



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

Thursday, September 26, 2024, 6:00 p.m.

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: [Teleconference Guidelines](#)

At the noticed date and time listed above, the Zoom Webinar is accessible at this web address: <https://us06web.zoom.us/j/87596179497>

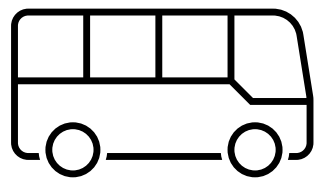
By phone only: (669) 900-6833

Webinar ID# 875 9617 9497

ADA accommodation is available upon request by calling: (510) 670-5485.

1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of Minutes
 - a. March 28, 2024 meeting minutes
 - b. June 27, 2024 meeting minutes
5. Presentations
 - a. Design Information Bulletin: DIB 94 Complete Streets
Daniel Leary, PE PTOE QSD, UCBPAC Member
6. Future Agenda Topics
7. UCBPAC Meeting Date in December
8. Adjournment

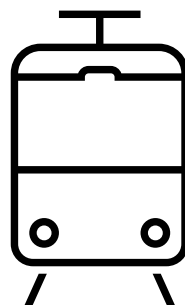
Next Meeting – TBD



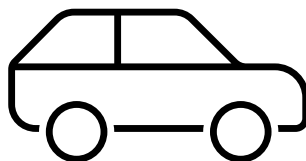
California Department of Transportation

Design Information Bulletin: DIB 94 Complete Streets

published:
January 24, 2024



Presented by Daniel Leary, PE PTOE QSD
Committee member
September 26, 2024



Overview of DIB 94

(section 1, page 2)

The purpose of DIB 94 is to offer detailed guidance for designing Complete Streets on the State Highway System, prioritizing space-efficient mobility options, and creating streetscapes that enhance community connectivity and accessibility.



DIB 94 Figure 3-C

Complete Streets



CALTRANS'
COMMITMENT TO
COMPLETE STREETS



CONTEXT SENSITIVE
DESIGNS



MULTI-MODAL
TRANSPORTATION

Contextual Design Approach

(section 3, page 7)

- Community needs
- Geographic and Topographic factors
- Land use
- Multi modal user profiles
- Place types: Urban, Suburban, Rural, Main Street
- Place-Type Transitions, visual queues

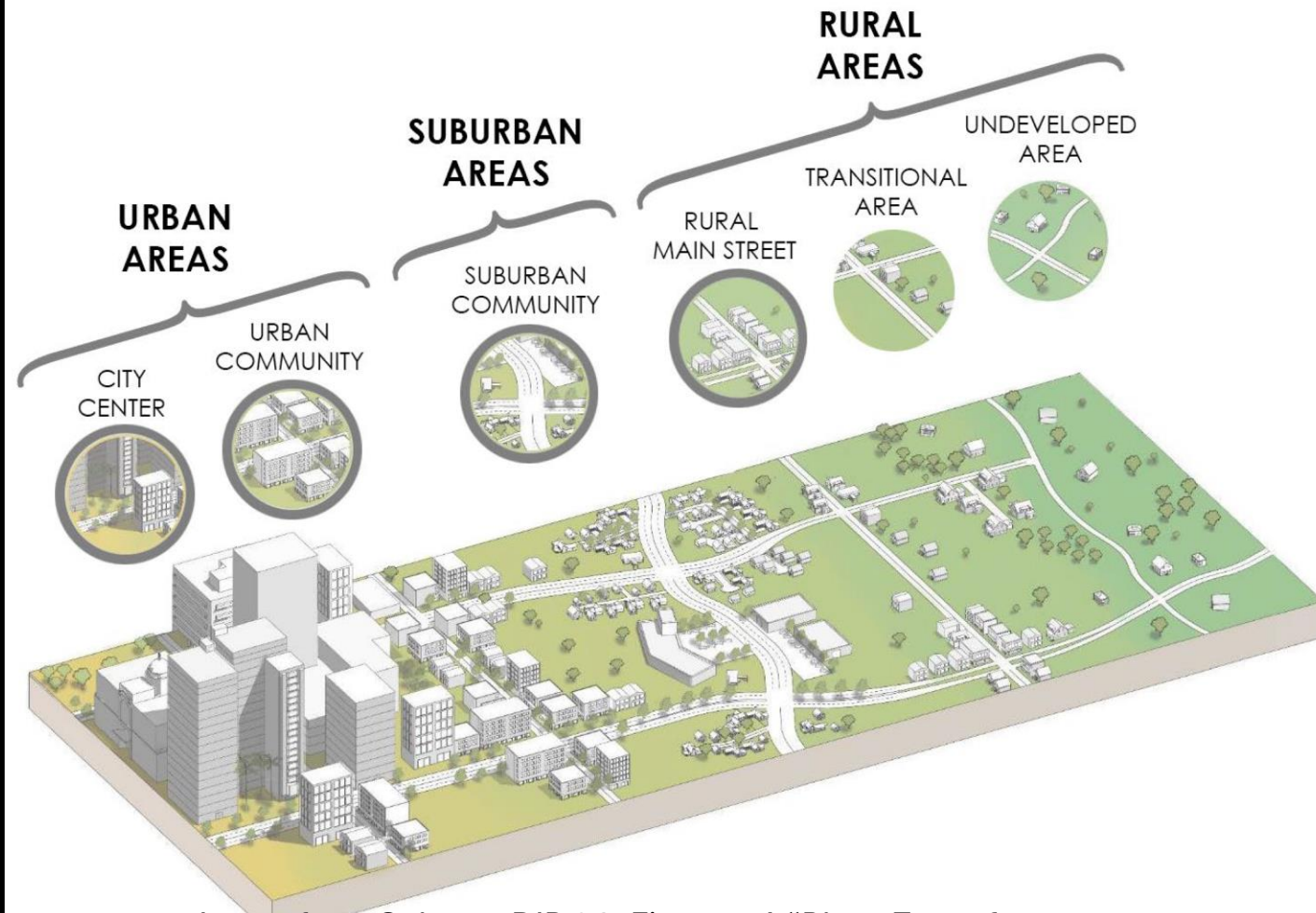
































Image from Caltrans DIB 94, *Figure 3-A "Place Types for Contextual Design Guidance,"* Page 8

Modal Prioritization

(section 3.2, page 16)

Table 3.2 Modal Priority

Table 3.2 Modal Priority

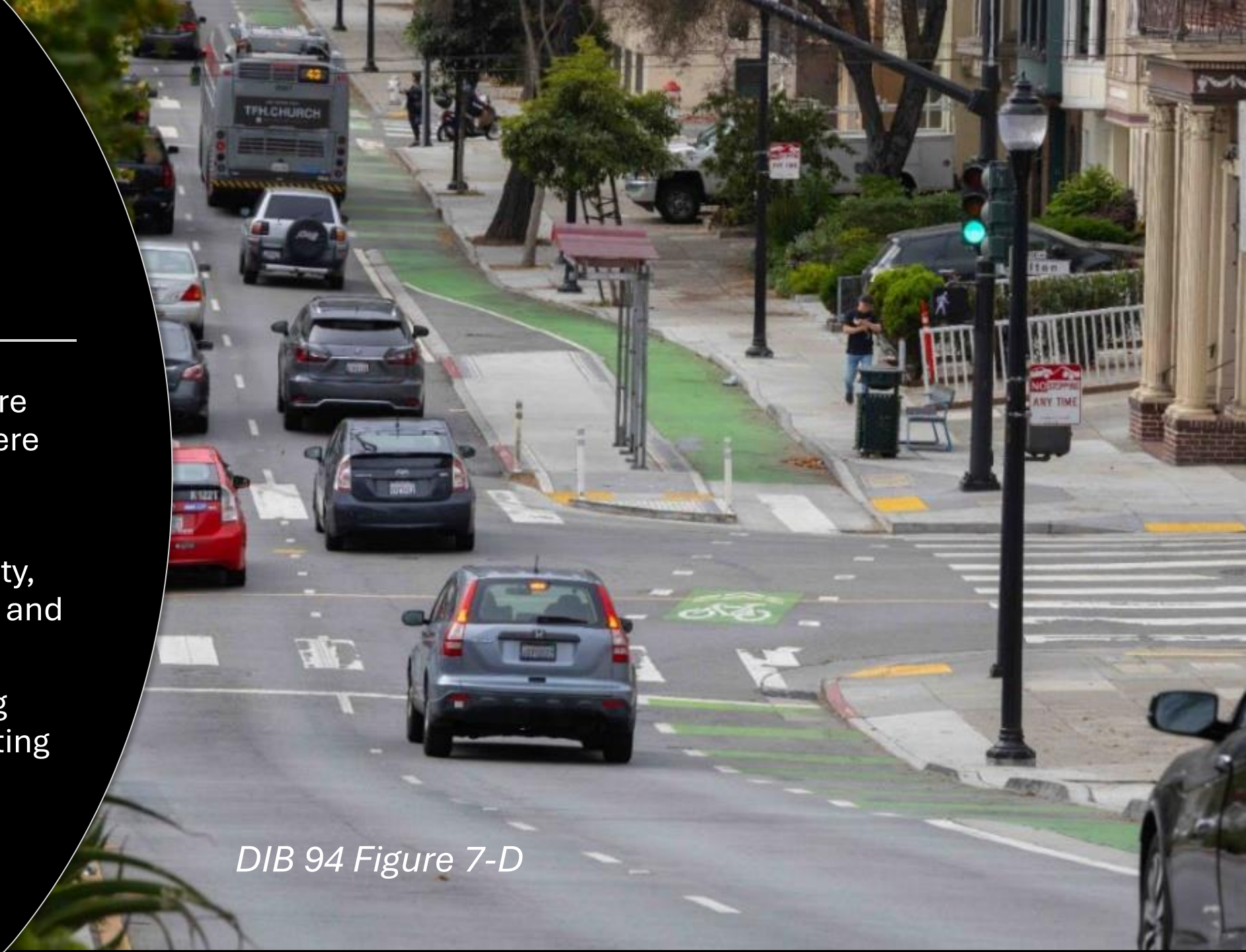
Place Type		Modal Location	Highest Priority			Lowest Priority	
			Pedestrian	Bicyclist	Transit	Freight	Personal Vehicle
Urban Area	City Center						
	Urban Community						
Suburban Area	Suburban Community						
Rural Area	Rural Main Street						
	Transitional Area						
	Undeveloped Area						

Road User Safety

(section 3.1, page 17)

- Pedestrians & Cyclist are most vulnerable to severe injuries
- Low stress facilities improve perceived safety, and encourage walking and biking
- Strategies for improving safety include reallocating space

DIB 94 Figure 7-D



Cross Section Development & Lane Widths

(section 5, page 42)

Table 5.3 Suggested Minimum Lane Widths by Place Type and Proposed Operating Speed

Place Type	Lane Type	Suggested Minimum Lane Widths by Proposed Operating Speed				
		20 mph	25 mph	30 mph	35 mph	40 mph
Urban Area – City Center	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft
Urban Area – Urban Community	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft
Suburban Area	Through	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Rural Main Street	Through	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5 ft

Evaluate lane width benefits and limitations for **all corridor road users**.

Evaluate Truck Access for wider lanes in truck-heavy areas.

Min lane width is **11 feet for transit** and large vehicles.

Consistency with adjacent **local road geometry**

Lanes under 10.5 feet require documented design std noncompliance justification.

Vehicle Speeds

(section 5, page 16)

- Vehicle speeds impact safety for pedestrians & bicyclists
- Speed management is an iterative process, one project may not achieve immediate results
- Transitions between place types requires traffic calming
- For details, DIB 94 refers AASHTO Green Book, Chapter 7 and

FHWA Safe Systems Approach
(<https://highways.dot.gov/safety/zero-deaths>)



Crosswalk Design

(section 6, page 46)

- Enhanced crosswalks add safety features like high-visibility markings.
- Locations for crosswalks should consider factors like pedestrian volumes, street lighting, and speed limits.
- Bus stops, community destinations, and urban areas are key spots for crosswalks.
- DIB 94 refers to the following for crossings:
 - Caltrans CA MUTCD
 - Caltrans Highway Design Manual (HDM)
 - Caltrans Pedestrian Safety Countermeasure Toolbox
 - Caltrans Traffic Calming Guidance Memo
 - FHWA Guide for Improving Safety at Uncontrolled Crossings
 - NACTO Urban Street Design Guide

Crosswalk Design

(cont.)

- Place crosswalks 50-200 feet from bus stops to reduce conflicts.
- Install crosswalks near community destinations like schools, parks, and hospitals.
- In urban areas, place crosswalks every 250-500 feet, including midblock.



DIB 94 Figure 6-A

Bus Transit

(section 7, page 49)

- **In-lane or bus bulb bus stops** reduce overall person delay.
- **Bus bulbs** suit urban areas with speeds under 40 mph.
- **Bus bays** used on roads with speeds over 40 mph
- Minimize **bus-bicycle conflicts** by separating bus stops and bikeways.
- **Shared bus/bicycle spaces** allowed in highly constrained locations.

DIB 94 Figure 7-E



Green Streets Integration

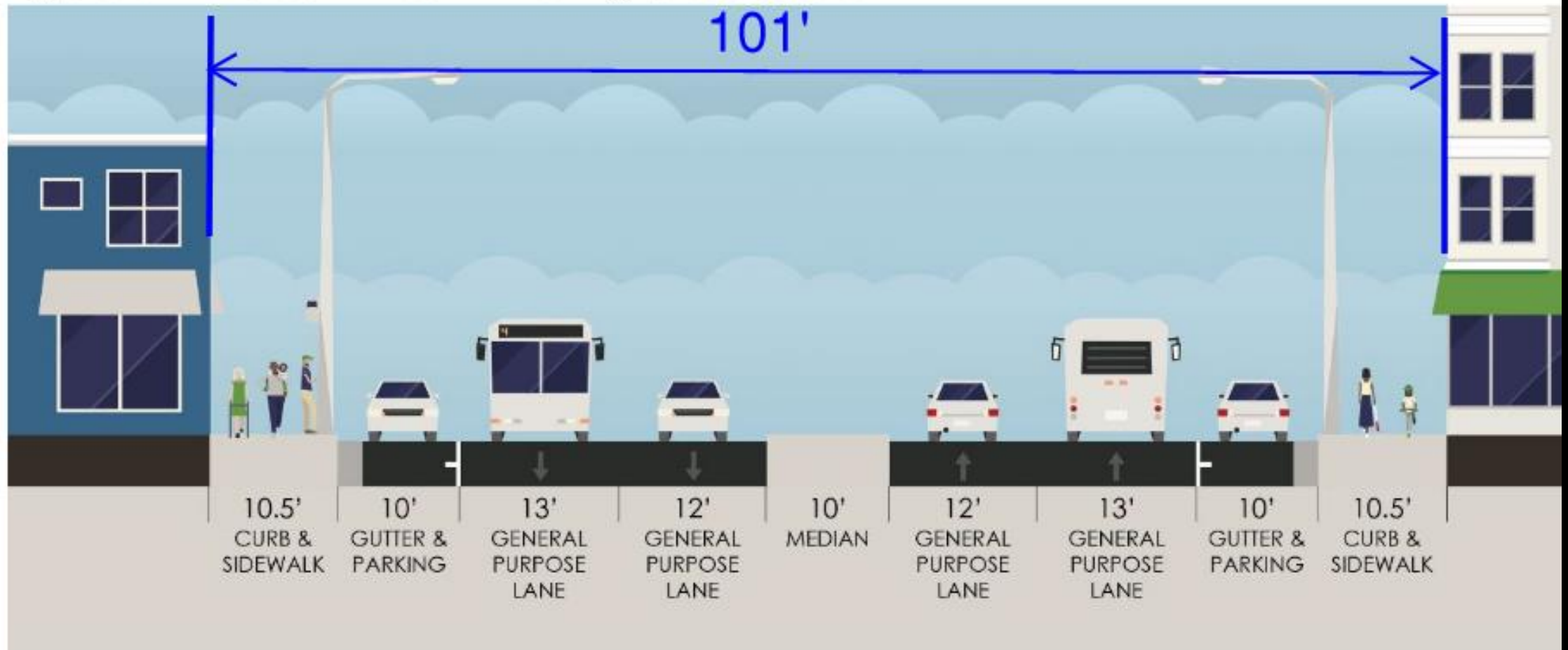
(section 8, page 58)

- **Stormwater Management:** Mimic natural processes to control runoff and prevent flooding.
- **Climate Action Benefits:** Reduce pollution, sequester carbon, and manage water sustainably.
- **Social Equity:** Improve livability and health, especially in underserved communities.
- **Street Trees:** Provide shade, improve air quality, and reduce heat islands.
- **Bioretention and Biofiltration:** Filter stormwater, improve water quality, and reduce runoff.

Place-Type Graphic Examples (existing)

(section 9, page 76)

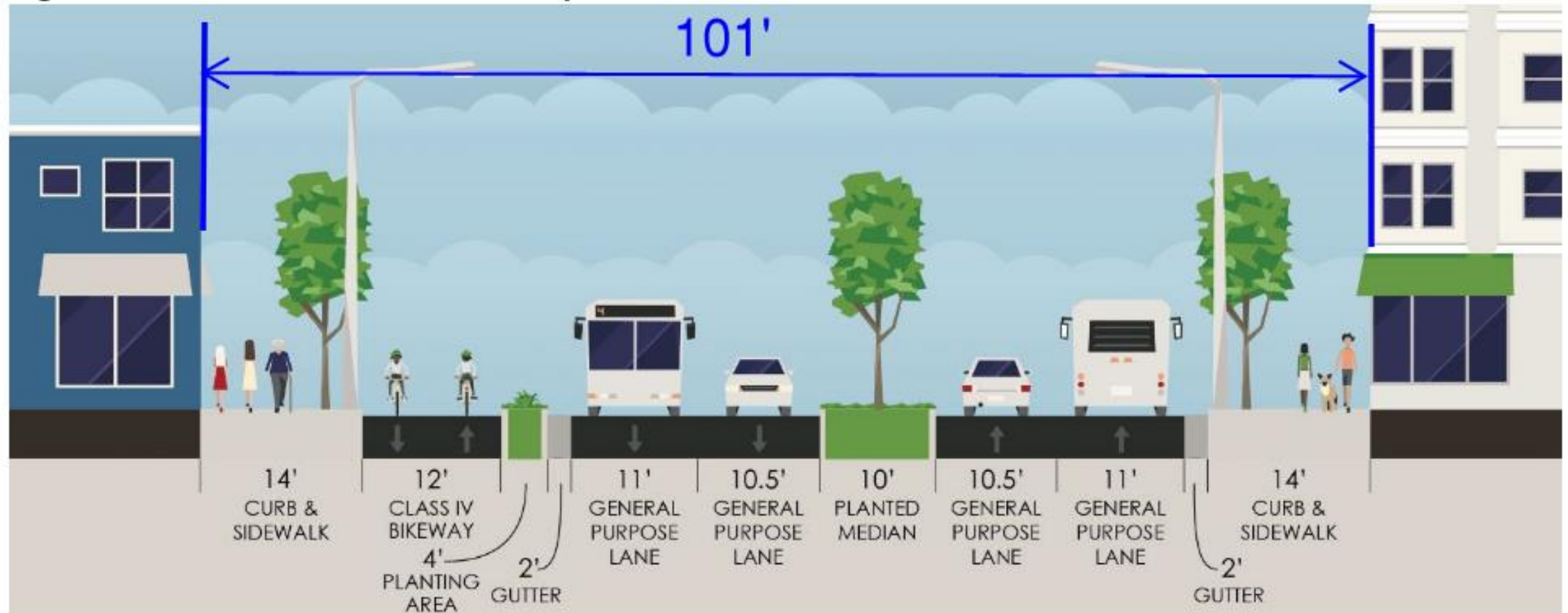
Figure 9-A – Urban Area – Existing Cross Section



Place-Type Graphic Examples (alternative)

(section 9, page 78)

Figure 9-C - Urban Area – Example Alternative 2





UNINCORPORATED ALAMEDA COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Meeting Minutes

Thursday, March 28, 2024 6:09 p.m.

1. Call to Order

The meeting was called to order Thursday, December 14, 2023 at 6:09 p.m.

2. Roll Call

Present: Chonita Chew, Bruce Dughi, Daniel Leary, Cindy Torres, Crystal Wang, Michael Williams

Absent: Sharon Bohoman, Rachel Factor, Niki Wente

Public Works Staff Present: Amber Lo

3. Public Comments

Received public comments on UCBPAC membership, Niles Canyon Trail project, fatalities report, and difficulty to find the meeting.

4. Approval of Minutes

It was motioned by Daniel Leary and seconded by Crystal Wang to approve the minutes from the September 28, 2023 and December 14, 2023 meetings.

Six members were present for the vote. VOTE: 5 For / 0 Against / 1 Abstain

5. Presentations

a) Project Update: Somerset Avenue Improvements

Bond Ng (ACPWA) presented an update on the project.

Comments were received from committee members and the public.

b) Transit Supportive Design Guidelines

Crystal Wang (AC Transit) presented an update on the development of AC Transit's design guidelines.

Comments were received from committee members and the public.

6. Review FY 2024-2025 TDA Article 3 Pedestrian and Bicycle Program Projects

The BPAC voted to allocate 80% of unincorporated Alameda County's FY 2024-2025 TDA Article 3 distribution towards updating the Bicycle and Pedestrian Master Plan (BPMP) and 20% for the restriping of Class II bicycle lanes.

7. Future Agenda Topics

- Update on Climate Action Plan by Planning Department
- Discuss level of stress rating for cyclists
- Discuss level of service measurement for pedestrians
- Update on Somerset

8. Adjournment

The meeting was adjourned at 8:19 p.m.

Next Meeting – Thursday, June 27, 2024



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

Meeting Minutes

Thursday, June 27, 2024

1. Call to Order

The meeting was called to order Thursday, December 14, 2023 at 6:10 p.m.

2. Roll Call

Present: Bruce Dughi, Daniel Leary, Crystal Wang, Michael Williams

Absent: Chonita Chew, Rachel Factor, Cindy Torres, Niki Wente

Public Works Staff Present: Amber Lo

3. Public Comments

Heard public comments on matters not in the agenda.

4. Approval of Minutes

As there was not a quorum present, approval of the March 28, 2024 meeting will be deferred to the September 26, 2024 meeting.

5. Presentations

a) Community Climate Action Plan Update and Safety Element Amendments

Presented by Alison Abbors, Senior Planner, Community Development Agency

Presentation attached.

Comments were received from both committee members and the public. Ms. Abbors addressed questions as needed. Key questions and comments from committee members included:

- How will adherence to the Climate Action Plan be ensured?
- Decision makers should be made aware of the financial implications of climate issues.
- Is the County on track to meet the targets outlined in the plan?
- AC Transit aims to increase bus service frequency but is facing funding shortages and a lack of sufficient transit operators.
- Is the impact of vehicle miles traveled considered?
- Construction vehicles contribute significantly to emissions.

- Clean energy initiatives should be incorporated into the plan.
- How does the plan move from strategy to implementation?
- How will actual actions be measured? Metrics should be defined for action items to assess performance effectively.

6. Transportation Design Considerations

The BPAC was invited to provide suggestions for topics of interest related to transportation design considerations in the next meeting.

The BPAC suggested:

- Corner radius
- Single vs. double pedestrian ramps
- Map of bicyclist stress level across different areas
- Pedestrian Level of Service
- Bike boxes
- AB 43 (speed limit legislation)
- Double yellow line impacts
- Design considerations for bike lanes
- Treatments to accommodate pedestrians with low visions or other ADA concerns (blind community has concerns about Class IV)
- Road diets

7. Future Agenda Topics

- Update on the Somerset Avenue Project
- Way finding signs and wiggle map development
- Accountability presentation from Public Works on the Climate Action Plan

8. Adjournment

The meeting was adjourned at 7:24 p.m.

Next Meeting – Thursday, September 26, 2024



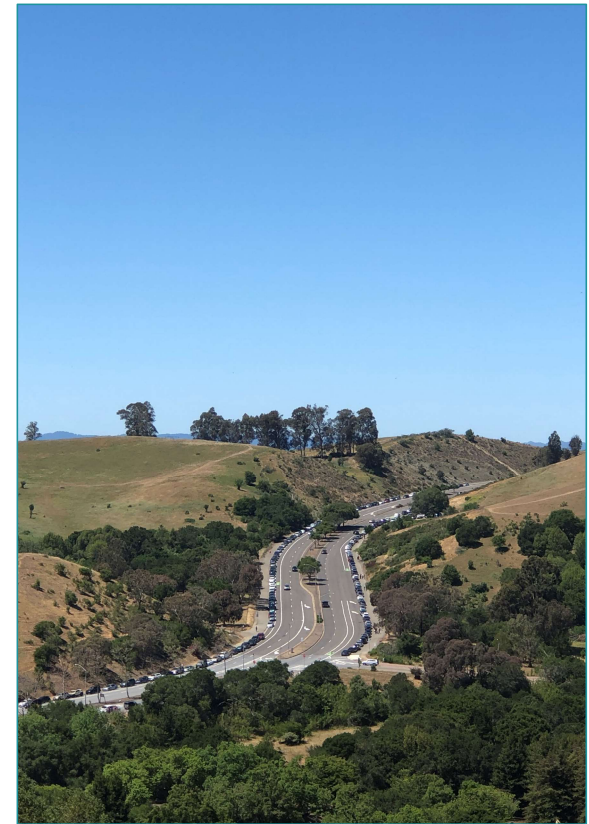
ALAMEDA COUNTY GENERAL PLAN COMMUNITY CLIMATE ACTION PLAN UPDATE AND SAFETY ELEMENT AMENDMENTS

UNINCORPORATED BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
JUNE 27, 2024

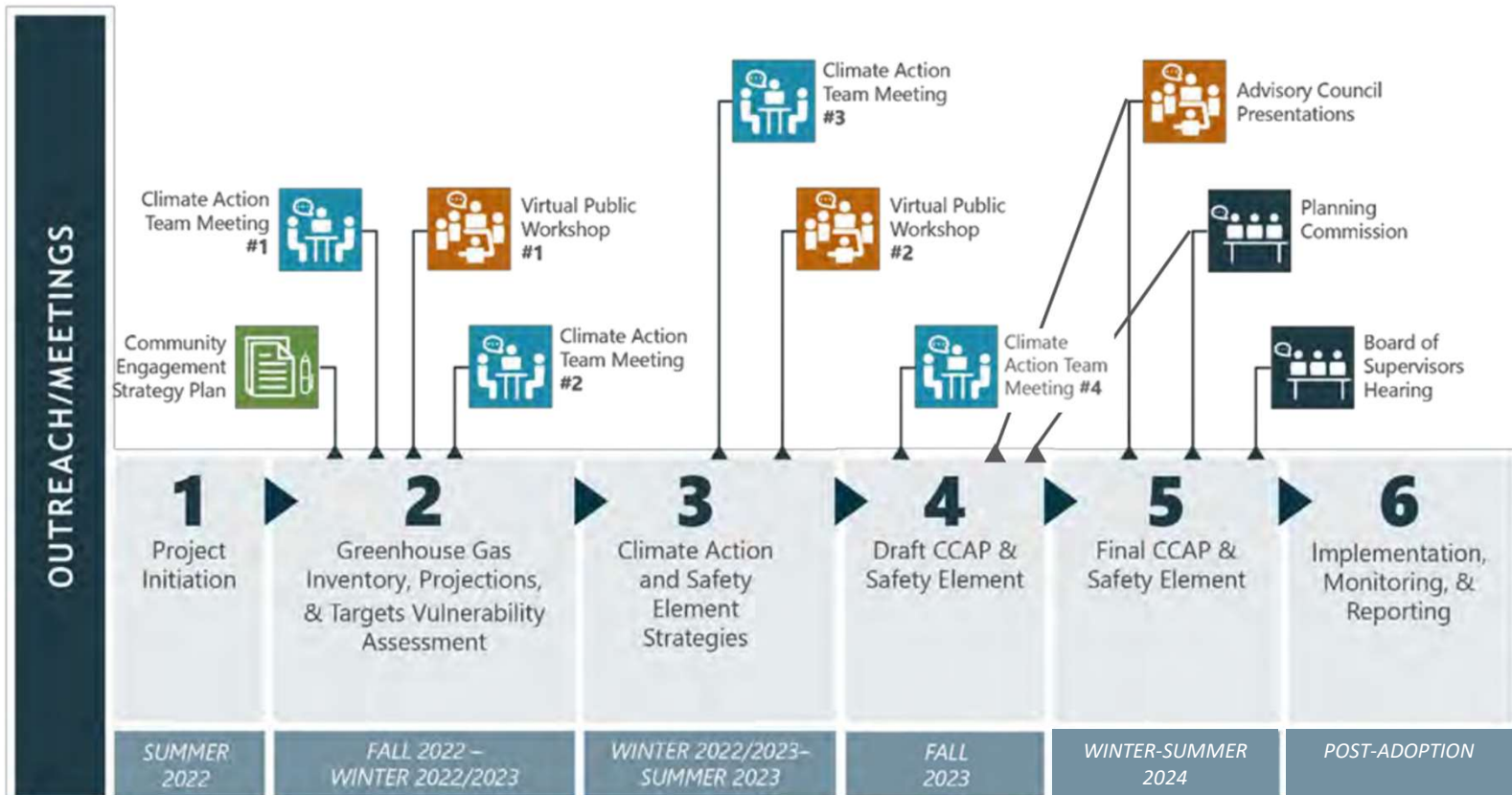
Project Overview

Project Overview

- ▶ CCAP and SE last updated in 2013 and 2014, respectively
- ▶ CCAP and SE updates pursued in **parallel** due to subject matter overlap in areas of climate adaptation and GHG reduction
- ▶ CCAP project is a comprehensive update
- ▶ SE project amends existing SE to comply with state law



Project Schedule





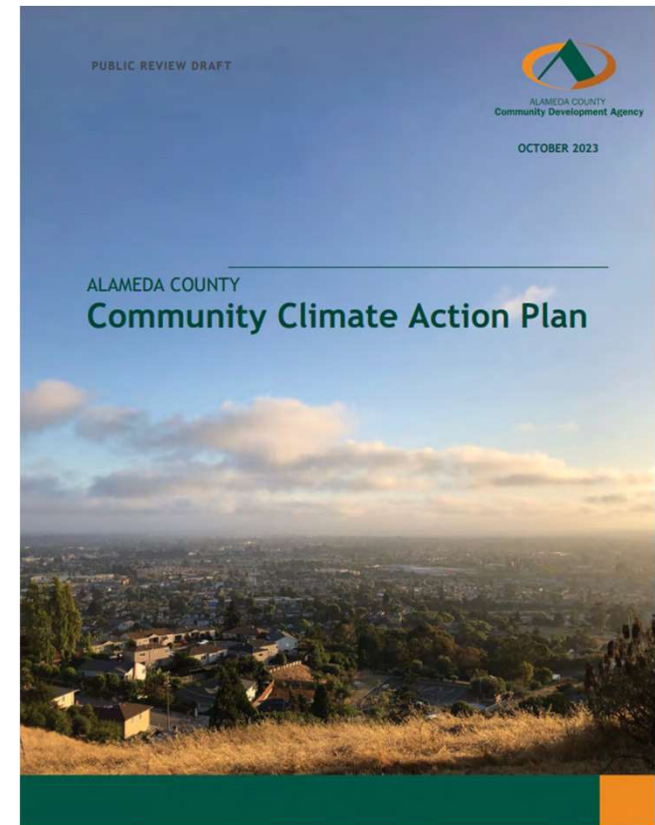
Community Engagement in Draft Development

- ▶ Project **website** and email **listserv**:
<https://www.acgov.org/cda/planning/ccapse.htm>
- ▶ 2 public **workshops**
- ▶ Virtual community **feedback tool**
- ▶ **West County outreach**: MACs, Unincorporated Services Committee, interactive library displays, peer educator outreach, D3 and D4
- ▶ **East County outreach**: Sunol CAC, Agricultural Advisory Committee, AC RCD, AC Farm Bureau, farm and ranch organizations, D1
- ▶ Internal County staff **Climate Action Team**

Community Climate Action Plan

Community Climate Action Plan (CCAP) Update

- ▶ CCAP was adopted as optional **general plan element** in 2014
- ▶ Revised 2024 CCAP is a **roadmap** for reducing greenhouse gas emissions and adapting to climate change
- ▶ Revised CCAP includes:
 - new **GHG emissions inventories and reduction targets**
 - emphasis on **climate adaptation, equity, and environmental justice** in climate planning





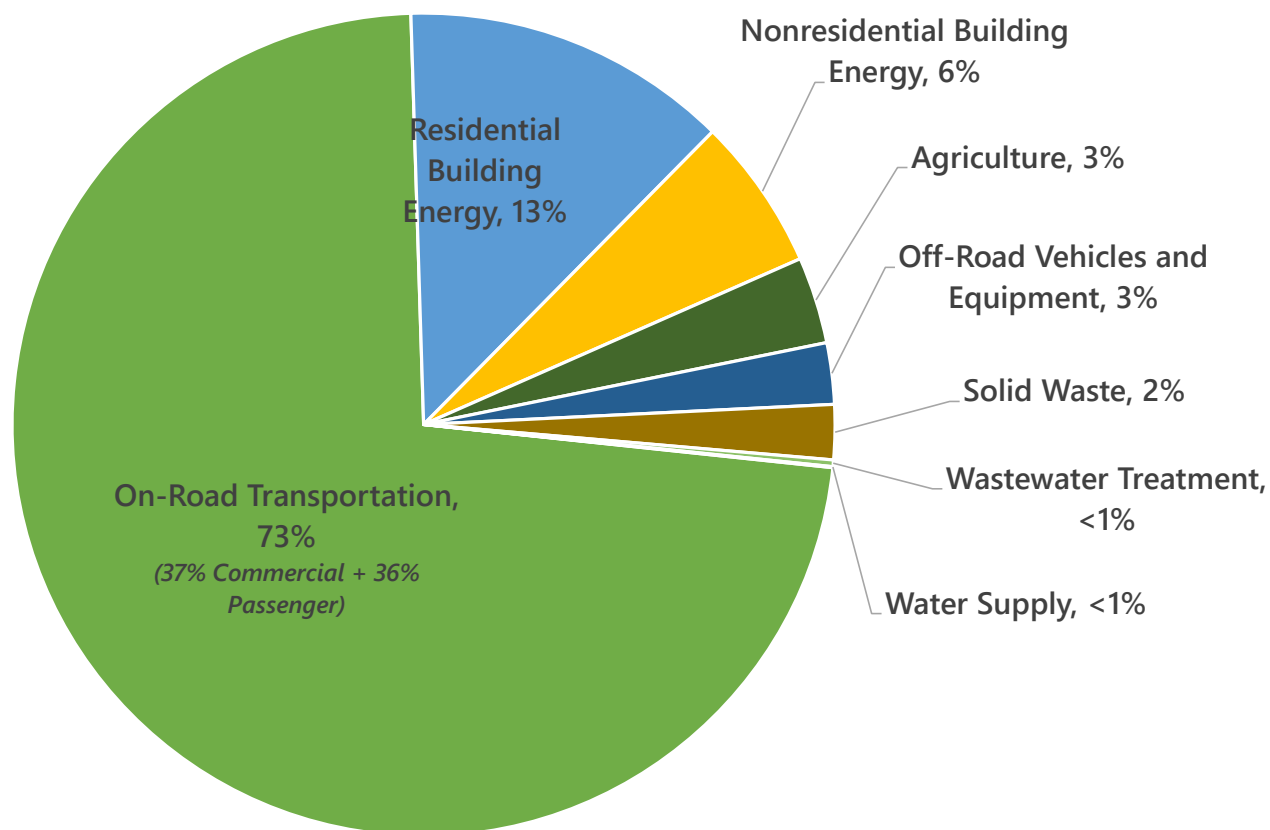
Organization of Draft CCAP

The draft CCAP update is organized in seven chapters:

1. Introduction
2. Background
3. Greenhouse Gas Emissions Inventory, Forecasts, and Targets
4. Climate Adaptation and Resilience
5. Strategies and Measures
6. Implementation and Monitoring
7. Works Cited

Community (production-based) GHG Emissions Inventory (2019)

Unincorporated community emissions = 950,235 MTCO₂e (metric tons of carbon dioxide equivalent)

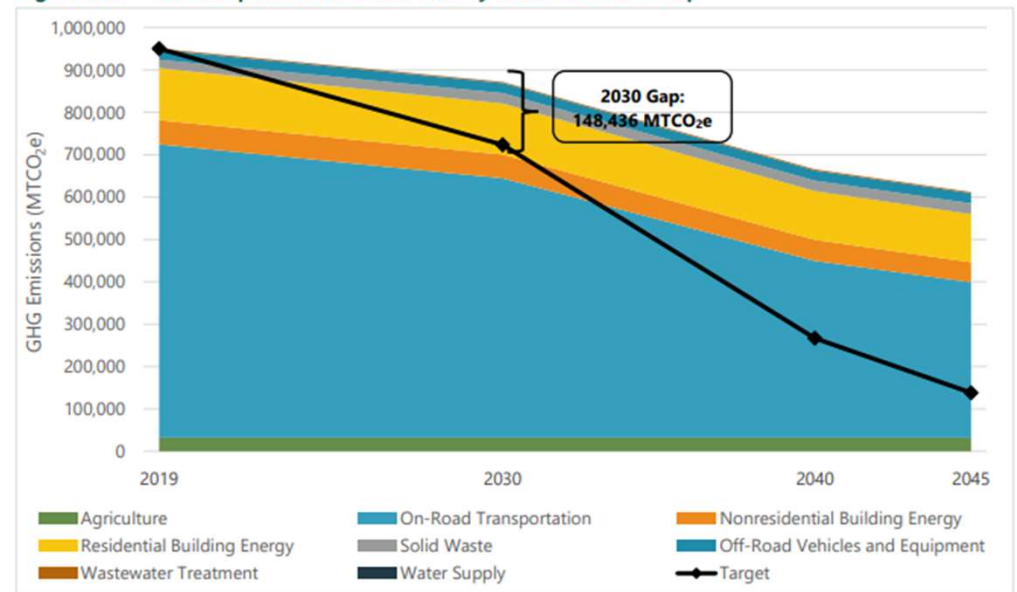


CCAP GHG Reduction Targets

Consistent with State law, the draft CCAP establishes the following GHG reduction targets for unincorporated Alameda County:

- ▶ 40 percent reduction below 1990 levels by 2030
- ▶ 85 percent reduction below 1990 levels by 2045
- ▶ Net zero by 2045

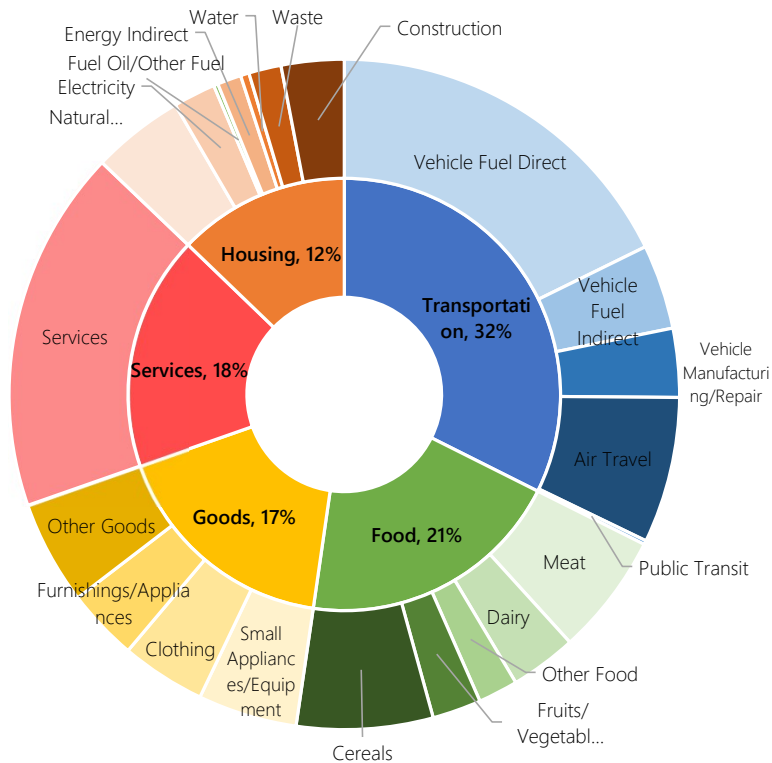
Figure 3.5 Unincorporated Alameda County Local Emissions Gap



Other ways the CCAP looks at GHG emissions and carbon storage

2019 Unincorporated Alameda County Consumption-Based Emissions Inventory

Examines emissions generated by production, use, and disposal of goods and services consumed by unincorporated-area residents



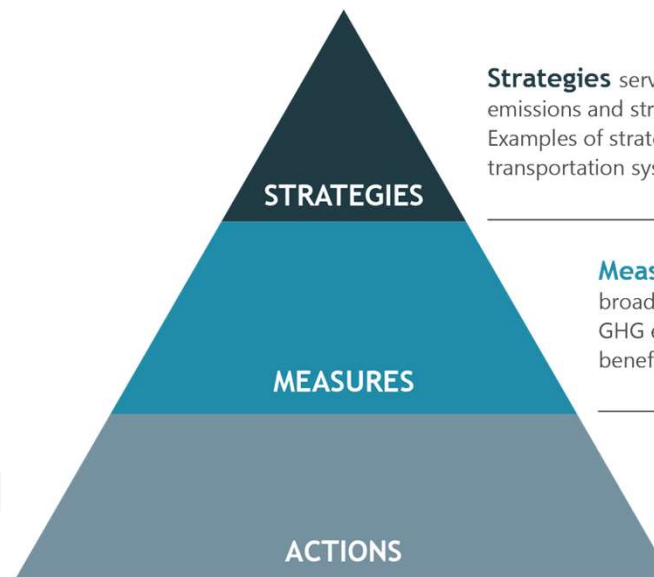
2019 Unincorporated Alameda County Natural and Working Lands Inventory

Examines potential future carbon sequestration from rural lands

Source	Carbon Stock (MTCO ₂ e)	Percent of Total
Aboveground Live Carbon Storage	4,884,713	27%
Soil Carbon Storage	12,486,405	69%
Urban Forest Carbon Storage	700,046	4%
Total	18,071,164	100%

CCAP Strategies to Reduce Emissions and Enhance Resiliency

- ▶ Land Use and Mobility
- ▶ Buildings
- ▶ Infrastructure
- ▶ Waste
- ▶ Agriculture and Vegetation
- ▶ Health & Resiliency
- ▶ Community Engagement and Monitoring








Strategies serve as the foundation for reducing GHG emissions and strengthening resilience to climate change. Examples of strategies include clean energy and resilient transportation systems.

Measures are more specific expressions of broad strategies. Measures include associated GHG emissions reduction potential and benefits to the community.

Actions are specific activities, projects, programs, or policies the County will take to implement or support GHG reduction or adaptation measures.

Land Use and Mobility Measures

STRATEGY		MEASURE
LAND USE AND MOBILITY		
Safe, Accessible, and Reliable Active Transportation		MEASURE LU-1.1: Develop and maintain a safe, connected, and continuous bicycle and pedestrian network.
		MEASURE LU-1.2: Increase and improve access to walking and bicycling throughout the unincorporated county.
Safe, Accessible, and Reliable Public Transportation		MEASURE LU-2.1: Continue to partner with transit agencies to improve reliability, affordability, and convenience of existing transit services through increased frequency, expanded service areas, extended service hours, and better facilities. Prioritize improvements in frontline communities.
Equitable Shared Mobility		MEASURE LU-3.1: Develop programs and incentives that promote shared mobility (e.g., car sharing, bike sharing, and scooter sharing) in frontline communities and that increase access to health services, food, education, and employment.
Sustainable Land Use Planning		MEASURE LU-4.1: Increase residential and commercial density in urban areas located near transit.
		MEASURE LU-4.2: Promote and ensure land uses that support walking and bicycling.
Parking		MEASURE LU-5.1: Reduce minimum parking requirements and strategically evaluate the parking needs of the community.



Near-Term Implementation

- ▶ Chapter 6 highlights high-priority mitigation and adaptation measures to help the County focus its implementation efforts
 - Highest priority action : *Action LU-1.1.2 Continue to eliminate gaps in the existing network and improve bicycle and pedestrian connections to transit, schools, parks/trails, retail and employment centers, community/senior centers, and libraries*
- ▶ Staff will continue to **convene inter-agency partners** to drive and monitor implementation, will prepare **annual monitoring report**
- ▶ Staff will update GHG inventory and **climate vulnerability assessment every 5 years**
- ▶ **CCAP will be updated every 8 years**, aligning with Safety and Housing Element updates

Safety Element

Safety Element (SE) Amendment

- ▶ Addresses hazards to minimize human injury, loss of life, property damage, economic/social dislocation: seismic, geologic, fire, flood, hazardous materials, aviation
- ▶ Complements the **Local Hazard Mitigation Plan**
- ▶ New state laws require revision to address **climate adaptation and resilience, emergency evacuation routes, and wildfire risks**
- ▶ Must be updated on same cycle as Housing Element to address **wildfire risks** and to identify **emergency evacuation routes**

SAFETY ELEMENT



ALAMEDA COUNTY
Adopted January 8, 2013
Amended February 4, 2014
Amended April 25, 2017
Amended March 17, 2022
Amended [Month] [Day], 2024

Safety Element Amendment

- ▶ Safety Element amendments indicated as **hard tracks** (underline and ~~strikethrough~~)
- ▶ Amendments include **contextual and policy updates consistent with State law**:
 - SB 379, Climate Vulnerability Assessment
 - SB 99, Network Accessibility Analysis
 - AB 747, Evacuation Route Capacity Analysis
- ▶ Includes **new strategies** related to:
 - Geologic hazards
 - Flood hazards
 - Fire hazards
 - Extreme heat

SAFETY ELEMENT



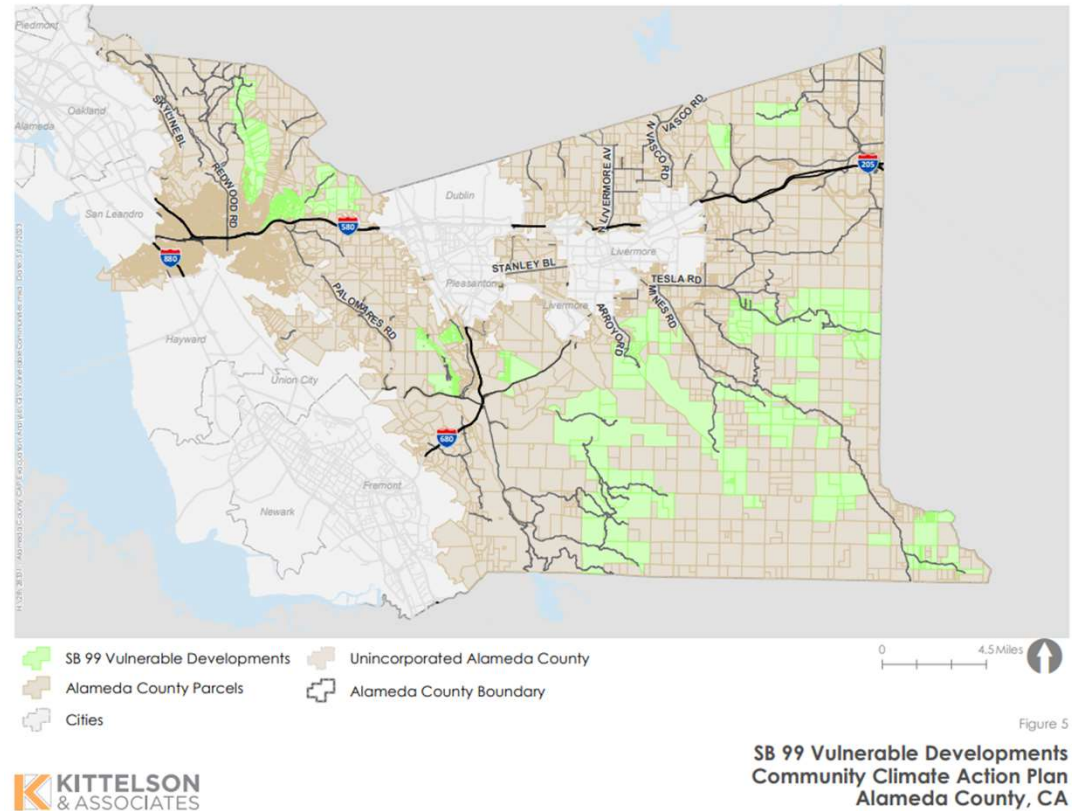


SB 379 Climate Vulnerability Assessment

Climate Change Effect	Vulnerability Score		
	Adaptive Capacity	Potential Impacts	Vulnerability
Increased Wildfire Risk	High	High	3
Increased Temperatures and Extreme Heat	Medium	High	4
Extreme Precipitation and Flooding	Medium	Medium	3
Drought	Medium	Low/Medium	2-3

SB 99 Analysis

Identifies residential developments in hazard areas that do not have at least two emergency evacuation routes



AB 747 Analysis

Identifies evacuation routes and their capacity, safety, and viability under a range of emergency scenarios, and highlights priority roadways for future evacuation planning

Priority Roadways for Evacuation Improvements

The prioritization factors listed in Table 1 were overlayed on the hazard roadways identified in the SB 99 Network Accessibility memorandum (Appendix A). These factors were weighted to identify the high, medium, and low-priority roadways for future evacuation planning and project considerations. Table 3 presents the results of the prioritization analysis.

Table 3. Priority Roadway Scoring for Evacuation Route Planning and Projects

#	Roadway	Community	Priority Factor Scoring				
			Hazards	Capacity	Vulnerable Developments	Critical Facilities	Equity
1	Bond Street/Main Street/Foothill Road/Railroad Avenue	Sunol	High	High	High	High	Low
2	I-580	Castro Valley	Medium	High	Low	High	High
3	I-880	San Lorenzo	Medium	High	Low	High	High
4	Niles Canyon Road	Sunol	Medium	High	High	High	Low
5	Redwood Road	Castro Valley	Low	High	Low	High	High
6	Palo Verde Road	Castro Valley	Low	High	High	High	Low
7	Eden Canyon Road	Castro Valley	Low	High	High	High	Low
8	Foothill Road	Pleasanton	Medium	High	High	Low	Low
9	I-680	Pleasanton	Medium	High	High	Low	Low
10	Arroyo Road	Livermore	High	Low	High	Low	Low



ALAMEDA COUNTY
Community Development Agency

SCAN TO
SUBSCRIBE



Project listserv:



https://public.govdelivery.com/accounts/CAALAME/subscriber/new?topic_id=CAALAME_385

Project website:

<https://www.acgov.org/cda/planning/ccapse.htm>

Direct comments to:

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