



**UNINCORPORATED ALAMEDA COUNTY
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
Meeting Agenda**

Thursday, June 23, 2022, 6:00 p.m.

In observance of the Shelter-in-Place, this is a virtual meeting using the “Zoom Webinar” platform. Members of the Public wanting to attend this meeting and speak on an agenda item can find out how to do so by referencing to Alameda County Public Works Agency’s teleconferencing guidelines posted on-line at: [Teleconferencing-Guidelines](#)

At the noticed date and time listed above, the Zoom Webinar is accessible at this web address: <https://us06web.zoom.us/j/85289473072>

By phone only: (669) 900-6833

Webinar ID# 852 8947 3072

ADA accommodation is available upon request by calling: (510) 605-6632.

1. Call to Order

2. Roll Call

3. Public Comments

Any member of the public may address the committee including to provide suggestions for consideration on future agenda items.

4. Consent Items

- a. Approve Action Minutes for BPAC Meeting on March 24, 2022

5. Presentations

- a. Overview of the Unincorporated Area Bicycle and Pedestrian Committee Survey by Nate Miley, Alameda County Supervisor for District 4
- b. Somerset Avenue Sidewalk Project by Bond Ng, Project Engineer
- c. MTC Complete Street Checklist – Mission Boulevard by Rick Yeung, Traffic Engineer

6. Adjournment

Next Meeting – Thursday, September 22, 2022

UNINCORPORATED ALAMEDA COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Action Minutes

Thursday, March 24, 2022, 6:00 p.m.

1. Call to Order

The meeting was called to order at 6:02 p.m.

2. Roll Call

Present: Parvin Ahmadi, David Berman, Chonita Chew, Bruce Dughi, Daniel Leary, Cindy Torres, Niki Wentz, and Michael Williams.

Absent: Sharon Bohoman, Rachel Factor, Carmen Lopez, Aaron Salas, and Matt Wayne

Public Works Staff Present: Daniel Woldesenbet (Director), Rick Yeung (Traffic Engineer), Halimah Anderson (Public Information Specialist)

Comment was received from Committee Members Bruce Dughi, Daniel Leary, and David Berman

3. Public Comments

Ashley Strasburg, Supervisor Nate Miley's Office noted that she sent a survey to BPAC members soliciting feedback.

Public Comment was received from Roy Taylor of Castro Valley.

4. Consent Items

Approve Action Minutes for BPAC Meeting on September 21, 2021.

ACTION: It was Motion/Second (Daniel Leary/Bruce Dughi) to approve the Action Minutes from September. VOTE: (7 For/ 0 Against/ 1 Abstain/ 5 Absent)

5. Presentations

a. Michael Williams, Hayward Area Recreation Center – San Lorenzo Creek Trail Project

Comments were received from committee members David Berman, Dan Leary, Bruce Dughi, and Chonita Chew.

Public Comment

Comments were received from Tyler Dragoni and Roy Taylor.

b. Rick Yeung, ACPWA – Crow Canyon Road Resurfacing & Safety Improvement Project Update

Comments were received from committee members Dan Leary and Bruce Dughi.

Public Comment

Comments were received from Roy Taylor.

c. Transportation Funding Update

Comments were received from committee members Michael Williams and Bruce Dughi.

Public Comment

Comments were received from Roy Taylor.

6. Future Agenda Topics

Suggested topics were provided by the committee members.
Comments were received from committee members Dan Leary and Bruce Dughi.

Public Comment

Comments were received from Tyler Dragoni and Roy Taylor.

7. Adjournment

The meeting adjourned at 7:43 p.m.

Next Meeting – Thursday, June 23, 2022

SOMERSET AVENUE Improvement Project

Click to add text

Unincorporated Bicycle and Pedestrian Advisory Committee

June 23, 2022

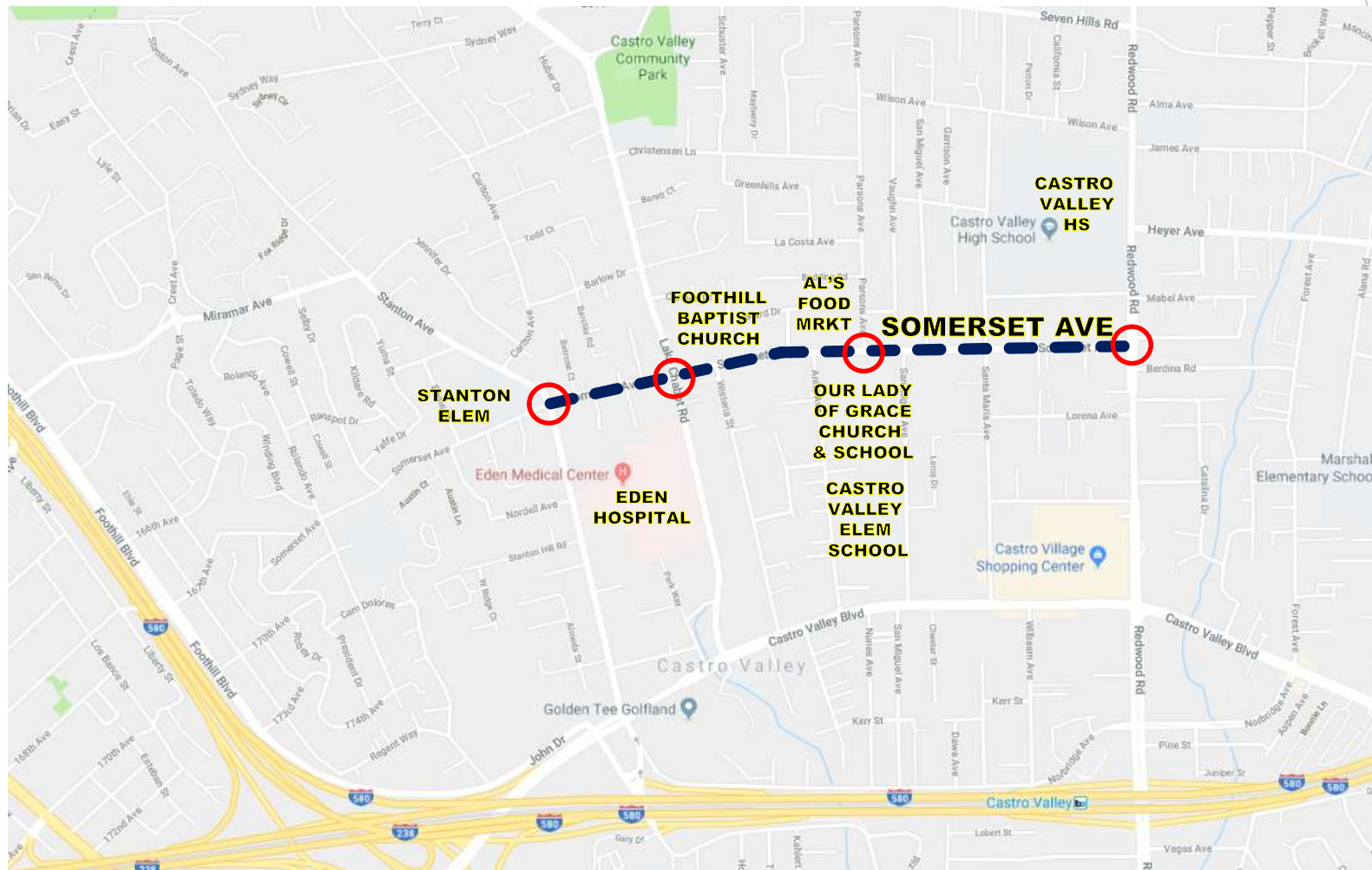
by

Public Works Agency



Public Works Agency
— Alameda County —

Project Location



Signalized Intersection

Project Limits

Existing Conditions



Project Goals

To provide a Multi-modal facility that:

- ✓ improves walkability and accessibility to local schools, businesses, and residences
- ✓ improves bicycle safety
- ✓ Improves traffic safety
- ✓ Improves drainage
- ✓ Treat Roadway Stormwater Runoff
- ✓ Rehabilitate/repair the pavement
- ✓ Improve corridor aesthetics

Proposed Improvements

- Continuous standard concrete curb, gutter and sidewalk
- ADA curb ramps at all pedestrian crossings
- Bikeway Facilities
- Intersection bulb-outs
- High Visibility Crosswalks
- Stormwater treatment measures (Bio-retention areas)
- Storm drain improvements
- Rectangular Rapid Flashing Beacons/signs crossings
- Mill & Overlay/Slurry Seal Roadway
- Street Trees (*e.g. California Redbud, Trident Maple, Majestic Beauty Indian Hawthorne*)

Design Alternatives

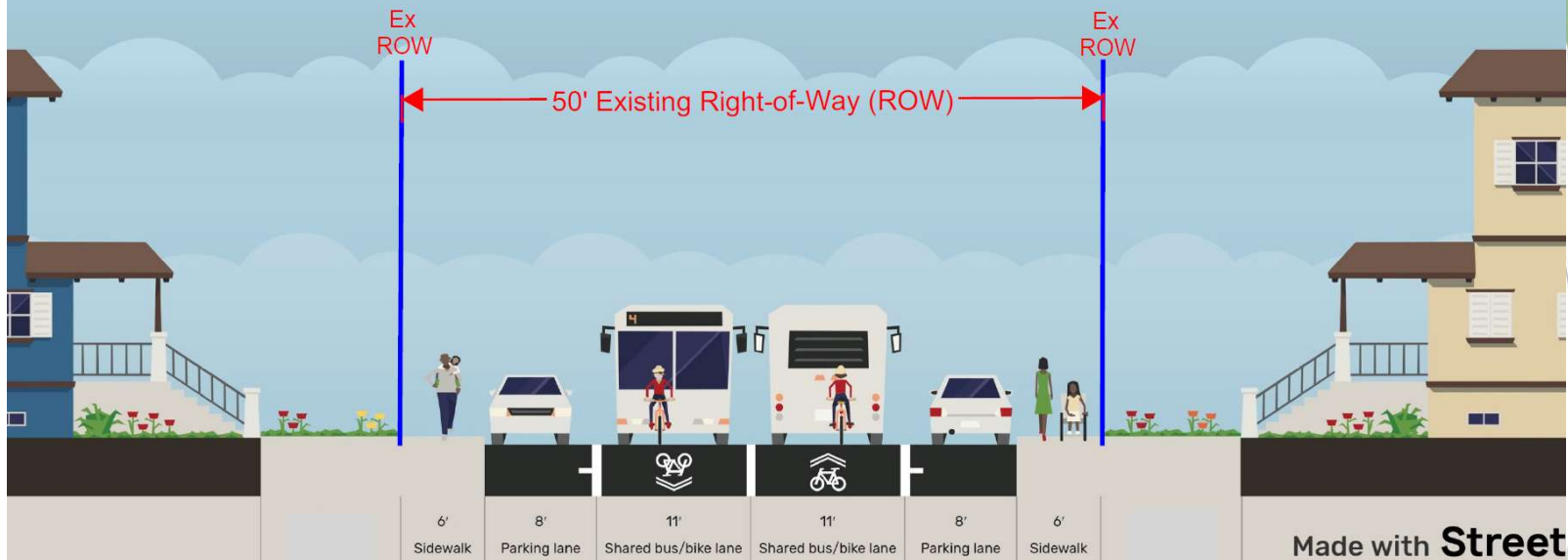
Alternative 1

Class III Bike Route - Parking on Both Sides



CLASS III - Bike Route
SHARED LANE MARKINGS
"SHARROWS"

Somerset Ave - Alt 1 (50' ROW)



This typical section shows the project features for Alternative #1. The dimensions shown are preliminary and may change to accommodate local site conditions.

- ☑ Sidewalk (6 ft. wide)
- ☑ On-street parking
- ☑ Bulb-outs
- ☑ Shared Bike Route (Sharrow Pavement Markings)
- ☒ Bike Lane or Bike Lane Buffer
- ☒ Street Trees

Alternatives 2A & 2B

Class II Bike Lanes - Parking on One-Side Only



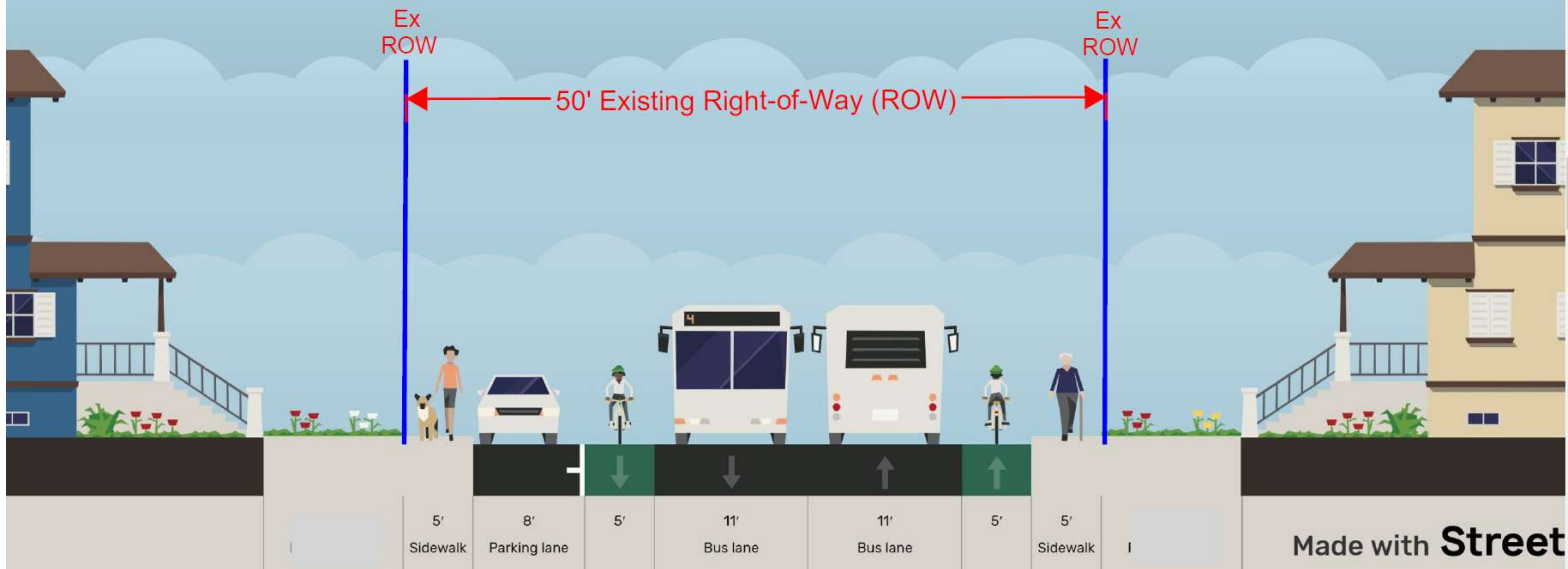
Somerset Ave - Alt 2A (50' ROW)



This typical section shows the project features for Alternative #2A. The dimensions shown are preliminary and may change to accommodate local site conditions.

- ✓ Sidewalk (5 ft. wide)
- ✓ On-street parking (southside only)
- ✓ Bulb-outs
- ✓ Bike Lane
- ✗ Bike Lane Buffer
- ✗ Street Trees

Somerset Ave - Alt 2B (50' ROW)

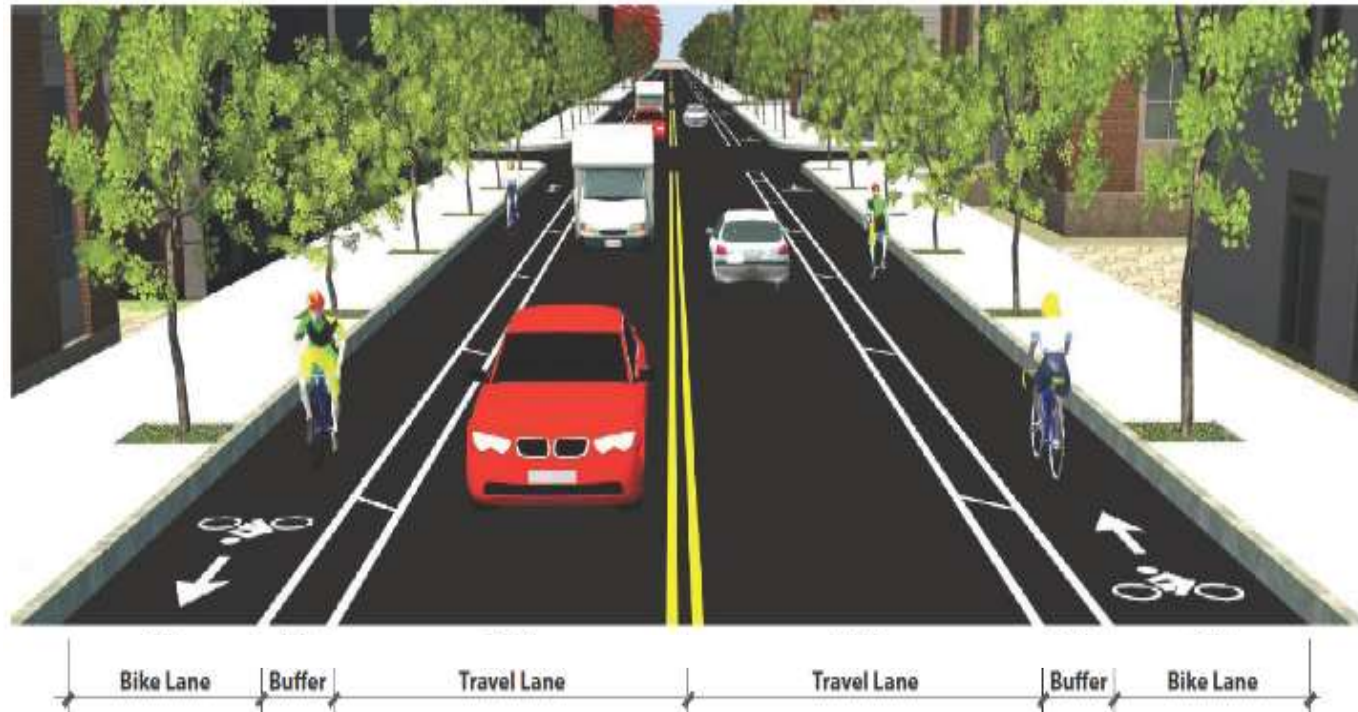


This typical section shows the project features for Alternative #2B. The dimensions shown are preliminary and may change to accommodate local site conditions.

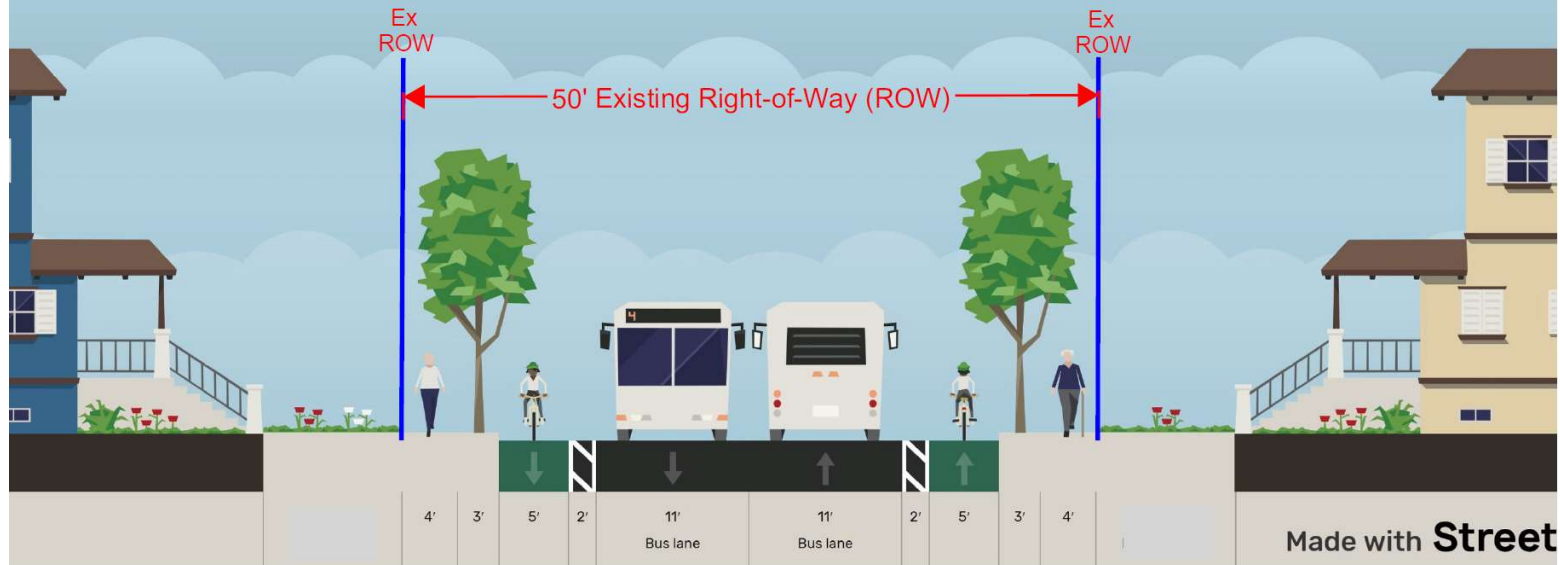
- ✓ Sidewalk (5 ft. wide)
- ✓ On-street parking (northside only)
- ✓ Bulb-outs
- ✓ Bike Lane
- ✗ Bike Lane Buffer
- ✗ Street Trees

Alternative 3

Buffered Class II Bike Lanes - No Parking (Both Sides)



Somerset Ave - Alt 3 (50' ROW)



This typical section shows the project features for Alternative #3. The dimensions shown are preliminary and may change to accommodate local site conditions.

- ☑ Sidewalk (7 ft. wide)
- ☒ On-street parking
- ☒ Bulb-outs
- ☑ Bike Lane
- ☑ Bike Lane Buffer (2'-3')
- ☑ Street Trees

Comparison of Alternatives

Project Feature	Alt. 1	Alt. 2	Alt. 3
Bike Lanes (Class II)	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes* *Buffered
On-street Parking	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes** **One-side only	<input checked="" type="checkbox"/> No
Bulb-outs	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Sidewalk	6'	5'	7'
Street Trees	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes

On-Street Parking and Bike Counts

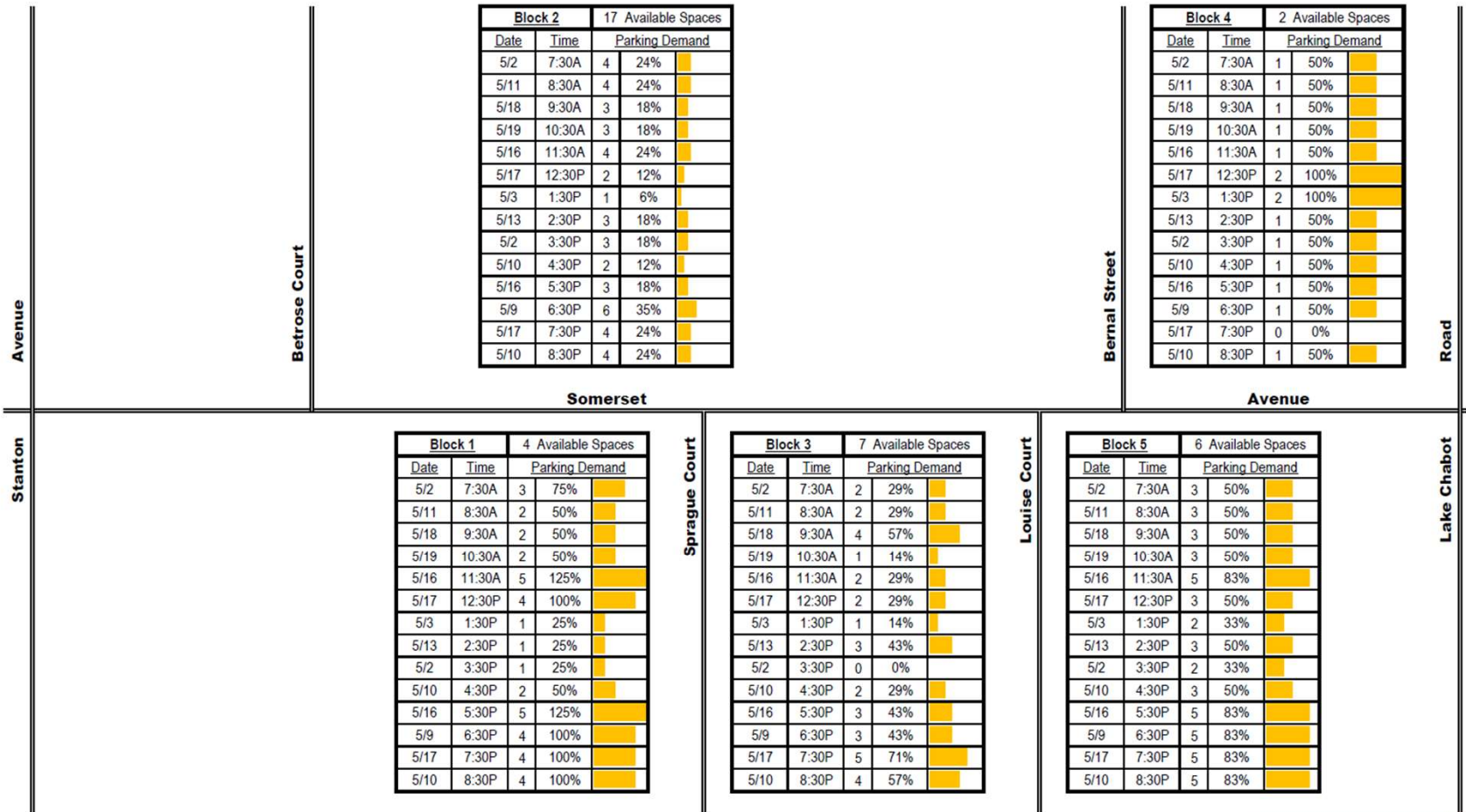
Bicycle Counts

Direction	24-Hour Bike Count*
Eastbound	40
Westbound	49

*Conducted May 3, 2022

Direction	Peak Hours	Peak Hours Bike Count
Eastbound	7 am – 9 am	22
Westbound	2:30 pm – 4:30 pm	23

Somerset Avenue - On-Street Parking Utilization - 2022
(Observed Condition)



Somerset Avenue - On-Street Parking Utilization - 2022
(Observed Condition)

Road

Block 6				24 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	9	38%		
5/11	8:30A	9	38%		
5/18	9:30A	9	38%		
5/19	10:30A	9	38%		
5/16	11:30A	9	38%		
5/17	12:30P	6	25%		
5/3	1:30P	12	50%		
5/13	2:30P	8	33%		
5/2	3:30P	12	50%		
5/10	4:30P	10	42%		
5/16	5:30P	9	38%		
5/9	6:30P	11	46%		
5/17	7:30P	10	42%		
5/10	8:30P	11	46%		

Alvertus Avenue

Block 8				5 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	3	60%		
5/11	8:30A	3	60%		
5/18	9:30A	3	60%		
5/19	10:30A	1	20%		
5/16	11:30A	2	40%		
5/17	12:30P	1	20%		
5/3	1:30P	2	40%		
5/13	2:30P	3	60%		
5/2	3:30P	2	40%		
5/10	4:30P	3	60%		
5/16	5:30P	4	80%		
5/9	6:30P	3	60%		
5/17	7:30P	4	80%		
5/10	8:30P	4	80%		

Parsons Avenue

Block 10				11 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	3	27%		
5/11	8:30A	3	27%		
5/18	9:30A	7	64%		
5/19	10:30A	6	55%		
5/16	11:30A	5	45%		
5/17	12:30P	4	36%		
5/3	1:30P	3	27%		
5/13	2:30P	4	36%		
5/2	3:30P	5	45%		
5/10	4:30P	4	36%		
5/16	5:30P	5	45%		
5/9	6:30P	5	45%		
5/17	7:30P	5	45%		
5/10	8:30P	4	36%		

San Miguel Avenue

Block 12				8 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	4	50%		
5/11	8:30A	2	25%		
5/18	9:30A	4	50%		
5/19	10:30A	1	13%		
5/16	11:30A	2	25%		
5/17	12:30P	2	25%		
5/3	1:30P	4	50%		
5/13	2:30P	2	25%		
5/2	3:30P	4	50%		
5/10	4:30P	1	13%		
5/16	5:30P	1	13%		
5/9	6:30P	3	38%		
5/17	7:30P	3	38%		
5/10	8:30P	3	38%		

Avenue

Block 14				29 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	8	28%		
5/11	8:30A	20	69%		
5/18	9:30A	17	59%		
5/19	10:30A	16	55%		
5/16	11:30A	13	45%		
5/17	12:30P	11	38%		
5/3	1:30P	16	55%		
5/13	2:30P	10	34%		
5/2	3:30P	10	34%		
5/10	4:30P	6	21%		
5/16	5:30P	7	24%		
5/9	6:30P	7	24%		
5/17	7:30P	3	10%		
5/10	8:30P	4	14%		

Road

Somerset

Avenue

Lake Chabot

Block 7				5 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	2	40%		
5/11	8:30A	2	40%		
5/18	9:30A	2	40%		
5/19	10:30A	2	40%		
5/16	11:30A	1	20%		
5/17	12:30P	3	60%		
5/3	1:30P	2	40%		
5/13	2:30P	1	20%		
5/2	3:30P	2	40%		
5/10	4:30P	2	40%		
5/16	5:30P	1	20%		
5/9	6:30P	2	40%		
5/17	7:30P	1	20%		
5/10	8:30P	2	40%		

Wisteria Street

Block 9				18 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	7	39%		
5/11	8:30A	10	56%		
5/18	9:30A	14	78%		
5/19	10:30A	15	83%		
5/16	11:30A	8	44%		
5/17	12:30P	8	44%		
5/3	1:30P	8	44%		
5/13	2:30P	11	61%		
5/2	3:30P	11	61%		
5/10	4:30P	8	44%		
5/16	5:30P	10	56%		
5/9	6:30P	13	72%		
5/17	7:30P	10	56%		
5/10	8:30P	11	61%		

Anita Avenue

Block 11				17 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	1	6%		
5/11	8:30A	5	29%		
5/18	9:30A	0	0%		
5/19	10:30A	1	6%		
5/16	11:30A	3	18%		
5/17	12:30P	4	24%		
5/3	1:30P	1	6%		
5/13	2:30P	0	0%		
5/2	3:30P	2	12%		
5/10	4:30P	5	29%		
5/16	5:30P	6	35%		
5/9	6:30P	6	35%		
5/17	7:30P	3	18%		
5/10	8:30P	3	18%		

San Miguel Avenue

Block 13				21 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	9	43%		
5/11	8:30A	9	43%		
5/18	9:30A	7	33%		
5/19	10:30A	8	38%		
5/16	11:30A	6	29%		
5/17	12:30P	6	29%		
5/3	1:30P	6	29%		
5/13	2:30P	3	14%		
5/2	3:30P	8	38%		
5/10	4:30P	6	29%		
5/16	5:30P	6	29%		
5/9	6:30P	8	38%		
5/17	7:30P	6	29%		
5/10	8:30P	6	29%		

Santa Maria

Block 15				31 Available Spaces	
Date	Time		Parking Demand		
5/2	7:30A	4	13%		
5/11	8:30A	16	52%		
5/18	9:30A	18	58%		
5/19	10:30A	18	58%		
5/16	11:30A	16	52%		
5/17	12:30P	11	35%		
5/3	1:30P	16	52%		
5/13	2:30P	24	77%		
5/2	3:30P	11	35%		
5/10	4:30P	8	26%		
5/16	5:30P	5	16%		
5/9	6:30P	6	19%		
5/17	7:30P	4	13%		
5/10	8:30P	5	16%		

Redwood

Somerset Avenue - On-Street Parking Utilization - 2022
(If Parking Is Removed from North Side)

Avenue	Betrose Court	<div> <div>Block 2</div> <div>0 Available Spaces</div> <table> <tr> <th></th><th>Time</th><th>Parking Demand</th><th></th><th></th></tr> <tr><td></td><td>7:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>8:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>9:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>10:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>11:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>12:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>1:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>2:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>3:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>4:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>5:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>6:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>7:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>8:30P</td><td>0</td><td></td><td></td></tr> </table> </div>		Time	Parking Demand				7:30A	0				8:30A	0				9:30A	0				10:30A	0				11:30A	0				12:30P	0				1:30P	0				2:30P	0				3:30P	0				4:30P	0				5:30P	0				6:30P	0				7:30P	0				8:30P	0			Bernal Street	<div> <div>Block 4</div> <div>0 Available Spaces</div> <table> <tr> <th></th><th>Time</th><th>Parking Demand</th><th></th><th></th></tr> <tr><td></td><td>7:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>8:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>9:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>10:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>11:30A</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>12:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>1:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>2:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>3:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>4:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>5:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>6:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>7:30P</td><td>0</td><td></td><td></td></tr> <tr><td></td><td>8:30P</td><td>0</td><td></td><td></td></tr> </table> </div>		Time	Parking Demand				7:30A	0				8:30A	0				9:30A	0				10:30A	0				11:30A	0				12:30P	0				1:30P	0				2:30P	0				3:30P	0				4:30P	0				5:30P	0				6:30P	0				7:30P	0				8:30P	0			Road																																																																												
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Somerset Avenue - On-Street Parking Utilization Projection - 2022
(If Parking Is Removed From North Side)

Road	Block 6				0 Available Spaces				Alvertus Avenue	Block 8				0 Available Spaces				Parsons Avenue	Block 10				0 Available Spaces				San Miguel Avenue	Block 12				0 Available Spaces				Avenue	Block 14				0 Available Spaces				Avenue																																												
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	Somerset																																																																																								

Somerset Avenue - On-Street Parking Utilization - 2022
(If Parking Is Removed from South Side)

Avenue

Betrose Court

Block 2

17 Available Spaces

	Time	Parking Demand
	7:30A	11 65%
	8:30A	10 59%
	9:30A	11 65%
	10:30A	8 47%
	11:30A	15 88%
	12:30P	11 65%
	1:30P	5 29%
	2:30P	9 53%
	3:30P	5 29%
	4:30P	8 47%
	5:30P	15 88%
	6:30P	17 100%
	7:30P	16 94%
	8:30P	16 94%

Somerset

Bernal Street

Block 4

2 Available Spaces

	Time	Parking Demand
	7:30A	2 100%
	8:30A	2 100%
	9:30A	2 100%
	10:30A	2 100%
	11:30A	2 100%
	12:30P	2 100%
	1:30P	2 100%
	2:30P	2 100%
	3:30P	2 100%
	4:30P	2 100%
	5:30P	2 100%
	6:30P	2 100%
	7:30P	2 100%
	8:30P	2 100%

Avenue

Road

Stanton

Sprague Court

Block 1

	Time	Parking Demand
	7:30A	0
	8:30A	0
	9:30A	0
	10:30A	0
	11:30A	0
	12:30P	0
	1:30P	0
	2:30P	0
	3:30P	0
	4:30P	0
	5:30P	0
	6:30P	0
	7:30P	0
	8:30P	0

Louise Court

Block 3

	Time	Parking Demand
	7:30A	0
	8:30A	0
	9:30A	0
	10:30A	0
	11:30A	0
	12:30P	0
	1:30P	0
	2:30P	0
	3:30P	0
	4:30P	0
	5:30P	0
	6:30P	0
	7:30P	0
	8:30P	0

Lake Chabot

Block 5

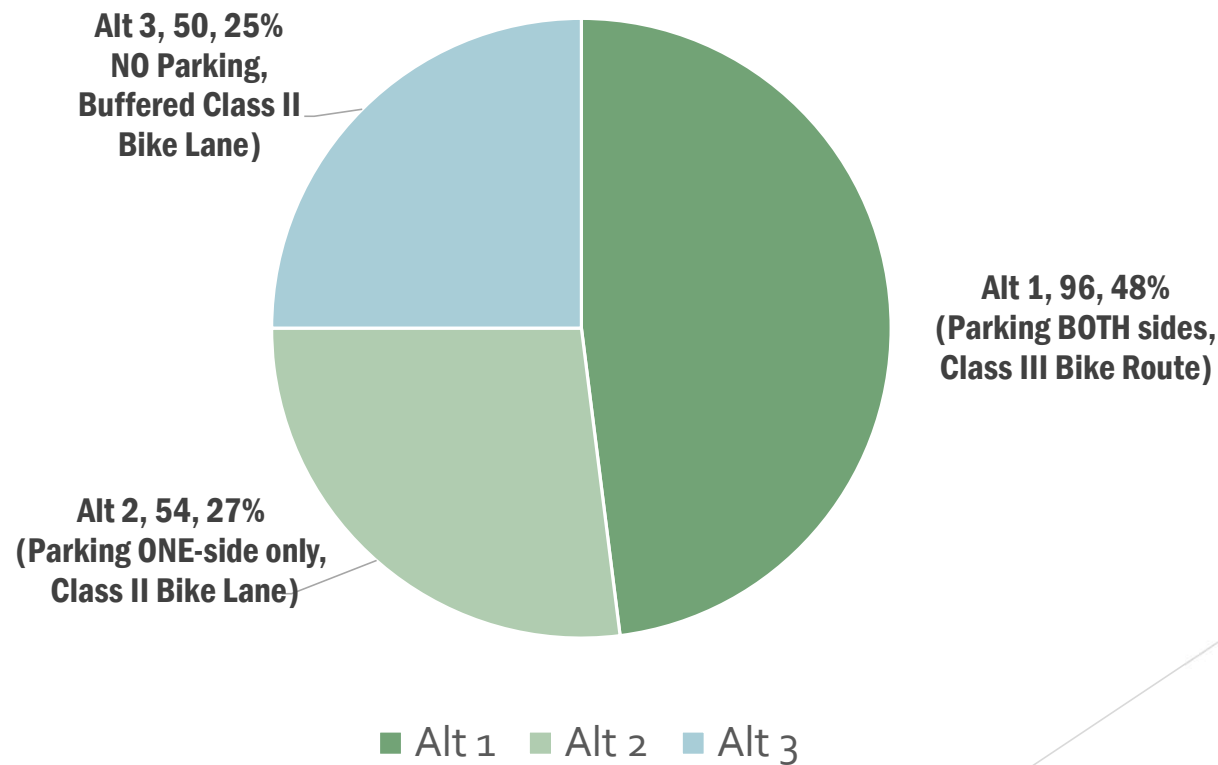
	Time	Parking Demand
	7:30A	0
	8:30A	
	9:30A	
	10:30A	
	11:30A	
	12:30P	
	1:30P	
	2:30P	
	3:30P	
	4:30P	
	5:30P	
	6:30P	
	7:30P	
	8:30P	

Community Feedback & Polling Results

Community Meeting Held on 4/26/2022

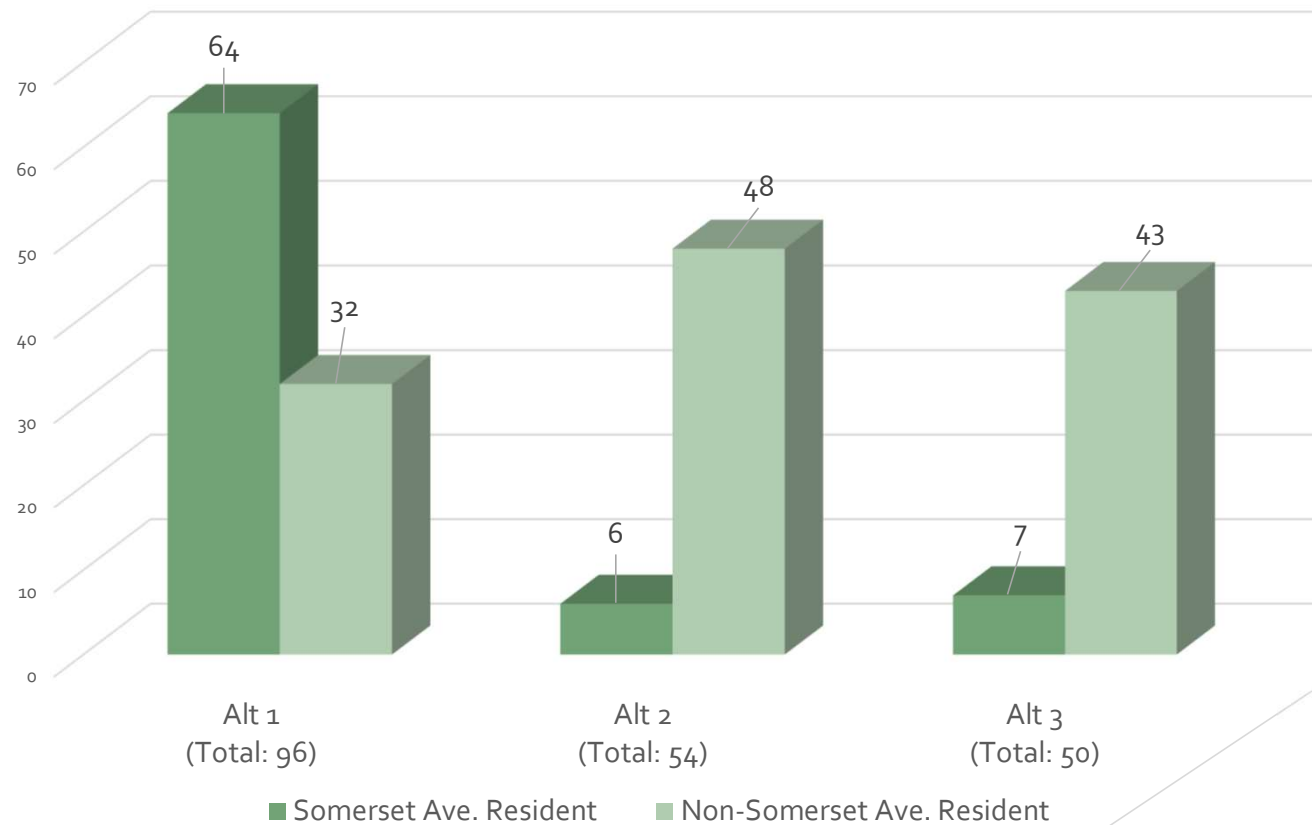
Alternatives Polling Results

First Choice



Alternatives Polling Results

First Choice



Questions/Comments



Unincorporated
Bicycle and
Pedestrian Advisory
Committee

June 23, 2022

Rick Yeung, P.E.

*Metropolitan Transportation Commission
Complete Streets Checklist
for*

Mission Boulevard Safe and Complete Street for Active Transportation

OUTLINE

- Purpose of the Complete Streets Checklist
- Elements of the Checklist
- Questions / Comments

PURPOSE

- Ensures accommodations are provided for bicyclists, pedestrians, and transit riders using our transportation network
- Advances regional Plan Bay Area policies such as mode shift, safety, equity, and greenhouse gas reductions
- Requires submission of Complete Streets checklist for all projects seeking discretionary funding or funding endorsements from Metropolitan Transportation Commission (MTC)

CHECKLIST ELEMENTS

- 1) Bicycle, Pedestrian, and Transit Planning
 - Does the project implement relevant plans?

Consistent with:

- 2019 Alameda Countywide Active Transportation Plan
- 2015 Ashland & Cherryland Business District Plan
- 2019 Unincorporated Alameda County Bike Ped Master Plan
- Plan Bay Area 2050

CHECKLIST ELEMENTS

2) Active Transportation Network

- For project that contains segments of regional Active Transportation Network, are designs included to serve users of all ages and abilities?

Design features to serve users of all ages and abilities:

- Median refuge
- Bulb-outs
- Raised & separated bike lanes
- Pedestrian hybrid beacons (HAWK signals)

CHECKLIST ELEMENTS

3) Safety & Comfort

- Consider traffic safety conditions and measures to provide low-stress transportation facilities and improve safety

Design features for improving safety reduce stress for pedestrians and bicyclists:

- Median refuge & bulb-outs
- Raised & separated bike lanes
- Pedestrian hybrid beacons (HAWK signals)
- Planting trees
- Lighting Improvement

CHECKLIST ELEMENTS

4) Transit Coordination

- Consider any impacts to transit operation and ensure coordination with affected transit agencies
- AC Transit provides bus service along Mission Blvd
- On-going coordination with AC Transit

CHECKLIST ELEMENTS

5) Design

- Providing appropriate design for those who bike and walk within the project area

Project features to improve experience of bicyclists and pedestrians:

- Median refuge & bulb-outs
- Raised & separated bike lanes
- Pedestrian hybrid beacons (HAWK signals)
- Highlighted crosswalk markings

CHECKLIST ELEMENTS

6) Equity

- Will the project improve active transportation in an Equity Priority Community?
- Project is located in areas described by MTC as High Communities of Concern
- Plan Bay Area 2050 (2021) identifies the project area as an "Equity Priority Community"

CHECKLIST ELEMENTS

- 7) BPAC Review
 - Has the local BPAC reviewed this checklist?

ADDITIONAL INFORMATION

- MTC Complete Streets Checklist
<https://mtc.ca.gov/planning/transportation/complete-streets>
- Mission Blvd Safe and Complete Street for Active Transportation
[https://www.acpwa.org/projects/2021/Mission-Bld/Mission-Boulevard.page?](https://www.acpwa.org/projects/2021/Mission-Bld/Mission-Boulevard.page)



Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	
Project Area/Location(s):	
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit) Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M) May attach additional project documents, cross sections, plan view, or other supporting materials.		
CONTACT INFORMATION		
Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	<input type="checkbox"/>	<input type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.