



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

Meeting Agenda

Thursday, March 26, 2026, 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://us02web.zoom.us/j/81123766098>

By phone only: (669) 444-9171

Webinar ID# 811 2376 6098

ADA accommodation is available upon request by calling: (510) 670-6550.

1. **Call to Order**
2. **Roll Call**
3. **Public Comment**
4. **Approval of Minutes**
 - a) Approve Minutes for UCBPAC Meeting on September 25, 2025
5. **Review FY 2026-2027 TDA Article 3 Pedestrian and Bicycle Program Projects [Action Item]**
6. **Proposed UCBPAC Meeting Schedule Change [Action Item]**
7. **Discussions**
 - a) *Discussion on Future Pavement and Pedestrian Ramp Plans, led by Bruce Dughi, UCBPAC Member – [Informational Item]*
 - b) *Discussion on Commute Hour Bike Lanes, led by Bruce Dughi, UCBPAC Member – [Informational Item]*
8. **Suggestions for Future Agenda Topics**
9. **Adjournment**
 - a) Next Meeting – TBD



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

Meeting Minutes

Thursday, September 25, 2025, 6:00 p.m.

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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

The meeting was called to order Thursday, September 25, 2025, 6:02 p.m.

2) Roll Call

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

Absent: None

Public Works Staff Present: Maritoni Maravilla (Senior Transportation Planner, Transportation Planning); Karl Lau (Associate Civil Engineer, Road Design); Amber Lo (Deputy Director, Transportation Engineering Division)

3) Public Comments

Received the following public comments:

- These meetings aren’t meant to be inter-agency meetings. The membership of the committee is member agencies and do not represent the communities.
- Mr. Williams had mentioned that he heard from the community that we need bike lanes, although that is helpful, it would be better to have the people making

comments part of the committee, instead of having agency members convey community concerns.

- Mr. Leary has very thoughtful comments, but he does not live in the unincorporated area and should step down and make room for someone who does live in unincorporated Livermore.

4) Approval of Minutes

ACTION: It was motioned by Daniel Leary and seconded by Michael Williams to approve the Minutes from the September 25, 2025 UCBPAC meeting.

Five members who attended the September meeting were present for the vote. VOTE: 5 For / 0 Against / 0 Abstain.

5) Heyer Ave. Sidewalk improvement Project

Karl Lau P.E., Associate Civil Engineer

Alameda County Public Works Agency, Road Design Section

Recording of presentation can be found here:

https://www.youtube.com/watch?v=Pkcj_NY23oA

Committee Comments:

- Alternative 1:
 - Comments were received expressing safety concerns related to bicyclists traveling adjacent to both parked and moving vehicles. Protected bike lanes were identified as the preferred treatment.
 - It was noted that ADA compliant sidewalks would remain under this alternative; however some existing driveways may need to be redesigned to achieve ADA compliance.
 - Concerns were raised regarding potential dooring conflicts and limited space for future streetlight installation. It was noted that bike lanes require adequate width to operate effectively.
- Alternative 2:
 - Concerns were raised that removal of parking could make this alternative difficult to advance due to anticipated community opposition.
 - Comments emphasized that student safety should be prioritized over vehicle convenience.
- Alternative 3:
 - This was identified as the preferred alternative; however, concerns were noted regarding potential conflicts between bicyclists and visually impaired pedestrians.
 - It was noted that this alternative would require utility relocation.
 - Concerns were also raised that the level of sidewalk redesign and reconstruction required could make this alternative cost-prohibitive.
 - A modified version of this alternative, with parking removal from one side of the street, was suggested. It was noted that parking on both sides of the street may create visibility concerns.

- Alternative 4:
 - This alternative was noted to be similar to the configuration on Stanton Avenue and was identified as potentially the most suitable option.
- General comments:
 - Multiple comments reiterated that the preferred alternative should best support the goal of promoting active transportation
 - It was noted that bus stops would be updated to AC Transit requirements. Questions were raised regarding whether bus shelters and benches would also be included.
 - Concerns were raised that bulb-outs and curb ramps may conflict in certain locations.
 - It was noted that a bulb out may be necessary at the creek crossing to accommodate the culvert and fence, which would result in the loss of parking in that area.
 - It was noted that additional issues should also be addressed, including the challenges associated with traveling up and over Heyer Hill.

Public comments:

- Alternative 1:
 - Comments indicated that high school students need a safer option and that alternative #1 was viewed by some as too similar to existing conditions.
 - It was also noted that this alternative may not provide sufficient safety improvements and may see limited use.
- Alternative 3:
 - This alternative was noted as similar to Mission Blvd and was viewed as functioning well within the project constraints.
 - Comments indicated that this alternative would be well suited for students and may help parents feel more comfortable allowing their children to bike to school.
- Alternative 4:
 - This alternative was identified by some commenters as the superior option.
 - Concerns were raised that sharrows would not be feasible during peak commute periods when traffic is congested.
- General comments:
 - It was noted that a cost analysis would be helpful.
 - Some residents expressed a preference for waiting to deliver a well-designed project rather than advancing a lower-quality project too quickly.
 - Concerns were raised that children traveling to Canyon Middle School may not feel safe using this route.
 - It was suggested that bicycle stress levels be evaluated and presented to help illustrate the conditions bicyclists experience.

6) Alameda County Pedestrian, Bicycle and Trail Master Plan Update

Consultant selection has been completed, and contract execution is anticipated by Thanksgiving. A milestone schedule will be shared with the committee following the project kick-off meeting. The current goal is to complete plan adoption prior to the Board of

Supervisors' summer 2027 recess. The County is also planning to incorporate the ADA Transition Plan into the scope of work.

7) December UCBPAC Meeting Reschedule

Committee members will be polled to determine availability for rescheduling the December meeting. Bruce Dughi also suggested potential topics for future agenda items, including level of stress, wayfinding signage and bike boxes at certain locations.

8) Adjourn

Meeting was adjourned at 7:24 pm

Next Meeting – December 2025, Date TBD

**TRANSPORTATION
DEVELOPMENT ACT (TDA)
ARTICLE 3
FY 2026-2027 FUNDING**

UNINCORPORATED COUNTY BICYCLE & PEDESTRIAN COMMITTEE
MARCH 26, 2026

PRESENTED BY AMBER K. LO, P.E.
DEPUTY DIRECTOR
TRANSPORTATION ENGINEERING DEPARTMENT
ALAMEDA COUNTY PUBLIC WORKS AGENCY

TDA Article 3



- Annual
- Local Transportation funds for all 14 cities & unincorporated areas of Alameda County to improve pedestrian and bicyclist safety
- Proposed funding allocation to be approved by the Metropolitan Transportation Commission (MTC) in Fall 2026

Purpose

- Construction and/or engineering of a bicycle or pedestrian capital or quick build projects.
- Maintenance of a Class I shared-use path and Class IV separated bikeways.
- Bicycle and/or pedestrian safety education program (no more than 5% of county total).
- Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
- Restriping Class II bicycle lanes and buffered bicycle lanes.

[RES-4108.pdf \(ca.gov\)](#)

FY 2026-2027 Proposed Projects

TDA Article 3 Funding for FY 26-27: \$622,146

- FY 2026 Pedestrian Ramp Construction Project: \$245,000
 - Various locations countywide to meet ADA compliance requirements
- Bicycle Parking and Repair Station Installation Project: \$32,000
 - Bike Racks (\$12,000) Qty: ~20 @ \$600 each
 - Repair Stations (\$20,000) Qty: ~8 @ \$2,000 (w/o pump) to \$3,000 (w/pump) each
 - Locations TBD
 - BPAC may provide recommendation of potential installation locations. Final siting and implementation will be determined by PWA following engineering evaluation and confirmation that the locations meet applicable safety, accessibility and operational standards.

FY 2026-2027 Schedule

March 31, 2026	Alameda County jurisdictions submit proposed projects to ACPWA
April 2, 2026	TDA Committee's concurrence with the proposed projects and funding allocations
March – May 2026	BPAC presentations
June 5, 2026	Project applications due, to ACPWA
July 14, 2026	Alameda County Board of Supervisors Resolution approval of the proposed projects and funding allocations for the FY 2026-2027 Program

The Case for Double Pedestrian Ramps

UNBPAC March 24, 2026

Background

- Public Right of Way Accessibility Guidelines (**PROWAG**) is developed by US Access Board, an independent federal agency that advances accessibility
 - Pertains to: access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, shared-use paths, and other public rights-of-way
- History:
 - 2005: First PROWAG guidelines were published
 - Aug 2023: Federal Register published update to PROWAG
 - Jan 2025: US Dept of Transportation adopted the 2023 changes
- **New PROWAG standards must be applied to all transit projects in the US**
- US Department of Justice (DOJ) has not yet passed PROWAG
 - New guidelines are not yet enforceable for non-transit projects
- **PROWAG remains a strong suggestion until formally adopted by the DOJ**

ACPWA should adopt the new guidelines because:

- Multiple safety organizations, including NACTO (National Association of City Transportation Officials) and our BOS approved Bike Master Plan promote similar guidelines
- The new guidelines are safer than the old standards
- They are likely to become the required standard in the future
- It is the right thing to do for our pedestrians—why wait for PROWAG to become a requirement when we know this is better for safety?
- The cost differential is minimal with adequate planning

Guideline—1 curb ramp/crosswalk

R203.6.1.1 Crosswalks at an Intersection

At an intersection corner, one *curb ramp* or *blended transition* shall be provided for each *crosswalk*, or a single *blended transition* that spans all *crosswalks* at the intersection corner may be provided. Where *pedestrian* crossing is prohibited, *curb ramps* or *blended transitions* shall not be provided, and the *pedestrian circulation path* shall be either (a) separated from the *roadway* with landscaping or other non-prepared surface or (b) separated from the *roadway* by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the *pedestrian circulation path*.

EXCEPTION: In *alterations*, where existing physical constraints make compliance with R203.6.1.1 technically infeasible, a single *curb ramp* complying with R304 shall be permitted at the apex of the intersection corner.

Example: Does Not Meet One Ramp Per Crosswalk Guideline

- Ramp at Somerset / Santa Maria installed in 2025
- A single narrow ramp directs pedestrians into the middle of the intersection, between crosswalks
- Ramp is too narrow to include both crosswalks
- Increases walking distance and exposure to traffic
- Creates ambiguity as to which crosswalk ped wants to use
- Makes pedestrian less visible



Example: meets **One Ramp per Crosswalk** Guideline

Before



After



- One ramp for the crosswalk going across Redwood, one ramp for James Ave.
- New pedestrian ramps at Redwood/James conform to PROWAG
- Pedestrians are directed in their intended direction, increasing visibility, reducing crossing distance and eliminating ambiguity

Example: Does Not Meet One Ramp Per Crosswalk Guideline

- New ramp at Mabel / Santa Maria (near CVHS)
- One marked and one unmarked crosswalk
- Poor ramp position means that wheelchair users would have difficulty crossing Santa Maria
- Ramp is too narrow to include both crosswalks
- Increases crossing distance
- Makes pedestrian less visible



Example: A Blended Transition Ramp

- Blended transition ramp covers both crosswalks
- This complies with PROWAG



Infeasibility Exception

- If R203.6.1.1 is technically infeasible, a single curb ramp complying with R304 shall be permitted at the apex of the intersection corner
- However, these decisions are on a corner by corner basis, not project by project
- Staff should be able to provide supporting documentation for any exceptions

Q&A

The Case for Commute Hour Bike Lanes on Somerset

UNBPAC March 24, 2026

Summary

- Supervisor Miley requested commute hour bike lanes
- Board of Supervisors approved policies that support commute hour bike lanes
- ACPWA survey: 52% want bike lanes of some kind
- ACPWA study:
 - All cars fit on 1 side
 - Peak usage during commute hours
- ACPWA already restricts parking on nearby Santa Maria/Garrison/Lux
- Alternative 1: restrict parking on both sides at same time
- Alternative 2: restrict parking on 1 side at a time
- Examples: Viking (Pleasant Hill), Bay (Santa Cruz), Homestead (Sunnyvale)

Supervisor Miley @ 8/5/24 BOS Transportation Mtg

4:23:51 Miley—Ok, yah because I think restricted parking...like I see one thing here and like another speaker, not a speaker today, had been mentioned to me like restricting parking at 7 to 8:30 in the morning and then maybe 3-4:30 in the afternoon. I mean I don't think that is too much burden for the folks who live on the street and it also preserves their parking. And restricted parking—it's just like that street sweeping

4:24:20 Woldesenbet—Yah

Miley—If you had to go street sweeping, you can't park on that side of the street during, you know, the morning hour let's say. I mean, I am just using this as an example. I don't think restricted parking during certain times of the day Monday thru Friday would be that onerous and if that needs to go ..if you feel that needs to go to the MACs or to the CVMAC because it is in CV, just to kind of get their impressions, I am ok with that but I personally think that would be an enhancement to this as well. Because once again, we are trying to accommodate safety in all of the uses on that street as best we can. So I just think that would be a good idea. And then, so please let me know what we're going to do there. If you want to take to CVMAC or just going to proceed with it as part of the design feature that you let the BPAC know. And then another thing....

BOS-Approved Policies support commute hour bike lanes

- **Castro Valley General Plan**

- Vision—"Improve access for children to schools, parks and recreation facilities, and provide safer streets for walking and bicycling, in order to create a good environment for raising a family"
- Action 6.5-5 Development Review Guidelines for Bicycle Access. Establish guidelines to be used when reviewing development proposals to ensure that site plans and facilities are designed to encourage bicycle use and do not create unsafe conditions for bicyclists.

- **Bike/Ped Master Plan**

- **Somerset is at the center of our connected bike network**, connecting many of our schools, especially the most likely cyclists at our cross town middle schools nearby CVHS
- Many CVHS students already cycle, but they ride on the sidewalk for fear of cars

- **Complete Streets**

- All Ages and Abilities approved by AC BOS, ACTC, MTC and Caltrans

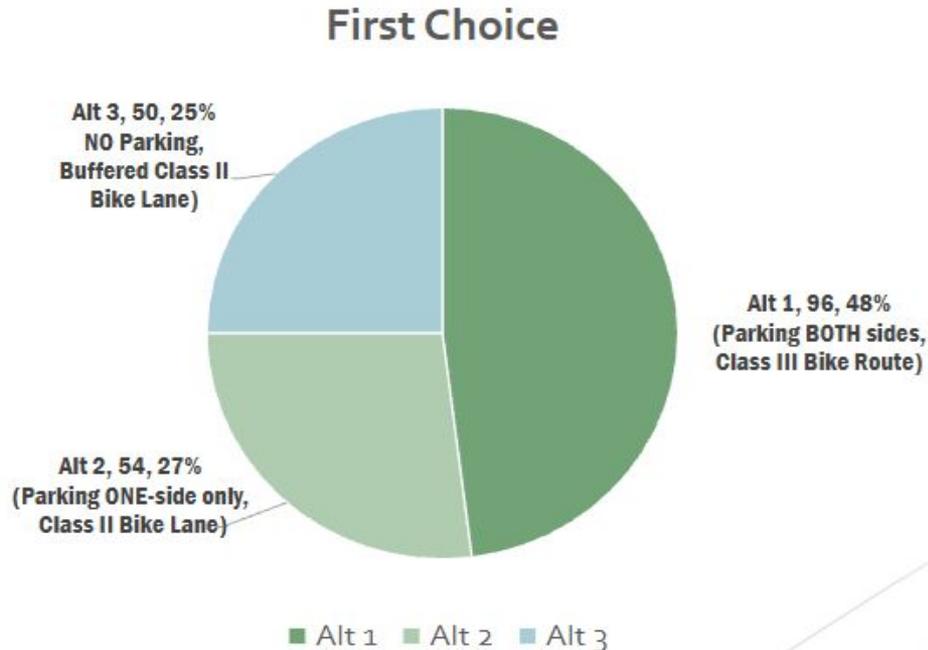
- **Climate Action Plan**

- 73% GHG come from cars (36% from passenger cars/37% commercial)
- #1 priority—Develop and maintain a safe, connected, and continuous bicycle and pedestrian network.
- Storm road damage huge cost from ignoring Climate Crisis

ACPWA Data Supports Commute Hour Bike Lanes

- Majority (52%) of the community requested bike lanes with parking

Alternatives Polling Results



ACPWA Data Supports Commute Hour Bike Lanes

- Parking analysis shows that all parking fits on 1 side, not including permanently stored vehicles as evident by car covers and debris at the tires or the possible use of side streets

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

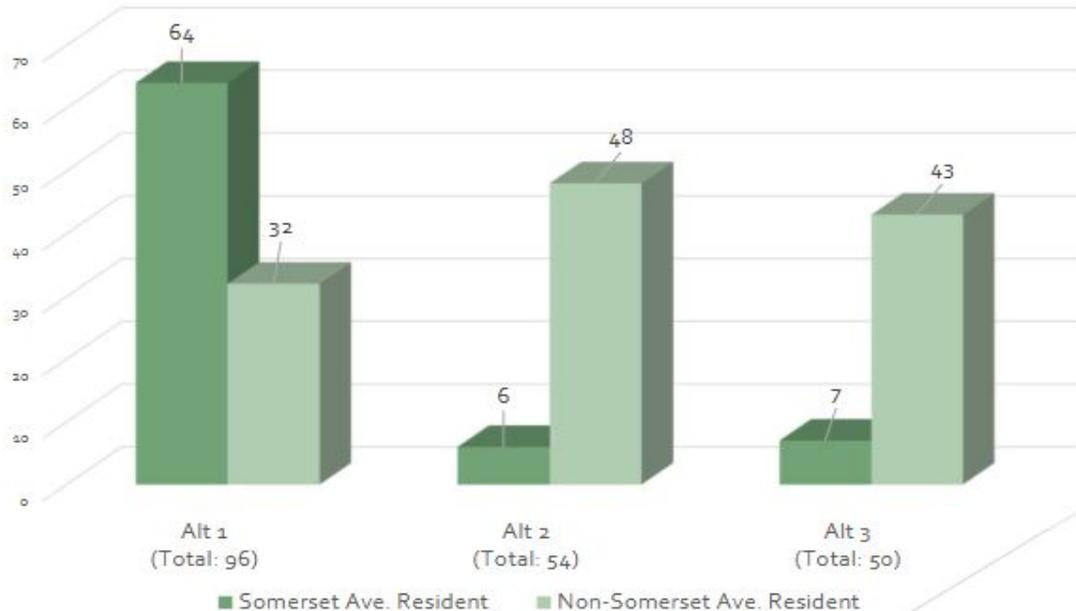
Road	Block 8 24 Available Spaces		Block 9 5 Available Spaces		Block 10 11 Available Spaces		Block 12 8 Available Spaces		Block 14 29 Available Spaces	
	Time	Parking Demand	Time	Parking Demand	Time	Parking Demand	Time	Parking Demand	Time	Parking Demand
Averus Avenue	7:30A	17 71%	7:30A	5 100%	7:30A	8 73%	7:30A	8 100%	7:30A	12 41%
	8:30A	22 92%	8:30A	5 100%	8:30A	8 73%	8:30A	8 100%	8:30A	36 124%
	9:30A	23 96%	9:30A	5 100%	9:30A	10 91%	9:30A	8 100%	9:30A	35 121%
	10:30A	23 96%	10:30A	5 100%	10:30A	8 73%	10:30A	7 88%	10:30A	34 117%
	11:30A	17 71%	11:30A	5 100%	11:30A	8 73%	11:30A	6 75%	11:30A	29 100%
	12:30P	15 63%	12:30P	5 100%	12:30P	8 73%	12:30P	6 75%	12:30P	22 76%
	1:30P	20 83%	1:30P	5 100%	1:30P	5 45%	1:30P	8 100%	1:30P	32 110%
	2:30P	18 75%	2:30P	5 100%	2:30P	5 45%	2:30P	4 50%	2:30P	34 117%
	3:30P	23 96%	3:30P	5 100%	3:30P	10 91%	3:30P	8 100%	3:30P	21 72%
	4:30P	21 88%	4:30P	5 100%	4:30P	8 73%	4:30P	5 63%	4:30P	14 48%
	5:30P	22 92%	5:30P	5 100%	5:30P	10 91%	5:30P	5 63%	5:30P	12 41%
	6:30P	24 100%	6:30P	8 160%	6:30P	11 100%	6:30P	8 100%	6:30P	13 45%
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8:30P	24 100%	8:30P	6 120%	8:30P	7 64%	8:30P	7 88%	8:30P	9 31%	
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Wisteria Street	7:30A	0	7:30A	0	7:30A	0	7:30A	0	7:30A	0
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Anita Avenue	7:30A	0	7:30A	0	7:30A	0	7:30A	0	7:30A	0
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San Miguel Avenue	7:30A	0	7:30A	0	7:30A	0	7:30A	0	7:30A	0
	8:30A	0	8:30A	0	8:30A	0	8:30A	0	8:30A	0
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7:30P	0	7:30P	0	7:30P	0	7:30P	0	7:30P	0	
8:30P	0	8:30P	0	8:30P	0	8:30P	0	8:30P	0	
Redwood Avenue	7:30A	0	7:30A	0	7:30A	0	7:30A	0	7:30A	0
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	12:30P	0	12:30P	0	12:30P	0	12:30P	0	12:30P	0
	1:30P	0	1:30P	0	1:30P	0	1:30P	0	1:30P	0
	2:30P	0	2:30P	0	2:30P	0	2:30P	0	2:30P	0
	3:30P	0	3:30P	0	3:30P	0	3:30P	0	3:30P	0
	4:30P	0	4:30P	0	4:30P	0	4:30P	0	4:30P	0
	5:30P	0	5:30P	0	5:30P	0	5:30P	0	5:30P	0
	6:30P	0	6:30P	0	6:30P	0	6:30P	0	6:30P	0
7:30P	0	7:30P	0	7:30P	0	7:30P	0	7:30P	0	
8:30P	0	8:30P	0	8:30P	0	8:30P	0	8:30P	0	

ACPWA Data Supports Commute Hour Bike Lanes

- 13/77 Somerset residents willing to give up free parking for bike lanes

Alternatives Polling Results

First Choice



ACPWA Data Supports Commute Hour Bike Lanes

- In the same survey, ACPWA asked about commute hour bike lanes in a separate question that was not integrated with rank choice voting questions
- Consequently, there is no way to compare those results directly to the other alternatives
- The majority voted against commute hour bike lanes because those who wanted permanent bike lanes logically voted against temporary ones
- Obviously they would have ranked commute hour bike lanes over no bike lanes

Bike counts show peak usage at commute hours

Bicycle Counts

Direction	24-Hour Bike Count*
Eastbound	40
Westbound	49

*Conducted May 3, 2022

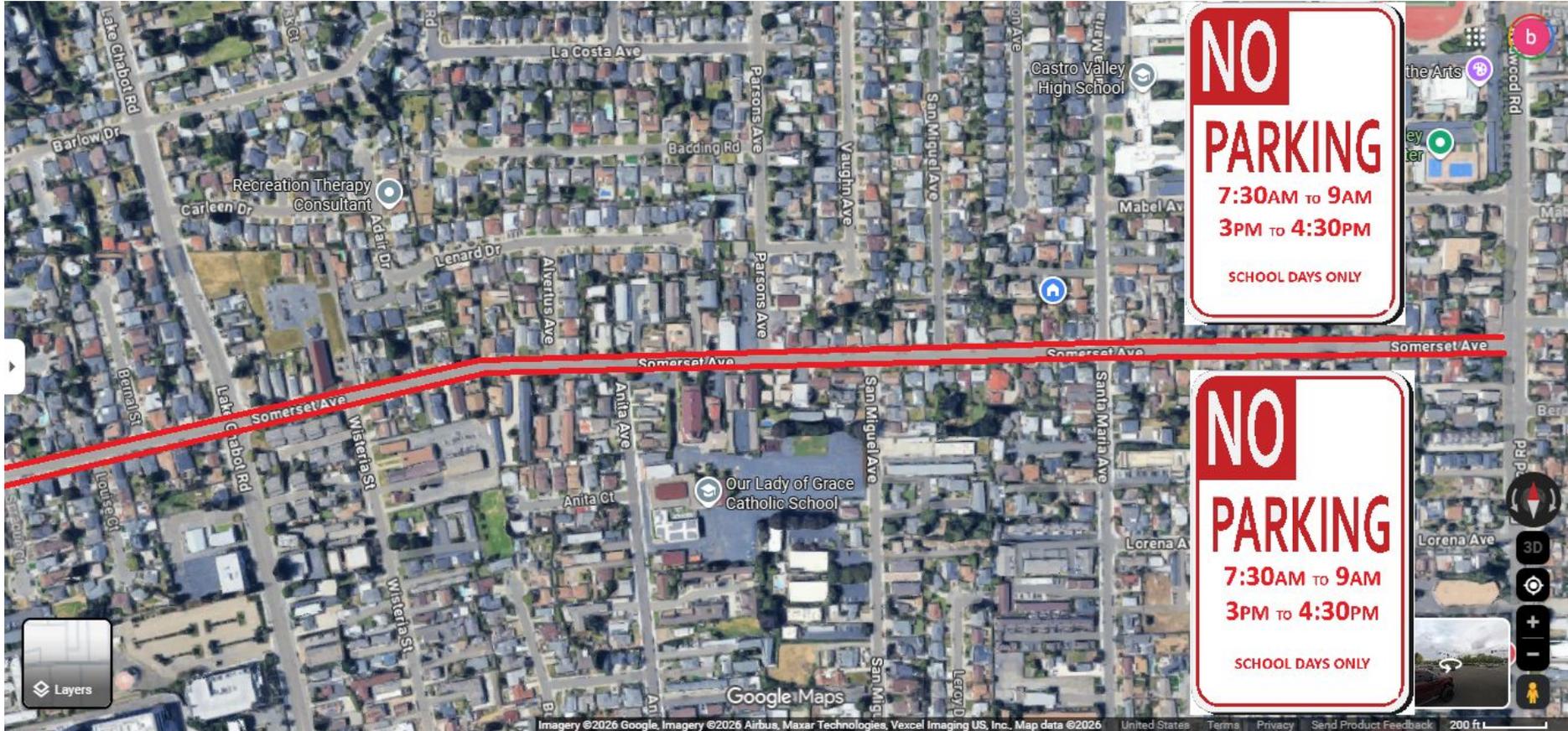
Direction	Peak Hours	Peak Hours Bike Count
Eastbound	7 am – 9 am	22
Westbound	2:30 pm – 4:30 pm	23

Precedent—No Parking on Santa Maria, Garrison and Lux

- There is already no parking on Santa Maria adjacent to Somerset as well as Garrison and Lux
- The success of Santa Maria negates the enforcement argument against timed parking



Alternative 1: Commute Hour Bike Lanes on Both Sides

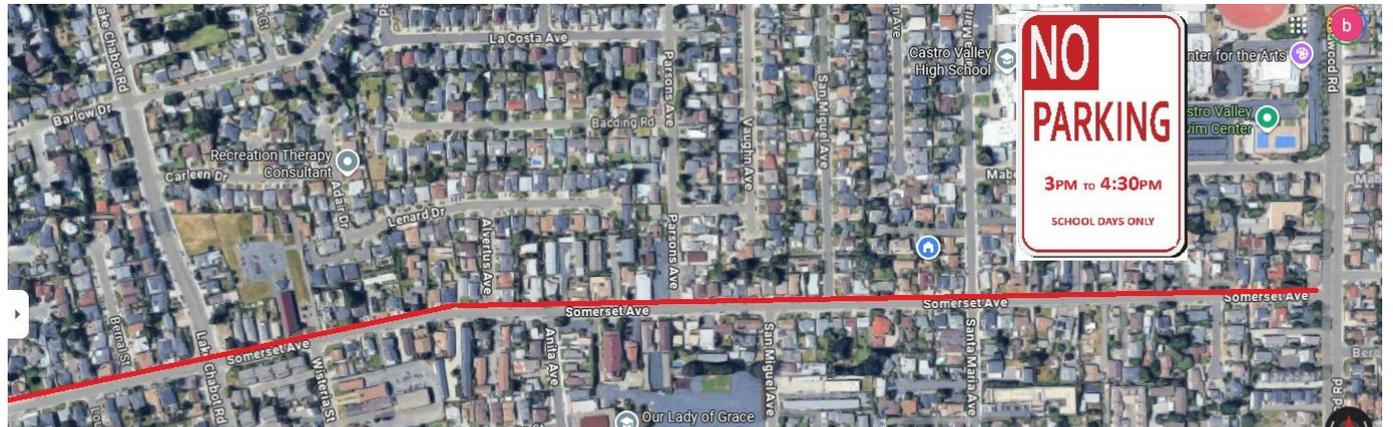


Alternative 2: Morning Bike Lanes on South Side, Afternoon Bike Lanes on North Side

Morning:



Afternoon:



Sign Details

NO

PARKING

7:30AM TO 9AM

3PM TO 4:30PM

SCHOOL DAYS ONLY

NO

PARKING

7:30AM TO 9AM

SCHOOL DAYS ONLY

NO

PARKING

3PM TO 4:30PM

SCHOOL DAYS ONLY

Example: Viking Ave, Pleasant Hill

Residential w/adjacent schools and nearby business district (similar to Somerset)



Example: Bay St, Santa Cruz

- Residential, leading to UC Santa Cruz near business district
- Sign reads, No Parking, 7:30am-6pm, Mon-Fri



Example: Homestead Rd, Sunnyvale

- 5 lanes near Homestead High
- Commute hour bike lanes in front of homes
- Permanent bike lanes in front of business



- No Parking from 7am-6pm
- Bike Lane sign

Summary

- Supervisor Miley requested commute hour bike lanes
- Board of Supervisors approved policies that support commute hour bike lanes
- ACPWA survey: 52% want bike lanes of some kind
- ACPWA study:
 - All cars fit on 1 side
 - Peak usage during commute hours
- ACPWA already restricts parking on nearby Santa Maria/Lux
- Alternative 1: restrict parking on both sides at same time
- Alternative 2: restrict parking on 1 side at a time
- Examples: Viking (Pleasant Hill), Bay (Santa Cruz), Homestead (Sunnyvale)

Q&A