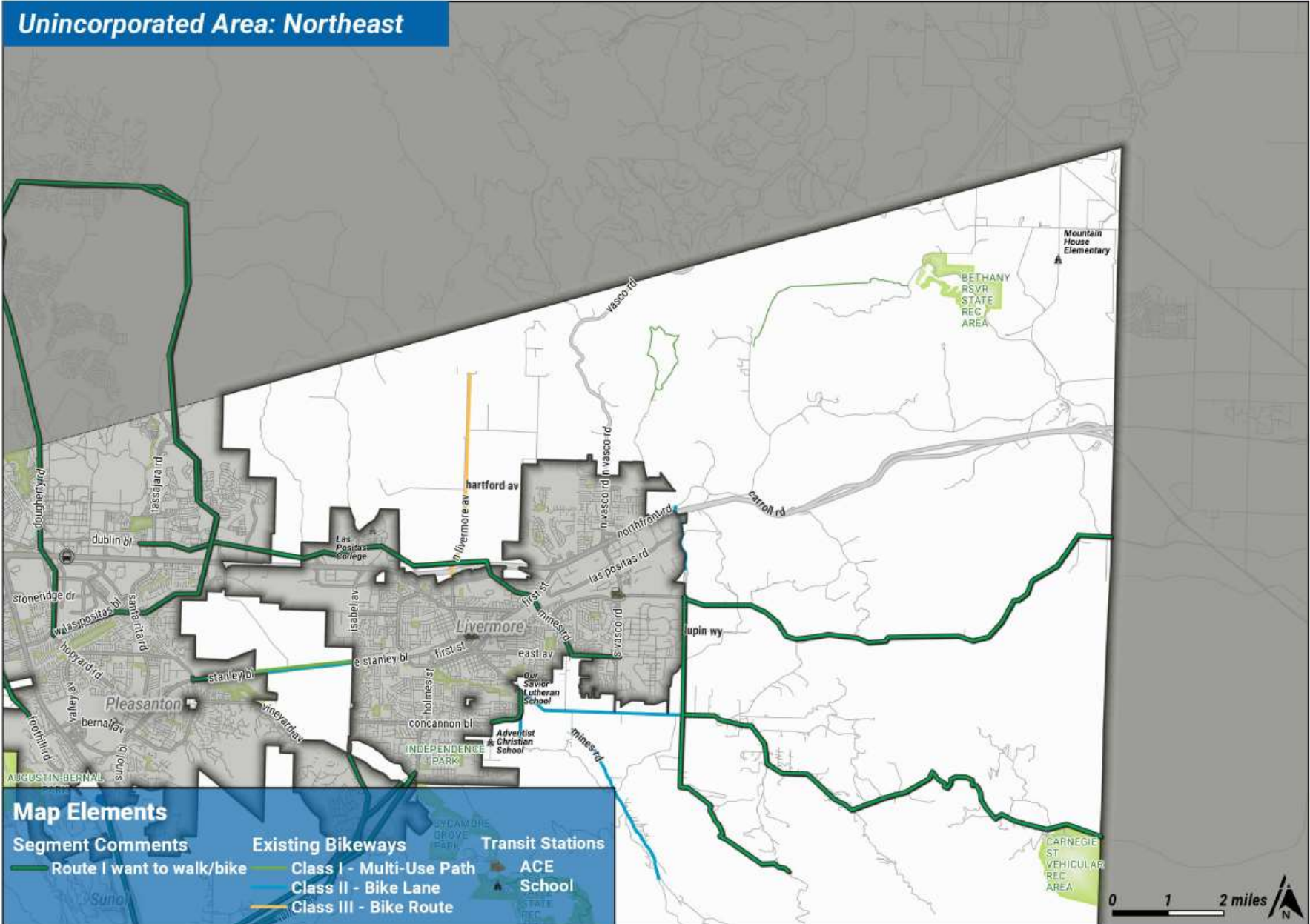


Figure B.16. Places Where I Currently Ride a Bike or Walk – Northeast

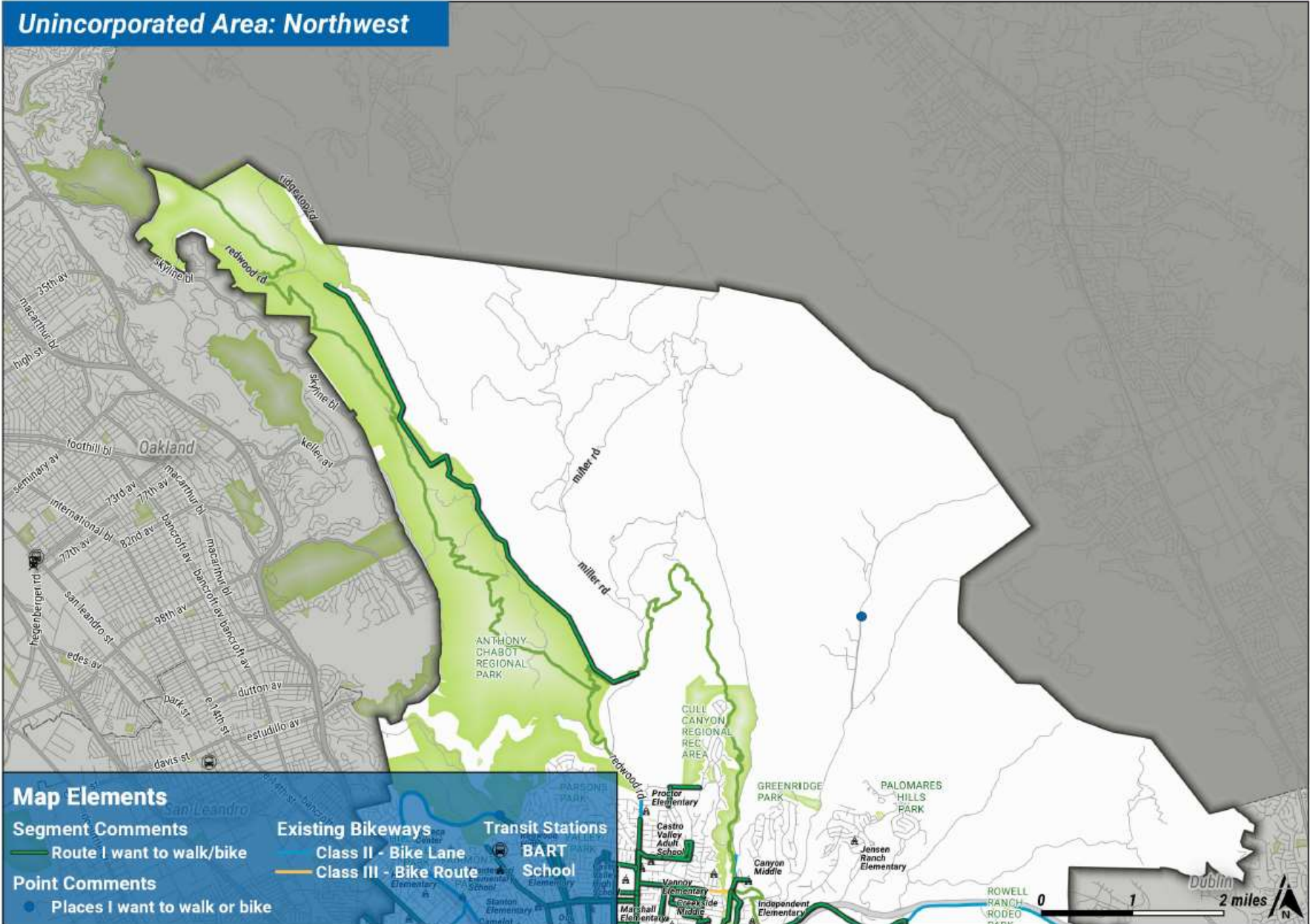


Figure B.17. Places Where I Currently Ride a Bike or Walk – Northwest

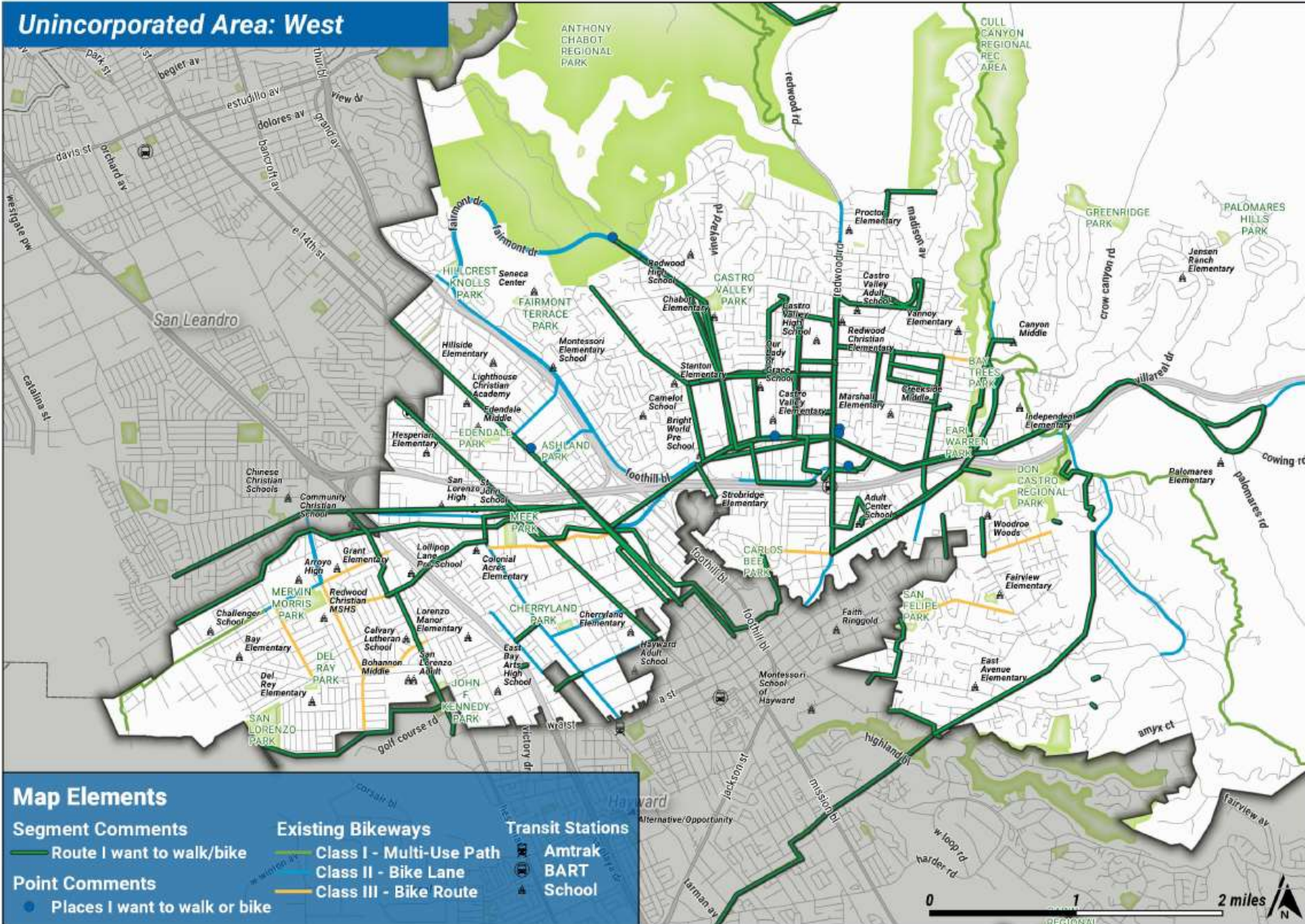


Figure B.18. Places Where I Currently Ride a Bike or Walk – West

## Conclusion

The results of the WikiMap effort indicates great potential for increasing the mode share of bicycling and walking in the Unincorporated Areas of Alameda County. In order to realize this goal, opportunities to improve bicycling and walking will be addressed with programmatic and design solutions, and improvements will be recommended for locations of concern identified by the respondents.

## Community Open Houses #1 (August 2017)

Alameda County Public Works Agency (ACPWA) hosted two Community Open Houses, the first on August 23, 2017 at the Dublin Public Library and the second on August 24, 2017 at the Castro Valley Public Library. The purpose of the meetings was to provide information and gather initial community input on the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas.

The meeting began at 6:30PM, and attendees were invited to share their comments on the existing bikeway network maps for Alameda County's Unincorporated Areas and to participate in a "What Type of Rider Are You?" and "What's Important to You?" activities. At 7:00PM, Toole Design Group (TDG) staff presented an overview of the planning process and general information about bicycle facilities (titled "Bicycle Facilities 101"). After the presentation, attendees continued to share their comments on the maps, participate in the activities, and asked questions/provided feedback to ACPWA and TDG staff.

The following captures the number of attendees and their questions/suggestions during the "Q&A" discussion of the meeting.

## Attendees

### August 23<sup>rd</sup> Community Open House

- 15 community members
- ACPWA staff: Paul Keener
- TDG staff: Sean Co and Megan Wooley-Ousdahl

### August 24<sup>th</sup> Community Open House

- 40 community members
- ACPWA staff: Paul Keener
- TDG staff: Sam Gross and Megan Wooley-Ousdahl

## Discussion/Questions

### Bicycle Recommendations

#### August 23<sup>rd</sup> Community Open House

- I want to emphasize the need for inner-County coordination – Crow Canyon Road goes through many jurisdictions. I ride across the County lines on one bike ride.
  - Just putting a sharrow done does not provide enough information – need "bike may take full lane."
  - La Mirada trail is even more used than Iron Horse Trail. Need separate lanes for pedestrians and bicyclists – need clear separation – I dislike riding on these trails.
- Niles Canyon Road – This should be a high priority.



- Now have rumble strips and sandblasted off white lines. Have markers for cars with on the shoulders. No safe connections from Pleasanton to Fremont. Niles Canyon Road in the morning is a death trap, or any day in the morning.
- Pleasanton Sunol Road has trees that need to be cut back. There is so much traffic on that road it is scary.

#### *August 24<sup>th</sup> Community Open House*

- What are protected intersections? People expressed interest in these.
- Salt Lake City has a just paint version of a protected intersections.

#### Pedestrian Recommendations

#### *August 23<sup>rd</sup> Community Open House*

- Where is the pedestrian part of this plan?
  - SC: There are certain activity centers, and these will be a part of the corridor plan.
  - PK: We actually have very few areas that have sidewalks. We also have a Safe Routes to School program that is encouraging more walking and is looking at facilities.
- In terms of sidewalks, in Castro Valley, that territory that hugs the hills, very dense housing in that area – that area should have sidewalks. PK: We are pursuing funding for sidewalks in this area.
- The income levels in Castro Valley is probably four times that in Cherryland. Facilities should also be focused in Cherryland, too.

#### *August 24<sup>th</sup> Community Open House*

- Interest in more sidewalks, especially near schools. Currently, there are no sidewalks through neighborhoods. Cars park on berms forcing children to walk in the street. It is very dangerous to get to schools. A wheelchair wouldn't be able to go down the street.
- Concern with sidewalks, sudden hills, no sidewalks or pavement at bus stops. Can something be done to provide connections to transit especially for those with mobility issues?

#### Educating Drivers and Cyclists

#### *August 23<sup>rd</sup> Community Open House*

- How are motorists educated about changes in bicycle facilities? People who don't cycle often don't understand what the facilities mean. Perhaps taking out an ad in the paper so that motorists can learn. Could also add information to the driver's test.
- I've been yelled at by drivers saying "Share the Road!" – SC: This is a best practice issue; some communities are moving more towards having "Bike may take full lane" signs.
- Could connect with the major TV stations to have a blurb on what bike lanes mean
- PK: Maybe we could consider a PSA and work with other communities throughout the region to share information about these new facilities.
  - We are interested in developing criteria to where it makes sense to have the "Bike may use full lanes" signs and where it may not. TDG is tasked with developing guidelines for when to use these signs/facilities.
  - Could also work with the DMV to create a brochure.
- Bike East Bay produces a tip sheet that has information on one side for cyclists and the other for motorists about sharing the road space and can share these.

- What about the 3-foot rule? I've seen signs that say "3 feet for bicycles; it's the law." This should be shared with drivers of pick-up trucks because the side mirrors stick out.
- Would help to address the drivers who don't know what sharrows mean.

#### Additional Discussion

##### *August 23<sup>rd</sup> Community Open House*

- For the bike lockers, is there a coordinated plan to pay for and use the bike lockers? Difficult if every bike system has their own payment system.
- When you look at the maps, the major connectors – all those roads have a huge opportunity to connect to other communities, but these roads are very unsafe. If they were made safer, would have more opportunities for people to commute back and forth. People are risking their lives everyday on these routes.
- How can I share feedback on roadway conditions for cyclists? PK: Can use an app called "Mobile Citizen" – if it's in an unincorporated area, the information goes directly to our maintenance department. Unincorporated area has 480 miles of roadway.
- When you look at the old master plan, is there anything that you could say that was built from this plan? And what can we expect that will be implemented from the updated plan that will be safer?
- Bike East Bay had wonderful maps for recommended routes – they haven't maintained the publication, and would like to see these again. Had maps for both East and West County. They were excellent resources.
  - Bike East Bay staff: The cities were building their facilities too fast to stay up-to-date. Google maps with the bike layer on has most up-to-date information.
- For gathering information, do you link up with Strava data?

##### *August 24<sup>th</sup> Community Open House*

- Who has final approval?
- After plan is approved, is there funding to implement the plan?
- Do we look back at the last plan and see what was and wasn't implemented?

### Community Open Houses #2 (January 2018)

Between January 16-18, 2018 the Alameda County Public Works Agency (ACPWA), with support from Toole Design Group (TDG), hosted three community workshops for the second round of outreach for the Bicycle and Pedestrian Master Plan (BPMP) update. The workshops were held at the San Lorenzo, Castro Valley, and Livermore Public Libraries. This memorandum provides a summary of the activities and comments received at the meeting.

The purpose of the workshops was to share information on the BPMP process, familiarize the community with several types of bicycle and pedestrian facilities and treatments, and gather input on the community's priorities and reactions to the initial set of bike network recommendations and pedestrian activity areas.

Each meeting began as a general open house, with participants invited to circulate and provide input on various workshop stations and topics. Subsequently, a formal presentation provided an overview of the plan process, bicycle and pedestrian facilities and the draft bicycle network and pedestrian recommendations. Following the presentation, community members were invited to ask questions in an open forum and then invited to have one on one conversations with staff at the workshop stations.

The workshops were well attended: 20 people attended the San Lorenzo meeting, over 40 people attended the Castro Valley, and 27 people attended the Livermore workshops. Participants included subcommittee members, Board of Supervisors' staff, Bicycle and Pedestrian Committee members, bicycle and pedestrian commuters, recreational riders and runners, and families.

### Key Takeaways

Throughout the workshops, several themes emerged based on the public's input:

- Enthusiasm and excitement about the BPMP update
- Many people were pleasantly surprised by the jump towards a complete, connected network and the new standards and options for bicycle and pedestrian facilities
- Most bicyclists in East County area want:
  - Access and safety
  - Improved connections to recreational trails
  - Recreational riding as a goal

### Comments and Questions from Presentation

The following comments/questions were asked by attendees at the end of the presentations.

#### San Lorenzo comments:

- San Lorenzo Creek Trail should have bicycle and pedestrian access
- This plan should coordinate with the Hayward and San Leandro networks and their subsequent plans
- Walking in Cherryland, Ashland, and San Lorenzo does not feel safe due to lack of lighting. This prevents people from walking.
- There is a need for safety improvements at railroad crossings near schools. Children have been struck by trains.

#### Castro Valley comments:

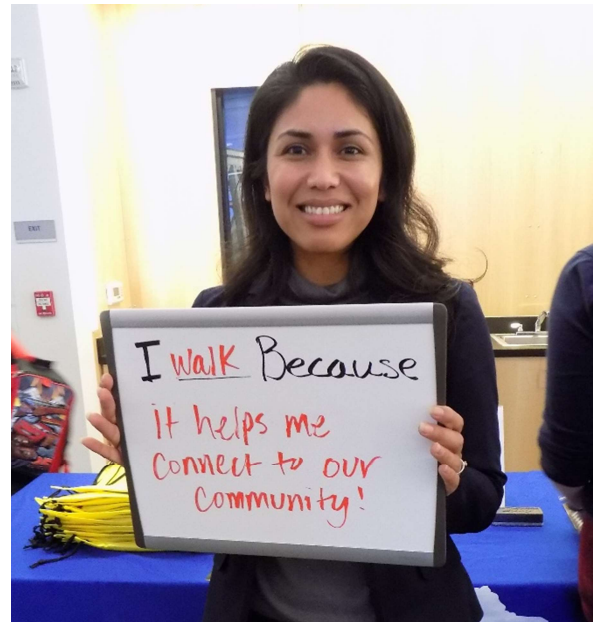


Figure B.19. Participant at the Community Open House sharing why she walks.

- Why are all three planned corridor studies in Castro Valley, and what influenced this decision?
- Why do facility types change between different roadway segments?
- What funding mechanisms are being used to implement this plan?
- Is there a budget for experimental/low budget/temporary type projects?
- How is this plan being integrated with adjacent jurisdiction's plans?
- There are currently many barriers. All it takes is one barrier to prevent a trip.
- Add bridge to Carlos Bee Park to map

Livermore comments:

- Provide a list of Bicycle Projects completed since 2012.
- What are the funding sources for bicycle projects?
- Add Recreation as a goal.
- Access and safety are the two top priorities
- Tracy housing development of 4,700 will impact traffic on roadways and I-580 highway
- Add LARPD trails to map
- East County's highest priority is improving recreation bicycle riding
- Greater enforcement of crossing double yellow lines
- Enforcement of bicycles riding through stop signs
- Are bicycles permitted to ride in travel lane when bicycle lanes are provided?
- How much funding goes toward education and enforcement?
- Why were planned bicycle and pedestrian projects removed from Marina and Wente?
- Why was LARPD not contacted by ACPWA?
- Please show EBRPD facilities on the map, i.e. Brushy Peak
- Identify Department of Water Resources facility
- Is Blue Bell Avenue and Daisy in Alameda County Unincorporated Areas?

Comments at Workshop Stations

Proposed Bicycle and Pedestrian Network Recommendations

Participants were asked to share their ideas, feedback, and thoughts about walking and the proposed bicycle network in the Unincorporated Areas of Alameda County. Some participants wrote and commented directly on the map while some wrote their comments on post-it notes.

Pedestrian Comments

Cherryland

- Lewelling Blvd at Railroad
- Pedestrian crossing needs improvement

San Lorenzo

- Paseo Grande at San Lorenzo Library/Via Descanso



Figure B.20. Participants at the Castro Valley Community Open House reviewing the pedestrian improvement recommendations.

- Dark crosswalk with speeding vehicles off overpass
- Especially uncomfortable in fog

#### Castro Valley

- Redwood Rd and Alma Ave
- Hard for bicycles to make left turns
- Redwood Rd and I-580 ramps
- Safer crossings needed
- Lake Chabot Rd and Fairmont Dr
- Needs Signal

#### Pedestrian Segment Comments

Community members in attendance noted on the maps that many streets lack sidewalks or have sidewalk gaps. The following streets were noted:

#### Castro Valley

- Heyer Ave
- Forest Ave
- Alana Rd
- Edwards Ln
- Sargent Ave
- Seven Hills Rd
- Proctor Rd
- Seaview Ave
- Community members also concerned with vehicle speeds
- Lamson Rd
- Almond Rd
- Parsons Ave
- Redwood Rd
- Has gaps between Berdina Rd and Seven Hills Rd
- Somerset Ave
- Mabel Ave
- Lake Chabot Rd
- Proctor Rd
- Stanton Ave
- Anita Ave
- Norbridge Ave
- Jamison Way

#### Fairview

- Kelly St
- Maud Ave
- D St

#### Cherryland

- Eastbound Mattox Rd
- No sidewalks
- Pedestrians walk in bike lane
- Wilson Ave
- High vehicle speeds



**Figure B.21. Participant at the Castro Valley Community Open House reviewing the draft Bicycle Vision Network.**

- High foot traffic from high school students and church congregation
- Redwood Rd
- Dark crossings make it difficult to see pedestrians
- Lack of connections between Cherryland and Castro Valley

#### East County

- East Avenue

#### Bicycle Comments

Various bicycle facility improvements were requested throughout the plan area, and are recorded by community. General feedback included:

- Replace all “Share the Road” signs with “Bikes May Use Full Lane” signs.
- There is a lot of interest in protected bicycle facilities. Those that commented would like to see the protected facilities wherever possible.
- Sharrows need to be centered in the roadway.

#### Ashland/Cherryland/San Lorenzo

- There was support for the recommended facilities on the following streets
- Elgin St
- 167<sup>th</sup>
- Coordinate with HARD to connect to golf course trail from San Lorenzo Community Center Park to Kennedy Park
- Bicycle facilities were requested to connect to Hillside Elementary School
- Show existing pedestrian bridge on E. Lewelling Blvd.
- Add San Lorenzo Creek trail to map
- Add Foothill trail to map

#### Segments

- Fairmont Dr
- Add bike lanes from Foothill Blvd to E 14<sup>th</sup>
- Hesperian Blvd
- Should be Class IV not Class II
- San Lorenzo Creek
- Need Bike Ped Bridges over creek
- 159<sup>th</sup> Ave
- Paint as alternate bike route

#### Castro Valley

##### Segments

- There was support for the recommended facilities on the following streets
- Seven Hills Rd
- Heyer Ave
- Center St
- Bockman Rd



**Figure B.22. Participants at the San Lorenzo Community Open House discussing the recommendations.**

- There was support for parking removal on the following streets
- Heyer Ave
- Somerset Ave
- Stanton Ave
- Castro Valley Blvd
- Center St
- Lake Chabot Road
- Two requests for extending Class IV recommendation to intersection with Fairmont Dr
- Especially uphill section where cars are parked by the lake, also to protect from door zone
- Lake Chabot Rd/Baywood Ave Bicycle Boulevard
- Extend south of Grove Way into Hayward via Orange Ave
- Norbridge Ave is marked on map as not having a bike lane from Redwood Rd to Castro Valley Blvd. It already has a bike lane on that stretch.
- Seven Hills Rd
- Add Class II from Lake Chabot Rd to Redwood Rd
- Redwood Rd between Castro Valley Blvd and Somerset Ave
- Add painted conflict zones on
- Santa Maria Ave bicycle boulevard
- Extend along Wilbeam Ave from Castro Valley Blvd to the Castro Valley BART Station

#### *Intersections*

- Redwood Rd and Heyer Ave
- Difficult for bikes turning left from Redwood Rd onto Heyer Ave
- Won't let my child bike to school because of this intersection
- Redwood Rd and Wilson Ave
- Uncomfortable crossing
- Difficult for children crossing on foot and bike
- Left from Northbound Redwood Rd onto Wilson not possible, too uncomfortable
- Congested during commute hours. Parents allow their children to open doors and jump out of the cars without looking for bicyclists. Bicyclists in danger of being hit by doors from travel lane.
- Redwood Rd and Seven Hills Rd
- Uncomfortable for bikes going straight on Redwood Rd due to right turn lane
- Won't let my child bike to school because of this intersection
- Heyer Ave and Center St
- Uncomfortable for bikes turning left onto Center St
- Won't let my child bike to school because of this intersection

#### *Bicycle Parking*

- Bike Parking was requested at the following locations:
- Castro Valley Community Park
- Castro Valley Blvd between Stanton Ave and Lake Chabot
- Don Castro Regional Park – Long term (Class I) parking
- Castro Village Shopping Center

#### *Fairview*

- Vehicles speed on the following roads in the Fairview area
- D St
- Kelly St

## East County/Connections between East and West County

### *Segments*

- Crow Canyon Rd
- Bike lanes are too narrow on Crow Canyon Rd
- Needs wider shoulder, improvement would be fantastic
- Multiple comments about drivers speeding and need to reduce auto speeds
- Not enough room on shoulders for bikes
- Need to bridge gap between Castro Valley and San Ramon
- A low stress connection or path is needed between Castro Valley and San Ramon
- Need protected bike lanes on Crow Canyon Rd
- Needs safety improvements
- Norris Canyon Rd
- Needs climbing lanes
- Needs safety improvements
- Dublin Canyon Rd
- Upgrade bike lane on Dublin Canyon Rd from Class II to Class IV
- Three notes requesting Class I path to connect Castro Valley and Dublin
- Bike lane is too dangerous for cyclists
- Niles Canyon Rd
- Class I path along from Fremont to Calaveras Rd
- Remove rumble strips from bike lane
- Add shoulder where possible
- Fill potholes
- Vallecitos Rd
- There is an issue of drivers speeding on Vallecitos Rd
- Add wide shoulder on both sides of Vallecitos Rd from I-680 until after all lanes have merged
- Calaveras Rd
- Work with SFWD to open Calaveras Rd on weekends
- Motorists drive too fast
- Bernal Ave
- There is a bike route through Pleasanton that has a one-block gap. That gap is within the unincorporated area. Install bike lanes.
- Flynn Rd
- Add signage and markings
- Add “No through traffic signs” on Wente Rd
- Widen Arroyo Rd
- Widen the bridge on Arroyo Rd
- Foothill Rd needs to be upgraded from Class III
- Multi-use trail/bike path already exists on S. Vasco Rd
- Multi-use trail/bike path already exists on Tesla Rd
- New bridge on Arroyo Rd
- Arroyo Rd needs to be a wider road to be safe for bicyclists
- No coordination with Caltrans on bike path under I-580 on N. Livermore Ave
- Patterson Pass Rd needs bike lanes
- Connect trail between Isabel Ave and El Charro Rd with local trails
- Too many cars using Tesla Rd as commute routes
- Too many cars use Altamont Pass Rd as commute routes
- Too many cars using Cross Rd as commute routes
- Too many cars using Patterson Pass Rd as commute routes



- Excessive speed on Tesla Rd
- Excessive speed on Altamont Pass Rd
- Excessive speed on Cross Rd
- Excessive speed on Patterson Pass Rd
- Open South Bay Aqueduct Trail
- Connect Hartford Ave with local trails
- Connect Portola Ave with local trails
- Connect Highland St with local trails
- Need bike lane on Tesla Rd

#### *Intersections*

- Tesla Rd and Cross Rd
- Add turn pocket

### Index Card Comments

#### From San Lorenzo meeting

- Crossing railroad tracks is uncomfortable. Wheelchairs and strollers must enter the street to cross E. Lewelling Blvd at the tracks.

#### From Castro Valley meeting

- The plan lacks safe connections between East and West County
- Directional wayfinding signage would help bicyclists find their way. Miles to key destinations and city centers should be present along the bicycle network and at key intersections within the network.
- There is a lack of emphasis in the plan on identifying destinations other than schools and BART
- Parents and students should be provided designated routes from each neighborhood to each school
- One barrier along a route will prevent the entire bike or walk trip

#### From Livermore meeting

- 2012 Bicycle and Pedestrian projects completed
- What are the plans to improve roads currently used by cyclists to reduce accidents?
- Identify roads with high accident risks
- Determine improvements needed to mitigate risks
- Biking specific signage (lighted) i.e. caution cyclists; extreme curve on the left
- Signage on the pavement – to be visible during times of fog, inclement weather
- Widen shoulders; mark as bike lane
- Narrow travel lanes to add bike lane
- Leave reduction for separated bike lane
- Parking removal on one or both sides to add bike lane or buffered bike lanes
- Using metric (state database) to identify hazardous roads and implement improvements, i.e. engineering fix
- Planners work with Engineering
- Please provide feedback for this meeting i.e. notes, Master Plan list, etc.
- Is maintaining the bike ways part of the plan or defaults to the Maintenance Department once implemented?
- A significant number of bike accidents are caused by deterioration, etc. Unfortunately, bike lanes tend to be a collector of debris and road junk. Can you plan for this?
- We need more interaction between the City of Livermore, LARPD, EBRPD.
- East Ave @ Mitra crosswalk need flashing lights.

- Trail off of Jack London Blvd (West End) needs to be paved. Not rideable in wet weather. Would greatly aid bike commuters to BART.
- Bushes need to be trimmed at the junction between entrance to trail and the trail to prevent accidents. (Trail connects Jack London Blvd in Livermore to Stoneridge Drive in Pleasanton)
- Bluebell is very dangerous to pedestrians. Cars do not stop at the 3-way stop signs on Bluebell at Daisy.
- N. Livermore Ave at May School Rd is dangerous to bicyclists.

### “What’s Most Important to You?” Responses

Participants were asked to place dots under the issues that were most important to them to develop a safe and connected bicycle and pedestrian network.

Attendees indicated that most items were considered important, with a distribution of dots in all categories. The issues that were most important to attendees (i.e., received 10 or more dots) were:

What's most important to you?	San Lorenzo	Castro Valley	Livermore	Total
High quality high comfort bikeways (\$\$\$)	10	7	1	18
Quick and Low-cost projects (\$)	3	13	10	26
A bicycle network that serves ages 8 to 80	10	25	2	37
Connected sidewalks	4	6	0	10
Safe crossings of major roadways	12	16	3	31
Access to transit	9	8	1	18
Access to parks and trails	10	8	7	25
Access to schools	8	15	0	23
Connections in neighborhoods	6	5	3	14
Access to commercial areas and shopping	10	2	0	12

Comments shared under “Did we miss something?” included:

- Security Cameras
- Art, sculptures, and murals
- Shaded and covered seating
- Better traffic enforcement and cameras
- Lighting
- Major connections from downtown areas to neighborhoods
- Connections to areas outside plan area
- Improve bike path maintenance

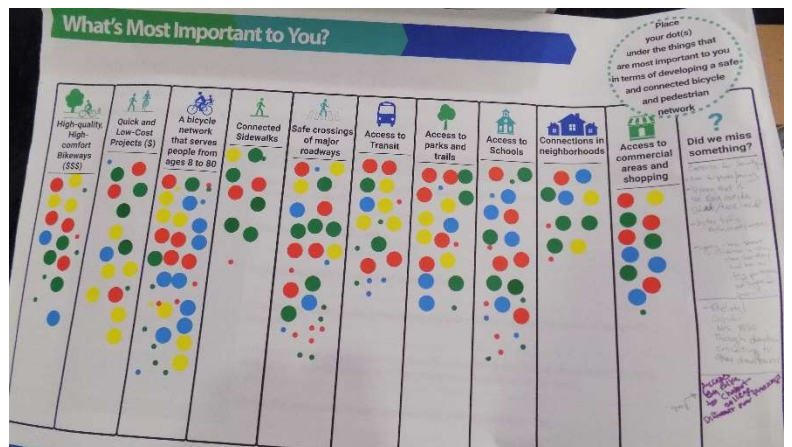


Figure B.23. Responses on the “What’s Most Important to You?” poster.

### Vision and Goals Poster

“Vision Statement” poster was displayed during the workshop to inform participants of the long-term desired outcomes of the project.

Comments shared under “Land Use Integration” included:

- Have bike and pedestrian paths follow rural connectors

### I Walk/Bike Because Activity

Attendees were encouraged to write why they walk or bike on a white board and have their photos taken. A few of the responses included:

I walk because...

- It helps me connect to our community!

I bike because...

- I'm elderly and my doctor said I need exercise
- Fun
- Adventure
- Exercise with my mom
- It's economical
- It doesn't pollute
- I get exercise
- It's the best way to get around
- Comradery
- It's better than finding parking
- It's responsible
- It's fun and is my gym