

**Draft Alameda County Bicycle and Pedestrian Plan for the Unincorporated Areas - Comments Log - August 2019**

Comment	Response
<p>Climate Action Plan: The Plan should link to the Climate Action Plan in a big way. The Plan should specifically show how it addresses the 7 bike/ped transportation targets in the Climate Action Plan T1-T7. This will make the Plan stronger and help people better understand its importance. Otherwise, it is too easy for residents to dismiss initiatives in the Plan.</p>	<p>Added text to the section on the Climate Action Plan to the draft Plan (under Chapter 2: Goals and Policies, Section: Adopted Plans and Policies).</p>
<p>Removing Parking: Parking removal should be addressed in the plan. The process of removing parking needs to include initiatives like the Climate Action Plan as well as the road users for whom you would trade off the parking. You cannot simply vote on parking removal because nobody in their right mind would give up such a gift so freely, especially one they've grown accustomed to for 50+ years. ACPWA has removed tons of parking already without any public process whatsoever.</p>	<p>Projects that may affect on-street parking are subject to further study and community review.</p>
<p>Guidelines/Requirements for Class 3: The Plan should include guidelines/requirements for better Class 3. If we are forced to endure class 3 bike routes. they should at least be well executed.            1) Sharrows should be centered in the lane to communicate to the driver that bikes can be there. Sharrows need to be much more frequent than minimum guidelines in MUTCD. The Plan should specify NACTO guidelines on frequency, which increase with traffic volume and speed.            2) The Plan should require frequent "Bikes May Use Full Lane" signs because most drivers do not know that, including our law enforcement. In the past, the BPAC recommended this sign with the same frequency as the green "Bike Route" signs (in addition to or in lieu of). In Menlo Park, the frequency is so high that a driver can see more than 1 of these signs at a time!</p>	<p>Appendix E: Bicycle and Pedestrian Facilities Toolkit includes recommendations for Class III Bicycle Boulevards and Class III Rural Bicycle Routes.</p>
<p>San Lorenzo Creek Trail: This should be shown on the maps to help secure funding. Grant applications want to see that this is real and that the community agrees to it, rather than an individual's pipe dream. This trail will be a game changer in getting people out of their cars since there will be no competition with cars. The ATP grant proposal scored so well, it made the contingency list.</p>	<p>Project is showing in Table 7.3 Prioritized Bicycle projects; page 75 as High Priority.</p>
<p>Berdina: Somerset/Berdina/Omega constitute a popular cross town safe route to Creekside school. Quite a number of students already use it but we will encourage more by designating Berdina a class 3 with frequent sharrows and "Bikes May Use Full Lane" signs. With bike lanes on Somerset, even more students will use Berdina. Berdina seems to be an obvious gap in the SRTS.</p>	<p>Projects added Page 72.</p>
<p>Forest Ave: Forest Ave needs class 2 since it is wide enough--at least a climbing lane. The new asphalt and low traffic make it low stress.</p>	<p>Project added Page 72.</p>
<p>Also, the intersection at Forest and CV Blvd needs to be modified to allow bicycles to travel north/south while filtering out cars. This would connect bike lanes on Norbridge and connectivity is a priority. Why hamstring cyclists from Norbridge and deny them the opportunity to ride on Forest?</p>	<p>Added text in Chapter 4, page 33.</p>
<p>Bike Ped Cut Throughs: The Climate Action Plan calls for additional cut throughs but at least 2 cut throughs do not seem to appear on your map, 20177 Forest Ave and Earl Warren Park to cross the creek. These are super important for Bike/Ped since they are near schools. The Earl Warren cut through already has bike lanes on Crow Canyon but needs class 3 on Paradise Knolls to connect with Center St. Several families use this daily to take children to school. The 20177 cut through needs to be supported by class 2 on Forest and class 3 on Meadowlark Dr.</p>	<p>Comment noted.</p>
<p>San Miguel or Nunes (between CV Bl and Norbridge); Needs Class III.</p>	<p>Project is showing in Table 7.3 Prioritized Bicycle projects, page 71 as Medium Priority.</p>

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Lake Chabot on the other side of the bridge should also be class 3 to connect to Grove, which is class 3.	Comment noted.
Stanton (between Miramar and Somerset): You said connectivity is a priority yet you left this section class 3, adjacent to class 2 on Miramar and class 2 on Somerset and class 2 on Stanton. This appears to be an obvious over sight.	A Class III bicycle boulevard with traffic calming treatments is recommended due to the vehicle volumes and speeds.
Redwood Rd Sidewalks: Redwood Rd should be added to the sidewalk list as there are large sections near CVHS that need to be finished , including a section north of CVHS and immediately across the street from CVHS. This is a pretty busy pedestrian zone next to a school.	Project added Page 76.
Temporary Fixes: The Plan should discuss temporary fixes to sidewalks while we wait 25 years for installation. For example, white painted lines, signs and extruded asphalt curbs can be implemented cheaply to keep cars off sidewalk until they are constructed.	Comment noted.
Bike East Bay supports the formation of a Bicycle and Pedestrian Advisory Committee for the Eden Area which will facilitate the transparent and user-informed implementation of this excellent plan. Bike East Bay also supports the formation of the Eden Municipal Advisory Committee.	Comment noted.
This plan must set bold goals for reduction of fatal and severe crashes, which are largely occurring on the County's major arterials: Hesperian Boulevard, E. 14th/Mission, Redwood Road, and Castro Valley Boulevard. The Board of Supervisors must insist that Public Works staff advance projects on these corridors that prioritize safety over vehicle speed. These projects should assume human error and reduce high-speed collisions using the best practices outlined in the plan's design toolkit. A Vision Zero policy for the County, while not within the scope of this plan, should be a priority for the Board moving forward.	Comment noted.
To achieve a seamless network in the region, staff should collaborate closely with neighboring communities. Staff in Hayward and San Leandro are actively working on projects on major corridors and trails that cross municipal boundaries. These are listed in the comments below for inclusion in the final draft.	Added text in Chapter 7, Implementation Strategy section, page 69.
Public Works should develop a robust and dedicated active transportation program. In addition to the formation of the Eden BPAC, the agency should hire a dedicated bicycle and pedestrian planner to guide projects, conduct community outreach, and write specialized grant applications to fund active transportation. For the BPAC, there should be an open and transparent application process with lots of publicity. Residents throughout the Eden area have been engaged in tremendous leadership development efforts, and the BPAC will be an excellent opportunity for leaders to step up and make a difference in their community.	Comment noted.
Chapter 2: The performance measures in Table 2.2 need targets for the County to measure. The Goals and Policies section should summarize the baseline data for these metrics that appear in sections throughout the plan and offer ambitious targets that at least match targets in other County plans.	Comment noted.
Chapter 2: To achieve crash reduction goals, the plan should set more ambitious goals for prevailing speed reduction. While the safety analysis in Chapter 3 is good, it should go further to describe the importance of speed in the severity of collisions and offer an analysis of prevailing speeds on the County's high-injury corridors. With or without a formal Vision Zero policy, the Bicycle and Pedestrian Master Plan needs to have a clear focus on systems-level interventions to dramatically reduce the number of injury and fatal collisions among all users.	Comment noted.
Chapter 4: The bicycle network and prioritization recommendations in the draft plan are excellent. To facilitate the development of an actionable work plan for staff and the future Eden BPAC, the plan should pull key high-priority projects to highlight the most urgent safety and connectivity needs. This highest-priority list should combine bicycle and pedestrian scores, with special attention to addressing high-injury corridors on pages 19-20.	Added asterisks to relate to high-crash corridors in Table 7.3 and Table 7.4.

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<p><i>Chapter 4: It would be helpful to have a short paragraph describing major projects that will require close collaboration with partner agencies. Many streets already have projects in development in neighboring cities. These include:</i></p>	<p>Added text in Chapter 7, Implementation Strategy section, page 69.</p>
<p>Mission Boulevard borders on an upcoming project in Hayward that will include one-way raised and separated bikeways.</p>	
<p>The San Lorenzo Creek Trail will be co-led by HARD and may require non-transportation funding from the Natural Resources Agency or other environmental funding programs.</p>	
<p>The East Bay Greenway, led by ACTC.</p>	
<p>Redwood Road becomes A Street entering downtown Hayward and is recommended to have a Class IV bikeway in Hayward's draft Bicycle and Pedestrian Master Plan.</p>	
<p>Fairmont Drive enters the Bay Fair area, and the City of San Leandro is currently planning one-way protected bike lanes on Fairmont. Consider also recommending one-way protected bike lanes to avoid multiple transitions from one-way to two-way.</p>	
<p>Hesperian Blvd spans both Hayward and San Leandro and all three municipalities should coordinate on creating a safe, accessible corridor.</p>	
<p><i>Network and Project Recommendation Comments:</i></p>	<p>Modified Table 3.2 adding "East 14th St/Mission Blvd"; page 19.</p>
<p>The high-crash corridors list on page 19 includes E. 14th Street on both the bicycle and pedestrian crashes, but not Mission Boulevard. If the data for SR-185 (recently relinquished from Caltrans) includes Mission in Cherryland, that should be clarified or broken out separately.</p>	
<p>East 14th Street is about to get a protected bike lane in one direction and a buffered bike lane in the other direction. The network map and project list should reflect this.</p>	<p>Added note Page 75.</p>
<p>For East 14th Street, The plan should also recommend Class IV bikeways underneath the 238 overpass.</p>	<p>Comment noted.</p>
<p>As the major route between Hayward and Castro Valley, Redwood Rd and A Street should have a class IV bikeway recommended all the way to the border of Hayward.</p>	<p>Comment noted.</p>
<p>Include reference to the Hayward Foothills Trail with a note that Hayward/HARD will be the lead Agency.</p>	<p>Added text in Chapter 7, Implementation Strategy section, page 69.</p>
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