

CITY OF UNION CITY
AGENDA FOR THE REGULAR PLANNING COMMISSION MEETING
OF THURSDAY, JANUARY 5, 2012, 7:00 PM
IN THE COUNCIL CHAMBERS OF CITY HALL
34009 ALVARADO-NILES ROAD, UNION CITY, CALIFORNIA

- I. ROLL CALL:** Chairperson Froilan (Roy) Panlilio, Vice-Chair Lee Guio,
Commissioners Raymond Gonzales Jr., Jo Ann Lew, Gurnam (Gary) Singh
Alternates: Commissioners Harpal Mann, Dave Sweilem
- II. APPROVAL OF MINUTES:** Regular Planning Commission Minutes of December 1, 2011.
- III. ORAL COMMUNICATIONS:**
(This is an opportunity for persons to speak on items not listed on the agenda. According to the California Government code the commission is prohibited from taking any immediate action on an item which does not appear on the agenda.)
- IV. WRITTEN COMMUNICATIONS:**
- V. PUBLIC HEARINGS:** Next PC Res. #01-12
- A. CONTINUED HEARINGS:** None.
- B. NEW HEARINGS:**
- 1. PEDESTRIAN AND BICYCLE PLAN UPDATE;** the City of Union City is updating the Pedestrian and Bicycle Master Plan. The plan provides for a citywide system of pedestrian and bicycle facilities and a variety of programs to allow for safe, efficient, and convenient walking and bicycling within the City. The City is updating the plan to reflect current background information as well as pedestrian and bicycle facilities that have been constructed since 2006. In addition, the update reflects the incorporation of previous analysis, which was completed since adoption of the plan in 2006, including additional Safe Routes to School projects. The update also reflects changes in response to the public comments that have been received to date. The City had adopted a Negative Declaration for the adoption of the original Pedestrian and Bicycle Master Plan in 2006. The Negative Declaration determined the project would not have a significant effect on the environment. The proposed update to the plan does not include any significant changes that would impact this determination.
- VII. SUPPLEMENTAL STAFF REPORTS:**
- A. CONTINUED REPORTS:** None.
- B. NEW REPORTS:**

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VIII. REDEVELOPMENT AND ECONOMIC DEVELOPMENT REPORTS: None.

IX. COMMISSION MATTERS:

A. Follow-up on Planning Commission referrals to the City Council.

B. Upcoming applications for the Regular Planning Commission meeting for January 19, 2012.

X. GOOD OF THE ORDER:

XI. ADJOURNMENT:

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**CITY OF UNION CITY
MINUTES FOR THE REGULAR PLANNING COMMISSION MEETING
OF THURSDAY, DECEMBER 1, 2011, 7:00 PM
IN THE COUNCIL CHAMBERS OF CITY HALL
34009 ALVARADO-NILES ROAD, UNION CITY, CALIFORNIA**

- I. ROLL CALL: Chairperson Froilan (Roy) Panlilio, Vice-Chair Lee Guio,
Commissioners Raymond Gonzales Jr., Jo Ann Lew, Gurnam (Gary) Singh**

STAFF: Joan Malloy (Economic and Community Development Director); Carmela Campbell (Planning Manager); Farooq Azim (Principle Engineer); Kit Faubion (City Attorney); Kris Fitzgerald (Administrative Assistant).

- II. APPROVAL OF MINUTES: The regular Planning Commission Minutes of November 17, 2011 were approved as submitted.**

- III. ORAL COMMUNICATIONS: None.**

- IV. WRITTEN COMMUNICATIONS: None.**

- V. PUBLIC HEARINGS:**

A. CONTINUED HEARINGS: None.

B. NEW HEARINGS: None.

- VII. SUPPLEMENTAL STAFF REPORTS:**

A. CONTINUED REPORTS: None.

B. NEW REPORTS:

1. STUDY SESSION FOR PEDESTRIAN AND BICYCLE PLAN UPDATE.

Carmela Campbell, Planning Manager, gave the staff report.

Commissioner Guio thanked staff for the presentation and materials provided.

Commissioner Guio asked if the projects listed in the table as highest priority are listed in the order of their priority.

Ms. Campbell replied that the order of the projects is by location number and that the location numbers include either a "B, which stands for Bicycle, and a corresponding number" or "P, which stands for Pedestrian, and a corresponding number".

Commissioner Guio referred to the maps and asked if the proposed extension to Dyer Street is really going to happen or was just a wish.

Joan Malloy, Economic and Community Director, replied that the extension on Dyer Street to go under the freeway follows the alignment of a railroad spur that currently services a cement plant and it has been the long term goal of the City that if that spur track becomes available that it be converted, at a minimum to bicycle and pedestrian access, and possibly vehicular access to make a more direct connection to

another Union City retail center. Ms. Malloy stated that it would improve the connection between Union Landing and the Home Depot retail centers and take some of the pressure off of the Industrial Parkway SW intersection at Whipple Road.

Commissioner Lew asked what is the difference between yellow-striped and white-striped pedestrian crossings.

Farooq Azim, Principle Engineer, replied that typically the City uses yellow paint for crossings near schools.

Commissioner Lew asked if that includes private schools.

Mr. Azim replied that he does not know.

Commissioner Lew asked if there is anything in the plan that refers to “Complete Streets and Roads” because that is the term used by the Alameda County Transportation Commission in their plan.

Ms. Campbell replied that there is a plan to update the General Plan to include Complete Streets and how to implement the plan. Ms. Campbell stated that at some point language will be included in the Bicycle and Pedestrian plan about Complete Streets.

Commissioner Lew asked if it has to go the City Council before it can be included in the Bicycle and Pedestrian plan.

Ms. Campbell replied that Complete Streets would impact how the City designs streets and the City Council needs to understand the implications.

Ms. Malloy stated that Complete Streets looks at more than bicycles and pedestrians and staff will be working on it in the coming year. Ms. Malloy stated that it was important to have the Bicycle and Pedestrian plan updated to remain current with grant requirements should funding become available.

Commissioner Lew stated her opinion that bicycles belong on the streets, bicycles do not belong on the sidewalks, and pedestrians belong on the sidewalks. Commissioner Lew stated that she feels there is a conflict in the Bicycle and Pedestrian plan between the two modes of travel.

Ms. Malloy suggested adding a paragraph in the Bicycle and Pedestrian Master Plan identifying the Complete Streets requirement, not only at the State level but at the regional level and the City’s vision of incorporating it.

Commissioner Lew noted that the maps and diagrams were very hard to read and suggested that the drawings and diagrams be copied on 11” x 17” paper so they are easier to read.

Commissioner Lew noted that no matter how great crosswalks are striped there are still vehicles that do not stop until they are in the crosswalk which is very dangerous for the pedestrians. Commissioner Lew noted that many bicyclists are using crosswalks and they do not understand that bicyclists have no rights in a crosswalk. Commissioner Lew hopes that the City will look at creating crosswalks that have a line for vehicles to stop at that is before the crosswalk and hopes that this becomes a standard especially at some of the busier intersections.

Commissioner Lew referred to page 5-38, which contained an example of a crosswalk not fully painted at Meyers and Alvarado-Niles Road and asked why all four crossing are not painted with stripes.

Mr. Azim replied that there are several considerations before installing all four crossings. Mr. Azim stated that if all four sides are crosswalks then time has to be taken away from the vehicles for crossing. Mr. Azim stated that staff considers how many pedestrians use the crosswalk versus how many cars use the intersection and tries to balance the time between the two uses.

Commissioner Lew stated that she doesn't think that there should be vehicle parking along major arterials because there are sufficient parking lots and side streets available. Commissioner Lew stated that would free up space to be used for bicycle lanes and would be a lot safer than having bicyclists' riding alongside parked cars because of the safety issues.

Commissioner Lew stated that she has concerns about lighting and safety on trails for pedestrians and bicyclists. Commissioner Lew stated that she understands that the City does not have control over the Alameda Creek trail. Commissioner Lew asked how the police access trails or if they have access if there is a crime occurring. Commissioner Lew stated that the police need to have access to the trails.

Commissioner Singh stated that the public works departments do have keys for the gates but he is not sure if the police have the keys.

Commissioner Lew stated that the trails would be good for kids riding or walking to school.

Commissioner Lew suggested that the City improve the lighting along the trails to encourage their use.

Commissioner Lew referred to page 1-1, purpose of plan, and suggested adding jogging and running to bullet number 4 because that is also recreational use of the trails.

Commissioner Lew referred to page 1-8, that mentions a loop detector was installed on 11th Street but on page 2-7, at the bottom it states that there are no detector loops in Union City and the conflict needs to be fixed.

Commissioner Lew referred to page 2-13, Section 2.6 and mentioned that the East Bay Bike Coalition has bike safety classes at the Kennedy Center about once a year and that it should be updated in the plan.

Commissioner Lew noted on the same page at the bottom that BART goes to San Francisco and San Mateo counties and that should be updated in the plan.

Commissioner Lew suggested that every time an acronym appears for the first time it should be spelled out because not everyone knows all the acronyms.

Ms. Malloy stated that there is an appendix and glossary where all the acronyms are identified.

Commissioner Lew referred to page 5-65, section "Bicycle Facilities Map" and suggested when developing the map also include bicycle friendly coffee shops and rest stops.

Commissioner Lew referred to page 5-54, bicycle patrol units, and stated that she thinks this is the best idea in the whole plan. Commissioner Lew asked if the Police Department was going to implement this.

Ms. Malloy replied that it has been discussed but with the budget cuts and reductions in force it is probably less likely at this time.

Commissioner Lew stated that she thought that it would be cheaper and a better use of their time.

Ms. Malloy stated that the new substation at Alvarado Boulevard and Dyer Street the officers are spending more time walking the area.

Chairperson Panlilio stated that he thought that bicycle patrols would be a good idea and make the police more visible.

Commissioner Singh stated that the City did a great job, especially Public Works, putting in sidewalks. Commissioner Singh stated that improvements are still needed in the industrial area. Commissioner Singh asked why there are no bicycle lanes on Central Avenue or Whipple Road.

Mr. Azim replied that there is no reason and that the next time the streets is treated a bicycle lane should be installed.

Commissioner Singh stated that there needs to be more improvements in the industrial area and on Decoto Road.

Commissioner Singh noted that the City is encouraging people to use bicycles and walk but there are some areas, especially at Alvarado Boulevard and Union City Boulevard, Railroad Avenue at Whipple Road and Smith Street and Union City Boulevard, where crossing is like committing suicide. Commissioner Singh is especially concerned about the children that have to cross to get to school. Commissioner Singh agreed with Commissioner Lew about adding a new stop line to keep the cars out of the crosswalks. Commissioner Singh noted that most cars are not obeying the speed limits and asked if it was possible to put in those flashing signs to let drivers know how fast they are going and to encourage them to slow down.

Chairperson Panlilio suggested having patrol cars sitting at those intersections to slow drivers down and installing the flashing speed limit signs.

Commissioner Singh replied that you can't have police sitting there all the time. Commissioner Singh noted that vehicles are making illegal U-turns to drop off their children.

Commissioner Guio noted that there are two different facets here; one is enforcement and the other is planning. Commissioner Guio suggested having lights in the crosswalk that blink when someone is crossing.

Mr. Azim stated that the City is planning to install the flashing lights in the crosswalks along Smith Street next year.

Commissioner Singh referred to the Dry Creek trail and noted that there is an empty lot on Lewis Avenue and there is a lot of garbage in the lot and the trees are growing over the trail and it is scary to walk along there. Commissioner Singh suggested contacting the owner of the lot and asking them to trim the trees so that the trail is not so grown over.

Commissioner Singh clarified that the garbage is in the flood control canal.

Ms. Malloy replied that someone would contact the Flood Control district about this.

Commissioner Gonzales stated that he likes that Union City is updating the Bicycle and Pedestrian Master Plan.

Commissioner Gonzales stated his concerns for the safety of bicyclists and pedestrians.

Commissioner Gonzales stated that this is expensive and he hopes that there will be State and Federal grants available to help fund these projects. Commissioner Gonzales stated that he thinks the priorities should be around schools and shopping centers because these are areas of high foot traffic.

Commissioner Gonzales asked if private schools are considered differently than public schools when it comes to bicycle and pedestrian measures.

Ms. Malloy replied that she is not aware of any emphasis put on private schools. Ms. Malloy stated that she does know that there are a couple of private schools that are occupying the Barnard White School. Ms. Malloy stated that there were some improvements done in this area before Barnard White was closed. Ms. Malloy stated that the "Safe Routes to School" and the partnership with New Haven Unified School District has focused on the public school system.

Commissioner Gonzales stated that there are several private schools in Union City and they need attention from the City too.

Commissioner Gonzales stated that there are no pedestrian crosswalks in Union Landing and people are crossing anywhere and asked if there are any plans to improve the safety in Union Landing.

Ms. Malloy replied that there are no plans at this point because it is private property and the City can ask them to repaint some of the older and faded ones.

Commissioner Gonzales stated that the worst one is by the Starbucks near the Dyer Street entrance and at the corner where Starbucks is located.

Commissioner Gonzales noted that there is only one place for students to cross Whipple Road and that is near Barnard White School. Commissioner Gonzales noted that the only other place to cross would be at Mission Boulevard and staff should look at more crossings for students.

Commissioner Gonzales referred to Appendix B-26, stripping and bots dots, and suggested having buffer zones for the bicyclists to make it more comfortable to ride on the streets. Commissioner Gonzales agreed with Commissioner Lew about restricting cars from parking on major arterials. Commissioner Gonzales stated that if there were money he would make the buffer zones a high priority project.

Commissioner Gonzales agreed with the installation of safety features like flashing lights for pedestrians and street speed signs.

Commissioner Gonzales referred to map 5-7, in the intermodal station and asked if that was a suggested bicycle lane.

Ms. Campbell replied that is correct and it is also shown in Figure 5-2 as a pedestrian corridor.

Commissioner Gonzales stated that he remembers at a previous meeting where the commission did not want bicycles using that corridor because of the hazard to the pedestrians using the overcrossing. Commissioner Gonzales requested clarification if the commission had previously suggested routing the bicycles around the whole corridor and use Decoto Road to get to and from the BART station.

Ms. Campbell replied that the Commission has discussed that option and added that another suggestion by the commission was the installation of signage to note that people would need to get off of their bicycles. She further explained that the need for people to get off their bikes to get into the elevator would hopefully facilitate bicyclists walking their bicycles across the bridge.

Commissioner Gonzales suggested having both options in the Bicycle and Pedestrian Master Plan.

Ms. Campbell stated that both those connections are shown in the plan.

Chairperson Panlilio referred to page 3.1.5, Parking and Recreation Master Plan, and asked if this survey is still a representation of the Union City population.

Ms. Malloy replied that the survey was done in 1999 so there have been some changes.

Chairperson Panlilio noted that out of a population of more than 65,000 this is only .009 per cent of the population surveyed.

Ms. Malloy replied that the number of people surveyed is a statistically significant number and that it does not take a significant amount of surveys to have confidence that it is representative of the population. Ms. Malloy agreed with his point that the survey is outdated but they are expensive to do and this one was done when the Parks and Recreation Master Plan.

Chairperson Panlilio suggested that the survey needs to be updated.

Chairperson Panlilio asked what was the effect of New Haven Unified School District discontinuing their school bus program on the number of students bicycling and walking to school.

Ms. Malloy replied that there has been an increase in auto traffic of parents dropping off their children and about a 20-25% increase in bus ridership. Ms. Malloy stated that there have been some changes to the bus system to accommodate these changes.

Ms. Campbell stated that staff could ask Mr. LaPlante about the changes since the bus program was dropped.

Chairperson Panlilio referred to Smith Street and Dyer Street and noted that although there is a no U-turn sign he sees many people making U-turn there and maybe the sign is not prominent enough.

Mr. Azim replied that he will check on the signage.

Chairperson Panlilio stated that he thought the Plan was well done.

2. CLIMATE ACTION PLAN IMPLEMENTATION UPDATE.

Carmela Campbell, Planning Manager, gave the staff report.

The Planning Commissioners asked questions and provided feedback.

VIII. REDEVELOPMENT AND ECONOMIC DEVELOPMENT REPORTS: None.

IX. COMMISSION MATTERS:

- A. Follow-up on Planning Commission referrals to the City Council.
- B. Upcoming applications for the Regular Planning Commission meeting for December 15, 2011.

X. GOOD OF THE ORDER:

Commissioner Guio stated that he attended the special City Council study session on Horner/Veasby and that the area will stay the way it is for awhile longer and it will take a lot of money to improve the area.

Commissioner Lew stated that Dyer Road was repaved this year and she noted that the bicycle lane lines are fading and she would like them checked.

Chairperson Panlilio referred to the boundary area between Union City and Fremont along Lowry Road and noted that there is a disconnect at the sidewalk where pedestrians attempt to cross from one city to the other.

Mr. Azim replied that there is a plan but it has to be coordinated between the railroad, City of Fremont and Union City.

XI. ADJOURNMENT: 9:33 p .m.

APPROVED:

ROY PANLILIO, CHAIRPERSON

ATTEST:

JOAN MALLOY, SECRETARY



Agenda Item

DATE: **JANUARY 5, 2012**

TO: **PLANNING COMMISSION**

FROM: **JOAN MALLOY, ECONOMIC & COMMUNITY DEVELOPMENT
DIRECTOR**

SUBJECT: **PUBLIC HEARING FOR PEDESTRIAN AND BICYCLE MASTER PLAN
UPDATE**

APPLICANT: City of Union City

LOCATION: Citywide

ENVIRONMENTAL ASSESSMENT

Pursuant to the California Environmental Quality Act (CEQA), a Negative Declaration was adopted in 2006 for the original Pedestrian and Bicycle Master Plan, which concluded that the plan would not result in any significant effects on the environment. Based on an analysis of the proposed updates to the plan, it has been determined that there are no significant changes that would impact this determination.

BACKGROUND

In October 2006, the City Council adopted the City's first Pedestrian and Bicycle master plan. In order to be eligible for certain types of grant funding, including the Caltrans's Bicycle Transportation Account (BTA), the plan must be updated every five years. The previous plan was completed by Alta Planning and Design in consultation with City staff. Due to budget constraints, the majority of the current update was prepared in-house by City staff with a limited amount of assistance from Alta. The plan has been updated to reflect current background information, pedestrian and bicycle facilities that have been constructed since 2006, analysis completed in 2010 regarding Safe Routes to School projects and feedback from the Planning Commission, the Bicycle and Pedestrian Advisory Committee and the public.

The Planning Commission provided feedback on the plan at the December 1, 2011 study session. A Union City Bicycle and Pedestrian Advisory Committee (BPAC) meeting was held on December 6 to solicit input from the BPAC and the community. The feedback from those meetings are summarized in the discussion section of the staff report. The staff report also includes an overview of the public comments received to date. Where applicable, the plan was updated in response to the feedback received.

A copy of the plan was previously distributed to the Planning Commission for the December 1, 2011 study session and is not attached. Exhibit A of the attached resolution includes all of the proposed changes to the version that was previously distributed. To conserve paper, the plan was not reprinted in its entirety. However, the updated version can be accessed on-line from the City's home page (www.unioncity.org). A final draft version, that incorporates the proposed amendments listed in Exhibit A and any additional comments from the Planning Commission public hearing, will be printed for the City Council public hearing.

The plan is broken down into several chapters and appendices. The following provides an overview of the plan and a summary of the proposed revisions.

- **Chapter 1 – Introduction:** Chapter 1 sets the context for the plan including an overview of how the plan satisfies the bicycle plan requirements established by the State. This chapter also includes an overview of applicable General Plan policies. Table 1-1, “Caltrans BTA Requirements”, was updated to be consistent with new State requirements. Page numbers were also updated to show where the information could be found in the plan. A paragraph was added to the end of the chapter that discusses an update to General Plan Figures TR-5, “Existing and Proposed Bicycle Network”, and TR-6, “Existing and Proposed Pedestrian Network”, in 2009 to reflect projects that had been built out. These revisions have been incorporated into the updated network maps in the plan (Figure 5-2 and 5-3). A section was also added that provides an overview of the 2011 update.
- **Chapter 2 – Existing Conditions:** This chapter provides a description of existing conditions within the City relevant to the plan. This chapter includes: a description of Union City's land use context; a list of major employers including those that provide bicycle racks and showers, an overview of existing pedestrian and bicycle facilities within the City; a summary of bicycle and pedestrian facility expenditures, a synopsis of public transit opportunities and existing conditions for children walking and bicycling to school. The majority of the items listed in this chapter are State bicycle plan requirements.

Staff updated demographic information relating to population and household units. Table 2-1 was updated to reflect the City's major employers. The City's top three major employers, New Haven Unified School District, Southern Wine and Spirits and Wal-Mart, were consistent between 2006 and 2011 but the remainder of the list varied. Table 2-4, “Provision of Bicycle Racks and Showers at Major Employers”, was updated accordingly. Table 2-3, “Existing Bicycle Facilities”, was also updated to include the bicycle facilities that were constructed since 2006. Section 2.3.6.3, “Union City Bicycle Parking Facilities”, was updated to include information regarding the City's bicycle parking requirements that were added to the Union City Zoning Ordinance in 2007. The summary of bicycle and pedestrian facility expenditures was also modified to reflect expenditures from 2007-2010, which totaled \$7.5 million.

- **Chapter 3 – Planning and Policy Context:** This chapter provides an overview of planning and policy documents from Union City, adjacent jurisdictions and other miscellaneous agencies. A subsection regarding the City's recently adopted Climate

Action Plan and its relationship to the master plan was added. A status update was provided for the cities of Fremont, Newark and Hayward regarding their pedestrian and/or bicycle master plans. Updates were also provided regarding the Alameda Countywide Bicycle Plan, Metropolitan Transportation Commission Regional Bicycle Plan, Association of Bay Area Governments Bay Trail Plan and the East Bay Regional Park District Master Plan, which all have either been updated or are in the process of being updated.

- **Chapter 4 – Needs Analysis:** This chapter reviews the relationship between bicycle and pedestrian activity, commute patterns, and demographics. The percentage of people walking and bicycling to work generally stayed the same (1 and .5 percent, respectively). The chapter includes an analysis of the current number of people bicycling and walking to work as well as a projection of people walking and bicycling to work in the year 2020 and the associated air quality benefits.

A summary of pedestrian and bicycle collision data is included as well as an overview of pedestrian and bicyclists needs. Bicycle and pedestrian collision data was updated to reflect the last five years. A brief overview of the City's American with Disabilities Act (ADA) Transition Plan was added to this section. This plan is utilized by the Public Works Department as a guide for making physical improvements that will facilitate accessibility for persons with disabilities by removing obstructions and impediments from the public right-of-way, which includes the City's sidewalks. These improvements also address pedestrian's access needs. This plan is included in Appendix F and can be found in the on-line version. The hard copy version incorporates the transition plan by reference.

A summary of the City's community outreach activities are also included in this chapter, which will be updated to reflect all of the City's outreach efforts in the final version. The City plans to hold a total of four public meetings to solicit input on the plan including a Planning Commission Study Session, BPAC meeting, and Planning Commission and City Council hearings. Copies of the plan are available on-line and for review at City Hall and the Union City Library. The City sent press releases to local papers including the Tri-City Voice and the Bay Area News Group as well as the Union City Patch, an on-line news feed. Staff also advertised the availability of the plan and upcoming public meetings through the City's website and cable channel. Notices were sent to the representatives of local bicycle advocacy groups including the East Bay Bicycle Coalition and the Bay Area Bicycle Coalition.

- **Chapter 5 – Recommended Improvement:** This chapter includes updated pedestrian and bicycle network maps, which are labeled Figures 5.2 and 5.3, respectively. The maps were updated to reflect projects constructed since 2006 as well as updated road alignments. The chapter contains an overview of the project prioritization methodology that ranked all of the proposed projects into three classifications: high-priority; mid-term and long-term. Only the high-priority projects are presented in this chapter. To assist in implementation and grant seeking, these projects are shown on individual sheets that contained more detailed project information. The mid-term and long-term projects are listed in a tabular form in Chapter 7. This chapter was updated to remove project sheets for facilities that were constructed since 2006. In some cases, the project sheets were

updated to reflect if a portion of the project was constructed. An overview and associated recommendations for programmatic considerations is also included that address bicycle support facilities, encouragement and education programs and maintenance of bicycle and pedestrian facilities.

According to Public Works staff, the City has built out 21 percent of the identified pedestrian and bicycle network. The following is a list of projects that were built out since 2006:

- **Alvarado-Niles Road:**
 - Intersection improvements at Mann Avenue, Union Square, Dyer Street / Smith Street, Meyers Drive, H Street / Royal Ann Drive, and Western Avenue
 - Bicycle lane improvements at Dyer Street and Smith Street
- **Intermodal Station District / BART Improvements:**
 - Bicycle lane striping and loop detectors at signalized intersections on 11th Street
 - Creation of new pedestrian and bicycle access points with sidewalks and bike lanes off of Union Square and Decoto Road
 - Installation of signalized intersection at BART entrance and Union Square
 - Construction of a new 800-foot bus canopy along the entire frontage of the BART Station to provide all-weather protection for bus patrons and pedestrians
 - Elimination of BART parking along Decoto Road to allow use of existing bicycle lanes
 - Creation of new, signalized crossings on Decoto Road to the BART Station at Station Way
 - Construction of 11th Street with broad sidewalks for pedestrians and bike lanes
 - Construction of the East Plaza and the bus loop road on the east side of BART to provide access to the BART/Intermodal Station for pedestrians and bicyclists
 - Construction of the Pedestrian Promenade between Blocks 3 and 4 of the Intermodal Station District
- **Decoto Road Intersections:**
 - Intersection improvements at 5th Street, 7th Street, and 9th Street
- **Dyer Street:**
 - Intersection improvements at Whipple Road and Alvarado Boulevard
 - New Bike lanes from Courthouse Drive to Alvarado Boulevard

- **Meyers Drive:**
 - Sidewalk and intersection improvements
- **Mission Boulevard:**
 - Bicycle lane striping from Decoto Road to Fremont border
- **San Carlos Way/San Luces Way/San Ramon Court/San Andreas Drive:**
 - Installed bike route
- **Smith Street:**
 - Bike lane improvements
- **Whipple Road:**
 - Bike lane installation from Union City Boulevard to Kohoutek Way
 - Intersection improvements at Railroad Avenue

Chapter 6 – Safe Routes to School: This chapter provides an overview of the Safe Routes to School (SR2S) program. SR2S refers to a variety of programs aimed at promoting walking and bicycling to school and improving traffic safety around school areas mainly through education and engineering measures. This chapter also includes an overview of proposed improvements at eight Union City schools to increase the safety of children walking and bicycling to school. The 2006 version included an analysis of four schools including: Alvarado Elementary and Middle Schools, Cabello Elementary School, and Bernard-White Middle School. The 2011 update incorporates four additional schools that include: Cesar Chavez Middle School, Kitiyama Elementary School, Pioneer Elementary School and Searles Elementary School. The projects for these schools were identified in consultation with staff from the City and New Haven Unified School District, and the community including parents of students at these schools. Transform, a non-profit transportation organization, also participated through the Safe Routes to Schools Alameda County Partnership. Since 2006, the City has completed several of the recommended SR2S projects. The following is a summary of projects completed by school. Chapters 1 and 6 have been updated to include the SR2S projects that have been completed.

- **Alvarado Elementary & Alvarado Middle Schools**
 - High visibility yellow ladder-style crosswalks have been installed at the majority of the recommended intersections and the majority of recommended signage has been installed.
- **Former Barnard White Middle School**
 - All crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed.
- **Former Cabello Elementary School**
 - High visibility yellow ladder-style crosswalks have been installed at the majority of the recommended intersections and the majority of recommended signage has been installed.
- **Cesar Chavez Middle School**
 - Several of the recommended crosswalks have been striped as high visibility yellow ladder-style crosswalks and several of the recommended signage projects have been completed. There are some remaining striping and signage projects that need to be completed along Alvarado-Niles

Road, Dowe Avenue, Arizona Street and Medallion Drive.

- **Kitayama Elementary School**
 - High visibility yellow ladder-style crosswalks have been installed at the intersections of Kitayama Drive and Winchester Drive and Winchester Drive and Medallion Drive. Recommended signage has also been installed.
 - **Pioneer Elementary School**
 - All crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed.
 - **Searles Elementary School**
 - All crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed. There are some existing curb ramps that need to be upgraded to meet current ADA standards.
- **Chapter 7 – Implementation:** This chapter provides an overview of the implementation process. Chapter 7 contains tables that provide a summary of the individual projects including their location, type and cost. There is one table for each of the three prioritization categories (i.e. high-priority, mid-term and long-term) and one additional table that includes the Safe Routes to School projects. Table 7-1, “Recommended High-Priority Projects”, was updated to reflect the projects that had been completed. Table 7-1 was also updated to indicate if specific projects had been partially completed for purposes of tracking. There were no changes proposed to Table 7-2 and Table 7-3, which list the recommended mid-term and long-term projects. Table 7-4, “Safe Routes to School”, was updated to include the projects associated with the four additional schools.

The cost estimates shown in all of the tables are in 2006 dollars. Due to the similarity between 2006 and 2011 costs, the update did not include any revised cost estimates. The similarity in costs between years is mainly due to the current economic downturn that is keeping construction costs low. In addition, cost estimates were not updated for projects that had been partially completed. It should be noted that the cost estimates are highly conceptual, since there is no feasibility or preliminary design completed, and that Public Works prepares their own cost estimate for construction projects.

Section 7.4 provides an overview of regional, state and federal funding sources available for bicycle and pedestrian projects in both a narrative and table format. This section was updated to include current information regarding the funding sources.

- **Appendix A, B and C** – Appendices A, B and C contain pedestrian, bicycle and trail (off-road) design guidelines. These guidelines are utilized by City staff when designing pedestrian and bicycle facilities. Appendix A and B have been updated to reflect current requirements, including updated ADA regulations, and best management practices for design of pedestrian and bicycle facilities.
- **Appendix D – Public Outreach:** This appendix contains a meeting announcement and meeting minutes from a public workshop that was held during the development of the plan in 2006. This section will be updated to reflect outreach activities for the current update.

- **Appendix E – Cost Documentation:** This appendix provides summary background documentation to support the cost estimates provided in the plan. No updates are proposed to this appendix.
- **Appendix F – Feasibility Studies:** In the 2006 version, this appendix provided a summary of the commute forecasts utilized in the needs analysis in Chapter 4. This content was deleted since this information is contained in Chapter 4. Appendix F was repurposed to house the two feasibility studies that were prepared for Union City Boulevard and the BART-Shelton connection as well as the ADA Transition Plan.
- **Appendix G – Glossary:** This appendix contains a glossary of terms utilized in the plan.

DISCUSSION

The Planning Commission reviewed the updated plan at its December 1, 2011 study session. A BPAC meeting was held on December 6, 2011 to solicit feedback from the BPAC members and the community. Staff has also received comments from the public. The following paragraphs provide a summary of the feedback received and staff's responses (in italics). Where appropriate, the plan was modified to respond to the comments received. See Exhibit A of the attached resolution for the specific changes. Chapters 1,2,3,5,6 and 7 were updated in response to the comments received and to address some minor typographical errors.

Planning Commission Feedback

The Planning Commission provided feedback at the study session regarding the master plan. The comments received are summarized below. For a detailed overview of the feedback received, see attached Planning Commission minutes (Attachment 2).

- Increase size of Pedestrian and Bicycle network maps (i.e. Figure 5-2 and 5-3) to 11" x 17"
 - *11" x 17" figures will be incorporated into final version of the plan*
- Incorporate "Complete Streets" discussion
 - *The term "Complete Streets" refers to a balanced, multimodal transportation network that meets the needs of all users including pedestrians, bicyclists, public transit, and automobiles. To be consistent with Assembly Bill (AB1358) 1358, "The California Complete Streets Act" and regional mandates, staff will be updating the circulation element of the General Plan in early 2012 to incorporate goals and policies related to complete streets. An overview of AB 1358 has been added to Section 3.1.1., "City of Union City General Plan" as well as an explanation of the relationship of complete streets policies to pedestrian and bicycle planning within the City.*
- Need for advance stop bars at crosswalks
 - *A few Planning Commissioners expressed the need for advance stop bars at crosswalks within the City. Advance stop bars consist of a solid white line*

placed four feet in advance of a crosswalk at controlled intersections. Advance stop bars increase pedestrian visibility and access by stopping motor vehicles in advance of marked crosswalks. Page 11 of Appendix A, "Pedestrian Design Guidelines" provides an overview of this feature. Public Works staff has indicated that they will be updating the City's Standard Details to incorporate this design feature. The City's Standard Details are used when designing roadway facilities. All new developments will be required to install advance stop bars at controlled stop intersections with crosswalks. Advance stop bars will be installed at all existing stop sign controlled intersections with crosswalks over a period of time provided adequate funds are available.

- Need to install crosswalk at intersection of Alvarado-Niles Road and Meyers Drive
 - *The intersection of Alvarado-Niles Road and Meyers Drive accommodates a significant volume of school-aged children and has a history of pedestrian conflicts with turning vehicles. Because of these issues, improvement of this intersection with school area warning signage and pedestrian countdown signals is identified as a high-priority recommended pedestrian improvement. For more information, see page 5-38 of the draft master plan. The intersection at Alvarado-Niles Road and Meyers Drive is developed with three crosswalks. The Planning Commission recommended that a crosswalk be installed on the fourth leg of the intersection where none currently exists. The project sheet has been updated to show the installation of the crosswalk as a potential project. Installation of the crosswalk would be dependent upon an analysis of the pedestrian demand and impact on traffic signal phasing.*

- Remove parked cars along major thoroughfares to make room for protected bicycle lanes
 - *The Planning Commission suggested removal of parking areas along the City's major thoroughfares and installation of protected or buffered bicycle lanes to increase the safety of bicyclists and encourage more people to ride their bicycles. Buffered bicycle lanes include a 2-foot buffer area between the bicycle lane and the travel lane. For more information regarding this concept, see page B-26 of Appendix B. The Public Works Department would need to study the removal of parking along the City's major thoroughfares on a case by case basis. A project sheet has been added to Chapter 5 identifying the need to prepare a feasibility study to examine this issue in more detail at a cost of \$100,000 (Page 5-52).*

- Need for analysis of safe routes to private schools
 - *The Planning Commission referred to the existing and proposed safety improvements around public schools and questioned whether similar analysis has been undertaken for private schools. Recommended safety improvements, for Union City public schools are addressed in Chapter 6, "Safe Routes to School." Safe Routes to School (SR2S) refers to a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school and improving traffic safety around schools through a variety of measures. The City would like to expand the analysis to private schools when funds become available or during*

the next update process. The following wording is proposed to be added to Chapter 6 to address this issue.

“Analysis of safe routes to and from private schools is as important issue. The recommended projects listed in this chapter are a result of a lengthy process of identifying schools, coordinating with school representatives and parents, performing walk audits to determine safety concerns, and identifying engineering solutions. The analysis completed in 2010 for the additional schools included in the current update was managed by Transform and Alta Planning staff with input from the City and New Haven Unified School District staff. The project was partially funded through the Safe Routes to Schools Alameda County Partnership program. Due to the limitations of the funding sources, this program cannot be extended to private schools at this time. The City will consider studying the areas around private schools if grant funds become available or during the next comprehensive update of the master plan.”

- Construct additional pedestrian amenities within the Union Landing shopping center in the area between the Century movie theatre and Dyer Street to facilitate safe pedestrian access.
 - *The Union Landing Shopping Center is privately owned and the City’s ability to require improvements is limited unless an application is in process for some type of site improvement, which there are none. City staff will forward the comments regarding pedestrian access to the property owner and strongly recommend that they install some additional crosswalks in this area to address the issue of pedestrian safety.*

- Add additional crosswalk along easterly portion of Whipple Road
 - *There is an existing project sheet that identifies the need for pedestrian improvements along this portion of Whipple Road (Page 5-48). Since 2006, the City has installed high visibility crosswalks and made the pedestrian pushbuttons more accessible at the signalized intersection of Whipple Road and Railroad Avenue. This project sheet has been updated to include preparation of a feasibility study to analyze the potential for an additional signalized intersection along the easterly portion of Whipple Road. The estimated cost for preparation of a feasibility study and installation of a new signalized intersection is approximately \$250,000.*

- Perform a new survey of citizens regarding their pedestrian and bicycle preferences
 - *The plan references a survey that was completed in June 1999 to inform the preparation of the City’s Park and Recreational Master Plan. The purpose of the survey was to better understand resident’s park and recreation preferences. The survey addressed a wide variety of park and recreation issues and also touched on pedestrian amenities. Based on the substantial cost to perform a new survey, no new surveys are proposed as part of this update.*

- Revise Bicycle Network map to add bicycle-friendly rest stops (i.e. Starbucks and Paddy’s Coffee)

- *The Bicycle Network Map (Figure 5-2) shows existing and proposed bicycle facilities within the City. Section 5.6.5., “Encouragement Programs” recommends that the City prepare a bicycle facilities map that includes designated bikeways as well as locations of bicycle parking. This map would be a more appropriate place to show bicycle-friendly rest stops. Section 5.6.5. has been updated accordingly.*
- Add enhanced crosswalks (i.e. rectangular rapid flashing beacon or other design that includes flashing lights to signal someone is in the crosswalks) and increase police enforcement at the following intersections to increase pedestrian safety: Union City Boulevard and Alvarado Boulevard; Union City Boulevard and Smith Street; and Whipple Road and Railroad Avenue, as well as the crosswalk near Paddy’s Coffee (i.e. intersection of Smith Street and Watkins Avenue) to increase pedestrian safety from cars that are speeding.
 - *According to Public Works staff, enhanced crosswalks are typically not installed at signalized intersections since the flashing lights could confuse the driver. However, enhanced crosswalks are appropriate at mid-block crossing or at intersections that have no other traffic controls (such as stop signs) to indicate to the driver that someone is in the crosswalk. The City is planning to install an enhanced crosswalk, at an existing mid-block crossing, located at Smith Street near the post office. An enhanced crosswalk has not been considered for the intersection of Smith Street and Watkins Avenue since there are stop signs at this intersection that control traffic flows.*
 - *To increase pedestrian safety at the intersection of Union City Boulevard and Smith Street, the project sheet for pedestrian improvements for the Union City Boulevard corridor (Page 5-31) has been updated to require high visibility ladder-type crosswalks and preparation of a feasibility study to analyze the addition of a fourth crosswalk.*
 - *This issue has also been referred to the Police Department.*
- Safety concerns associated with trees from private property, located at the corner of Pacific Street and Lewis Street, extending onto the adjacent City trail.
 - *This issue was referred to the Public Works Department.*
- Improve lighting on Alameda Creek Trail and City trails to increase safety for pedestrians and bicyclists. Confirm that there is sufficient street lighting on the existing sidewalks
 - *The Alameda Creek Trail is an East Bay Regional Park District (EBRPD) facility. This issue was referred to EBRPD and they responded that they do not provide lighting along their regional trails, primarily for cost reasons, but also because of the potential impact on nesting birds.*
 - *The City does not provide lighting on its trails. The Public Works Department confirmed that there is sufficient street lighting on the existing sidewalks.*
- Support for recommendation in Chapter 5 that the Union City Police Department establish a bicycle patrol unit and request that the City obtain grants for pilot program.

- *The Police Department does not currently have a bicycle patrol unit. Due to staffing levels, the Police Department does not have any plans to establish a bicycle unit. If grant monies become available for establishment of a bicycle patrol unit, then the Police Department will revisit this issue.*
- Need for additional sidewalks in the Central Bay Industrial Park.
 - *The American with Disabilities Act (ADA) Transition Plan, prepared for the City in 2010, references the sidewalk gaps in the Central Bay Industrial Park area (Appendix F). In 2008, the City Council adopted a policy statement (Resolution No. 3591-08) that required the installation of sidewalks in conjunction with the development of properties within the City. As properties develop or substantially redevelop, the City requires the installation of new sidewalks if none exist.*
- Need for bicycle lanes along Central Avenue
 - *Public Works staff responded that the next time that an overlay treatment or slurry seal is applied to Central Avenue that bicycle lanes will be installed, consistent with the project listed in Table 7-2 “Recommended Mid-Term Projects.”*
- Miscellaneous edits including:
 - *Section 1.1. – Added “jogging and running” to fourth bullet under Purpose of Plan.*
 - *Section 1.1.1. – Clarified that one purpose of the plan was to improve walking and bicycling conditions in all new residential development within the City including the Intermodal Station District.*
 - *Section 2.1.1.- Added the Union City Library, Ruggieri Senior Center and the William Cann Civic Center Park to the list of activity centers around City Hall.*
 - *Section 2.3.5. – Clarified that bicycle detector loops were installed on 11th Street.*
 - *Section 2.6. – Clarified that the East Bay Bicycle Coalition holds free bicycle training workshops at the Kennedy Community Center on a periodic basis.*
 - *Section 2.7. – Added San Francisco County and San Mateo County to the list of counties that can be accessed by public transit from the Union City BART station.*
 - *Section 3.1.6. – Updated discussion of Intermodal Station District and Transit Facility Plan to add the word “overpasses” to the list of pedestrian amenities addressed in the plan.*
 - *Updated Appendix G “Glossary” to add various acronyms and definitions (where applicable) that are listed in the plan. (Note: Due to formatting issues at printing, Appendix G will be provided as a desk item.)*

Bicycle and Pedestrian Advisory Committee (BPAC) Feedback

The BPAC held a meeting on December 6, 2011 to provide comments on the draft plan and solicit comments from the public. Five members of the BPAC attended including: Jo Ann Lew, Eva Kamakea, Rick La Plante, Barry Ferrier, and Jim Lewis. Another BPAC member, Glenn

Kirby, could not attend but submitted comments (Attachment 3). After the staff report was completed, staff received some additional comments from Mr. Ferrier (Attachment 4). Staff will prepare a desk item that responds to Mr. Ferrier's comments that will be provided to the Planning Commission prior to the January 5, 2011 meeting. Several members of the public also attended. A summary of the comments received from the BPAC members are listed below and include staff responses. The comments received from the public who attended the meeting are listed in the public comment section.

- Rick La Plante, Director of Parent & Community Relations at New Haven Unified School District, provided feedback regarding some events that have occurred since 2006 that have impacts on the numbers of children walking and bicycling to school. Mr. La Plante referred to State budget cuts that have resulted in a reduction of school busing programs within the District with the most recent impact being the elimination of school busing for middle school students. He stated that this has resulted in an increase in the number of students walking and bicycling to school. Another event was the closure of Barnard White Middle School and Cabello Elementary School. The closure of these schools has shifted students to existing schools within the City, which has pushed the enrollment at the existing schools to full capacity. The related impacts of this situation are increased traffic around these schools from additional parents dropping off their children and a shift in the routes that students are walking and bicycling to school on. He referenced an example of an increase in the number of students bicycling along Alvarado-Niles Road as more students utilize this street to access Cesar Chavez Middle School. He concluded by stating that these events have resulted in a greater need to invest in Safe Routes to School projects to increase the safety of students and encourage more students to walk and bicycle to school.
 - *The Public Works Department will prioritize the remainder of the Safe Routes to School projects in 2012.*
- Feedback was provided that directional signage for off-street trails (i.e. Bay Trail, Ridge Trail, etc.) should be installed on City streets.
 - *This issue was referred to the Public Works Department.*
- Need to prioritize the installation of bicycle lanes along the entire length of Union City Boulevard and installation of "Share the Road" signage
 - *Bicycle lanes are currently installed along Union City Boulevard from the City's northerly boundary line to Smith Street. The City has prepared a feasibility study for the Union City Boulevard corridor that identifies the addition of a new travel lane in each direction, extension of the bicycle lanes to the City's southerly boundary line and the improvement of the intersection at Union City Boulevard and Alvarado Boulevard. This study is included in Appendix E of the master plan. The project will be constructed in three phases at a total cost of \$8 million. The scope of the first phase includes improvement of the Union City Boulevard and Alvarado Boulevard intersection and an extension of the bicycle lanes from Smith Street to approximately 600 feet south of the Alvarado Boulevard intersection. Construction of Phase 1 will begin in 2012. The BPAC also expressed a need to install "Share the Road" signage along this segment of Union City Boulevard until bicycle lanes are installed This issue was referred to the Public Works Department.*

- Need for bicycle lanes leading up to and over the Highway 880 overpass
 - *Public Works staff has indicated that they will be studying alternatives for the provision of bicycle lanes leading up to and over the Highway 880 overpass. A project sheet has been added to Chapter 5 regarding this topic (Page 5-18).*
- Need for bicycle lanes along Whipple Road
 - *The installation of bicycle lanes along Whipple Road is identified as a high-priority project (See page 5-25). The sheet was updated to reflect a minor formatting issue and the reference to Barnard White Middle School was updated to include the word “former”. This project is also identified in the current Alameda Countywide Bicycle Plan.*
- Post master plan on-line as a single document as opposed to individual chapters; post approved plan on-line in perpetuity; and reconfigure website so that master plan is accessed through Community section to emphasize its importance as an economic development tool
 - *The approved version of the master plan will be posted on-line as a single PDF document and will also be posted in sections due to the large file size. Adding the master plan to the Community section of the website would be a departure from the current organization. This issue has been referred to the City’s webmaster.*
- Modify the City’s website to add a bicycle and pedestrian education component as well as a motorist education component in multiple languages. Education component shall also address tricycles, scooters, and motorized wheelchairs. Add a list of “Frequently Asked Questions” to this section.
 - *Section 5.6.4. “Education Programs” was updated to address this comment.*
- Allow public access to City’s GIS system and ensure that the Bicycle and Pedestrian Network Maps are available for viewing in the City’s GIS System
 - *Alta Planning and Design prepared the maps in the plan and they have been provided to the City in a GIS format. The maps were provided to the Transit Department to integrate into the next version of the transit service maps that will be available to the public. Staff is working on the “Community View” portion of the GIS system and anticipates that it will be available to the public in the first half of 2012. Staff will explore adding existing bicycle routes and off-street trails into the Community View portion of the GIS System.*
- Add water fountains and restrooms to pocket parks to accommodate pedestrians and bicyclists
 - *This issue was referred to the Public Works Department.*
- Add bicycle friendly information to the City’s website, City publications and the City’s GIS system including the location of water fountains, restrooms (including the times that they are open) and bike-friendly businesses

- *The “Bicycle Facilities Map” sub-section of Section 5.6.5, “Encouragement Programs” was updated to address this comment.*
- Update Section 1.1 “Purpose of the Plan” to refer to “walking and bicycling to transit” as one of the purposes of the plan
 - *This section refers to “travel methods” and not specific destinations. As such, the section was not updated. Section 2.7. “Multi-Modal Connections” addresses this issue in more detail.*
- Need for secure bicycle racks
 - *Section 5.6. “General Design and Programmatic Recommendations” and Section B.8.1 “Bicycle Parking” recommends the installation of “U” type bicycle racks that are securely fastened to the ground. This recommendation is consistent with the City’s bicycle parking design criteria listed in Section 18.28.080 of the City’s Municipal Code.*
- Inconsistency in ladder type crosswalk design and need for advance stop bars
 - *Some of the City’s existing ladder type crosswalks include lines that extend the length of the crosswalk and frame the crosswalk area. Others do not have any lines and just include the ladder markings. The detail shown in Sheet A-10 of Appendix A “Pedestrian Design Guidelines” shows crosswalks with no framing lines. Public Works Department has responded that they will be working on a consistent crosswalk design that will be integrated into the City’s Standard Details. The need for advance stop bars was also brought up at the Planning Commission. See response under the “Planning Commission Feedback” section of this report.*
- Need for additional red-light cameras to increase safety of pedestrians
 - *The Police Department provided feedback that the City is no longer participating in the red light camera program and has no plans to participate in the future.*
- Need for Complete Street Policy
 - *See discussion under Planning Commission Feedback*
- Request that the BPAC meet more frequently
 - *This comment is duly noted. Staff will meet with the BPAC on an as needed basis to provide updates on pedestrian and bicycle projects that have been completed and solicit feedback on priorities for future projects.*
- Prioritize regional connections with an emphasis on gap closures on bicycle corridors of regional importance. In addition, prioritize the construction of the following projects: 1-880 undercrossing; 6th Street from H Street to Whipple Road; Horner / Veasy Connection to Bay Trail; Turk Island Trail; and the Alameda Creek Bridge Crossing
 - *This list of priorities will be taken under consideration by the Public Works Department when determining future projects. The BPAC will also be providing input on future bicycle and pedestrian projects.*

- Connect the Bay Trail to the Bay Area Ridge Trail through Union City
 - *This comment was submitted by Mr. Kirby who is a proponent of utilizing local trails (i.e. spokes) to connect to regional trails. His correspondence references the construction of four projects to complete this connection including: Crossing of Alvarado-Niles Road near Western Avenue along the Dry Creek Trail; BART undercrossing in Decoto District near the Dry Creek Trail; Opening of existing flood control levee between Railroad Avenue and Whipple Road; and addition of bicycle lanes along May Road. Staff is looking into the feasibility of this connection to determine if there are any significant engineering challenges associated with the different components.*
- Yellow tactile strips causing problems for elderly
 - *The American with Disabilities Act requires the installation of tactile strips at curb ramps to inform the visually-impaired that they are approaching a roadway.*

Public Comments Received

- Concern over pedestrian safety with respect to people driving too fast in the vicinity of Alvarado Boulevard, Dyer Road, Galaxy Drive and Gemini Drive
 - *The intersections of Alvarado Boulevard and Dyer Street and Alvarado Boulevard and Galaxy Drive are signalized, which provides the highest level of safety for pedestrians. The Police Department has received similar complaints regarding people driving too fast in this area and has increased enforcement.*
- Need for facilities to accommodate mobility scooters utilized by senior population
 - *Generally speaking, people utilizing mobility scooters are considered pedestrians and can ride on the sidewalks. Since 2006, the City has installed several improvements to enhance the pedestrian experience including enhanced crosswalks and wheelchair ramps.*
- Need for “Bicycle Driver's Training” program added to NHUSD curriculum and also need for Adult and Senior program.
 - *Wynn Kageyama, a Cycling Transportation Engineer and Fully Certified League Cycling Instructor, made this recommendation. Mr. Kageyama also submitted correspondence at the BPAC meeting entitled, “Tri-City Car Bike Accident Analysis and Recommendation” that provides more information regarding this issue (Attachment 5). Staff has updated the recommendation portion of Section 5.6.4. “Education Programs” to incorporate this concept.*
- Bicyclist safety along Union City Boulevard
 - *See comments under BPAC feedback.*
- Need to outreach to residents regarding bicycle safety in multiple languages
 - *Staff will strive to ensure that any outreach materials are accessible in multiple languages.*
- Add more detail regarding the East Bay Greenway
 - *The East Bay Greenway project extends from Oakland to Fremont and generally follows the BART alignment. This is an East Bay Regional Park District (EBRPD)*

project and is referenced in Section 3.9., which discusses other EBPRD facilities. Union City has worked with other jurisdictions in Alameda County in the planning of this facility and has been supportive of these efforts. Staff will continue to work with EBRPD to determine the final alignment of the trail through the Intermodal Station District.

In addition to the amendments listed above, Table 7-1, “Recommended High-Priority Projects”, was updated to incorporate the new projects and any updated project costing for any new project components and Table 7-4, “Safe Routes to School, was updated to reflect the projects that had been completed since 2006. The “Table of Contents” will be updated in the final version.

Any additional comments received prior to the Planning Commission hearing will be forwarded to the Commission in a desk item. Staff will also be providing a desk item to address Mr. Ferrier’s comments and the changes to Appendix G. As stated previously, the proposed edits to the draft version of the plan are listed in Exhibit A of the attached resolution and are also available on-line. For ease of review, all proposed edits are shown as redlines.

Conclusion

The City is in the process of updating its Pedestrian and Bicycle Master Plan. The original plan was prepared in 2006. In order to be eligible for certain types of grant funding, the plan must be updated every five years. The plan has been updated to reflect current background information, pedestrian and bicycle facilities that have been constructed since 2006, analysis completed in 2010 regarding Safe Routes to School projects and feedback from the Planning Commission, the Bicycle and Pedestrian Advisory Committee and the public. Staff has done significant outreach for the update. The updated plan was originally provided to the Planning Commission for the December 1, 2011 Study Session. The attached resolution includes edits to the draft plan based on the feedback received. A final draft, which takes into consideration any additional comments received at the Planning Commission public hearing, will be printed for the City Council public hearing, which is currently scheduled for January 24, 2012.

RECOMMENDATION

It is recommended that the Planning Commission hold a public hearing to consider the draft Pedestrian and Bicycle Master Plan and recommend to the City Council approval of the draft Pedestrian and Bicycle Master Plan. It is further recommended that the Planning Commission adopt a resolution, recommending approval of the draft plan including all of the amendments identified in Exhibit A, to confirm this action.

CARMELA CAMPBELL, AICP
Planning Manager

Attachment 1: Resolution with Exhibit A

Attachment 2: Planning Commission Minutes from December 1, 2011 Study Session

Attachment 3: Correspondence from Glenn Kirby

Attachment 4: Correspondence from Barry Ferrier

Attachment 5: “Tri-City Car Bike Accident Analysis and Recommendation Report” by Wynn Kageyama

Attachment 1
Resolution with Exhibit A

PLANNING COMMISSION RESOLUTION NUMBER #xx-12

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UNION CITY
RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF UNION CITY
APPROVAL OF THE PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE**

WHEREAS, the City of Union City is committed to developing a system of pedestrian and bicycle facilities and programs to promote bicycling and walking as integral modes of transportation within the City; and

WHEREAS, the City Council approved an amendment to the General Plan (AG-01-05) to amend the *Transportation Element, Section C, Pedestrians, Bicycles and Trails* to comprehensively address the need for Pedestrian and Bicycle facilities (Resolution No. 2936-05); and

WHEREAS, the City Council adopted the City's first Pedestrian and Bicycle Master Plan in October 2006 (Resolution No. 3268-06); and

WHEREAS, a Bicycle and Pedestrian Advisory Committee (BPAC) was formed in 2004 that included representatives from City Commissions and citizens to review and make recommendations on the Master Plan; and

WHEREAS, in order to continue to be eligible for certain types of grant funding, the Master Plan must be updated every five years; and

WHEREAS, the City prepared an update to the plan entitled "City of Union City Pedestrian and Bicycle Master Plan", dated November 2011, which is incorporated herein by reference; and

WHEREAS, this draft version was updated to reflect current background information, pedestrian and bicycle facilities that have been constructed since 2006, analysis completed in 2010 regarding Safe Routes to School projects; and

WHEREAS, the update to the Pedestrian and Bicycle Master Plan has been circulated for public comment beginning on November 23, 2011; and

WHEREAS, press releases were sent to local papers including the Tri-City Voice and the Bay Area News Group as well as the Union City Patch, an on-line news feed, regarding the availability of the Master Plan and upcoming public meetings. This information was also advertised through the City's website and cable channel, and notices were sent to the representatives of local bicycle advocacy groups including the East Bay Bicycle Coalition and the Bay Area Bicycle Coalition; and

WHEREAS, a Planning Commission study session was held on December 1, 2011 and a BPAC meeting was held on December 6, 2011 to provide an overview of the draft Master Plan and solicit feedback; and

WHEREAS, the draft Master Plan has been amended to reflect feedback received from the Planning Commission, the BPAC and the public; and

WHEREAS, Exhibit A, attached hereto and made a part hereof by this reference, includes these amendments in a red-lined format; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), an Initial Study and Negative Declaration were adopted for the Pedestrian and Bicycle Master Plan in 2006 and are labeled Exhibit B, attached hereto and made a part hereof by this reference; and

WHEREAS, there are no substantial changes to the project analyzed in the previously adopted Negative Declaration, no substantial changes in the conditions in which the project is undertaken involving new or more severe significant impacts, and no new information of substantial importance that shows the project will have a significant effect not addressed in the previous Negative Declaration; and

WHEREAS, a duly advertised public hearing was held before the Planning Commission of the City of Union City on January 5, 2012 to consider the draft Pedestrian and Bicycle Master Plan.

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Union City does hereby find as follows:

1. That the project will not result in additional impacts beyond those analyzed in the Negative Declaration that was adopted for the original Pedestrian and Bicycle Master Plan in 2006 and no further environmental review is required for the project; and
2. That the update to the Pedestrian and Bicycle Master Plan is consistent with the General Plan Goals and policies that encourage the development of pedestrian and bicycle facilities; and
3. That the updated Master Plan will facilitate better planning for pedestrian and bicyclists within the City.

BE IT FURTHER RESOLVED, that the Planning Commission of the City of Union City hereby recommends approval of the draft Pedestrian and Bicycle Master Plan to the City Council of the City of Union City.

I HEREBY CERTIFY that the foregoing resolution was introduced and adopted at a regular meeting of the Planning Commission of the City of Union City held on January 5, 2012 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

MOVED:
SECONDED:

APPROVED:

ROY PANLILIO, CHAIRPERSON

ATTEST:

JOAN MALLOY, SECRETARY

Exhibit A
Amendments to draft Pedestrian and
Bicycle Master Plan dated November 2011

1. INTRODUCTION

1.1. PURPOSE OF THE PLAN

The Union City Pedestrian and Bicycle Master Plan provides a blueprint for developing a system of trails, bikeways, and other transportation and recreation facilities for non-motorized users. This Plan is consistent with the Amendment to 2002 General Plan, adopted March 8, 2005 with City Council Resolution 2936-05, which outlines goals and policies designed to promote bicycling and walking. This Plan considers a broad range of non-motorized travel methods, including:



- Commute bicycling;
- Recreational on-road bicycling;
- Recreational off-road bicycling;
- Walking, [jogging and running](#);
- Motorized and non-motorized wheelchairs;
- Other forms of non-motorized, wheeled transportation

1.1.1. IMPROVE CONDITIONS FOR WALKING AND BICYCLING

This Plan intends to make bicycling and walking integral modes of transportation in Union City. Union City is well on the way to realizing this goal. The development of the Intermodal Station District around the Union City BART Station is planned to occur in a manner consistent with the pedestrian and bicycle transportation goals of this Plan and the Union City General Plan. In addition, Union City has the opportunity to ensure that subsequent residential development features pedestrian and bicycle-friendly design. The amended General Plan provides the framework for encouraging the accommodation of bicyclists and pedestrians.

Union City's location makes increased regional connectivity of bicycle and pedestrian facilities possible. Pedestrian and bicycle networks recommended by this plan are designed with linkages to the networks of Alameda County, Hayward, Newark and Fremont. In addition to providing connections to neighboring bicycle and pedestrian networks, this Plan recommends integral connections to other modes of transportation like BART and the Dumbarton Express Shuttle. Regional network connectivity will encourage recreational cycling and pedestrian activity and will make bicycling and walking effective tools for commuting throughout the East Bay.

1.1.2. MAXIMIZE FUNDING SOURCES FOR IMPLEMENTATION

A key reason for developing the Union City Pedestrian and Bicycle Master Plan is to satisfy requirements of the California Bicycle Transportation Account, and other state and federal funding programs for

1. Introduction

adjacent jurisdictions and other miscellaneous agencies. A subsection regarding the City's recently adopted Climate Action Plan and its relationship to the master plan was also added. **Chapter 4** was updated to reflect current estimates for mode share, analysis of current number of people bicycling and walking to work as well as a projection of people walking and bicycling to work in the year 2020 and the associated air quality benefits. Bicycle and pedestrian collision data was updated to reflect the last five years. The public outreach section was updated to reflect outreach activities associated with the 2011 update. **Chapter 4** was also updated to reference an American with Disabilities Act (ADA) Transition Plan prepared for the City. This plan is included in Appendix F.

The network maps and high-priority project sheets listed in Chapter 5 were updated to reflect construction of bicycle and pedestrian projects since 2006. The following is a list of projects that were built since 2006:

- **11th Street:**
 - Bicycle lane striping and loop detectors at signalized intersections
- **Alvarado-Niles Road:**
 - Intersection improvements at Mann ~~Avenue~~, Union Square, Dyer ~~Street~~ / Smith ~~Street~~, Meyers ~~Drive~~, H ~~Street~~ / Royal Ann ~~Drive~~, and Western ~~Avenue~~
 - Bicycle lane improvements at Dyer ~~Street~~ and Smith ~~Street~~
- **Intermodal Station District / BART Improvements:**
 - Creation of new pedestrian and bicycle access points with sidewalks and bike lanes off of Union Square and Decoto Road
 - Installation of signalized intersection at BART entrance and Union Square
 - Construction of a new 800-foot bus canopy along the entire frontage of the BART Station to provide all-weather protection for bus patrons and pedestrians
 - Elimination of BART parking along Decoto Road to allow use of existing bicycle lanes
 - Creation of new, signalized crossings on Decoto Road to the BART Station at Station Way
 - Construction of 11th Street with broad sidewalks for pedestrians and bike lanes
 - Construction of the East Plaza and the bus loop road on the east side of BART to provide access to the BART/Intermodal Station for pedestrians and bicyclists
 - Construction of the Pedestrian Promenade between Blocks 3 and 4 of the Intermodal Station District
- **Decoto Road Intersections:**
 - Intersection improvements at 5th ~~Street~~, 7th ~~Street~~, and 9th ~~Street~~
- **Dyer Street:**
 - Intersection improvements at Whipple ~~Road~~ and Alvarado ~~Boulevard~~
 - New Bike lanes from Courthouse ~~Drive~~ to Alvarado ~~Boulevard~~
- **Meyers Drive:**

- Sidewalk and intersection improvements
- **Mission Boulevard:**
 - Bicycle lane striping from Decoto Road to Fremont border
- **San Carlos Way/San Luces Way/San Ramon Court/San Andreas Drive:**
 - Installed bike route
- **Smith Street:**
 - Bike lane improvements
- **Whipple Road:**
 - Bike lane installation from Union City Blvd to Kohoutek Way
 - Intersection improvements at Railroad Avenue
- **Alvarado Elementary & Alvarado Middle Schools**
 - High visibility yellow ladder-style crosswalks have been installed at the majority of the recommended intersections and the majority of recommended signage has been installed.
- **Former Barnard White Middle School**
 - All crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed.
- **Former Cabello Elementary School**
 - High visibility yellow ladder-style crosswalks have been installed at the majority of the recommended intersections and the majority of recommended signage has been installed.
- **Cesar Chavez Middle School**
 - Several of the recommended crosswalks have been striped as high visibility yellow ladder-style crosswalks and several of the recommended signage projects have been completed. There are some remaining striping and signage projects that need to be completed along Alvarado-Niles Road, Dove Avenue, Arizona Street and Medallion Drive.
- **Kitayama Elementary School**
 - High visibility yellow ladder-style crosswalks have been installed at the intersections of Kitayama Drive and Winchester Drive and Winchester Drive and Medallion Drive. Recommended signage has also been installed.
- **Pioneer Elementary School**
 - All crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed.
 - All crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed. There are some existing curb ramps that need to be upgraded to meet current ADA standards.

1. Introduction

Chapter 5 was also updated to include new project sheets for installation of new bicycle lanes on the Interstate 880 overpass and preparation of a feasibility study to analyze the removal of parking lanes and replacement with buffered bicycle lanes along the City's major thoroughfares. **Chapter 6** was updated to expand the Safe Routes to School program to four additional schools that included: Cesar Chavez Middle School, Kitiyama Elementary School, Pioneer Elementary School and Searles Elementary School. The majority of the recommended improvements are striping and signage projects. **Chapter 7** was updated to reflect the ~~–~~projects that had been completed or partially completed since 2006 and new projects that were added. The cost estimates shown in all of the tables are in 2006 dollars. Due to the similarity between 2006 and 2011 costs, the update did not include any revised cost estimates. The similarity in costs between years is mainly due to the current economic downturn that is keeping constructions costs low. Costs estimates were also not updated for projects that had been partially completed. However, cost estimates were updated for projects that included added components and for projects that had feasibility studies completed the Union City Boulevard bicycle improvements and the BART-Shelton Connection since these studies provided updated costs. feasibility studies were completed.

Appendix A, B and C were updated to reflect current State requirements, including American with Disability Act regulations, and best management practices for design of pedestrian and bicycle facilities. **Appendix D** was revised to reflect outreach activities for the 2011 Master Plan update. The contents of **Appendix F**, regarding commute forecasts, was deleted since this information is contained in Chapter 4 and was re-purposed to house the two feasibility studies that were prepared for the Union City Boulevard corridor project anand the BART-Shelton connection as well as the ADA Transition Plan.

2. EXISTING CONDITIONS

This chapter provides a description of existing conditions within the City of Union City relevant to the Pedestrian and Bicycle Plan. Information is based on field visits, existing planning documents, maps, and conversations with City of Union City, Alameda County and other agency staff. This chapter presents a description of:

- Union City’s land use context;
- Existing pedestrian facilities;
- Existing bicycle facilities; and
- Existing conditions for children walking and bicycling to school.

2.1. SETTING

Union City is located in the eastern portion of the San Francisco Bay Area, bordered by Hayward on the north and west, Fremont on the south, and unincorporated Alameda County on the east. Union City’s bay frontage is comprised of salt marshes on the City’s western edge. The population of Union City reached 69,516 in 2010.¹ Union City spans 18 square miles or 11,520 acres, and as of 2010 accommodated 21,258 housing units.² The bulk of Union City’s developed areas are in the flat coastal plain, with the City’s eastern hillsides primarily devoted to agricultural or open space uses.

2.1.1. UNION CITY LAND USES

Union City’s developed lands are predominantly comprised of single-family residential development, low-density light industrial development and commercial centers. **Figure 3-1, in Chapter 3: Planning and Policy Context**, presents the general plan land use designations for the City of Union City. Single-family residential subdivisions are dispersed throughout Union City, filling the areas between activity centers. Primary destinations and activity centers in Union City include but are not limited to Union Landing, the Four Corners (International Market Place), El Mercado and The Marketplace Commercial Centers, the Station District, the Alvarado-Niles corridor, the Decoto Road corridor, the Whipple Road corridor and the Old Alvarado district. Local schools, parks and open space are also destinations for Union City residents. This is particularly the case in the area around City Hall, which includes such activity centers as James Logan High School, [the Union City Library, the Ruggieri Senior Center and the William Cann Civic Center Park](#). Additionally, Union City’s light industrial areas are employment destinations for Union City residents.

Given the City’s development pattern, planning for the bicycle network is predicated on the fact that pedestrian and bicycle trip generators and attractors are dispersed across the geographic region of the City. The pedestrian and bikeway system should provide equal access to and from all areas of the City.

¹ U.S. Census Bureau, 2010

² Ibid.

2.2.2. DEFINITION OF PEDESTRIAN FACILITIES

The foundation of a pedestrian-friendly community is the provision of human scaled environments, compact mixed-use development and economically viable and vital places. This foundation is achieved in part through use of design elements like:

- continuous sidewalks;
- access for disabled citizens (compliance with the American's with Disabilities Act);
- ease of navigating intersections;
- manageable walking distances;
- scale of sidewalks and adjacent building facades;
- personal security;
- aesthetic and visual interest;
- suitable climate for walking;
- limited pedestrian exposure to high levels of noise and poor air quality; and
- access to efficient transit and/or vehicle parking facilities.

Pedestrian facilities must be compliant with all state and federal standards for access. Sidewalks must provide enough width to accommodate a throughway for disabled citizens, along with room for landscaping and street furniture. Pedestrian facilities become more inviting when elements such as scale and visual interest are incorporated into the environment. For this reason, design standards for pedestrian facilities should introduce elements that support a pedestrian environment, including zero lot line setbacks architectural design review of new development projects, public space elements like pocket parks, and landscaping requirements for sidewalks and rights-of-way. Streetscapes should be designed with a human scale in mind, enabling pedestrians to feel comfortable and in control.

Including a mix of business, residential and commercial uses will ensure a compelling environment for pedestrians. A mix of uses provides numerous reasons for pedestrians to patronize businesses, transit and civic amenities during all business hours. Ample pedestrian traffic contributes to actual security in the pedestrian environment, as well as perceived security. Clear signage for both businesses and city streets will help pedestrians to navigate between destinations. Safe intersections will enable pedestrians to move between streets and between shops and restaurants. The temperate climate of Union City and the entire San Francisco Bay Area has a positive ~~affect~~effect on pedestrian activity and means year round use of pedestrian facilities. The topography and climate of Union City provide an excellent foundation for increased pedestrian activity.

The safety and efficiency of pedestrian facilities is shaped significantly by the character of the intersection with roadways of all types and classifications. Intersection design is an integral part of overall pedestrian design, and safety is the preeminent goal of intersection design. Appendix A provides concepts and design standards for intersections that promote bicycle and pedestrian safety.

2.2.3. EXISTING SIDEWALKS, WALKWAYS AND MULTI-USE TRAILS

Union City's network of existing sidewalks and walkways is predominantly accessible. Most sidewalks meet state and federal standards for accessibility, with three identified exceptions. Sidewalk improvements are necessary along portions of Whipple Road, Mission Boulevard and Meyers Road near James Logan High School.

2. Existing Conditions

Union City is home to an established network of multi-use paths, which allow pedestrians to follow many of the City’s creeks as they run between numerous parks. These multi-use paths also enable pedestrians to cross under Interstate 880. Union City also has numerous park trails not shown in **Table 2-2** that provide pedestrians with paths through the City’s recreation areas. These facilities are further discussed below under **Section 2.3.2** as they provide for bicycle circulation as well.

**Table 2-2:
Existing City of Union City Off-Street Class I Paths**

Name/Location of Trail	From	To	Type	Length (miles)
Union City Creek Trail	Union City Boulevard	Casa Verde Park	Class I	2.3
Union City Creek Trail along Alameda Creek	I-880	Alameda Creek at William Cann Memorial Park	Class I	1.2
Union City Creek Trail along Dry Creek	Alvarado-Niles Road	UPRR Tracks	Class I	0.8
Depot Road Trail	D Street	H Street	Class I	0.2
Union City Creek Trail	Alameda Creek near Perry Road	Decoto Road	Class I	0.6
Arroyo Park Trail	Perry Road	Osprey Drive	Class I	0.1
Trail along Quarry Lakes Drive	Osprey Drive	Quarry Lakes Regional Park	Class I	0.4
Union City Creek Trail along Dry Creek	Whipple Road	Mission Boulevard	Class I	0.4
Mariner Park Trail	Benson Road	Union City Boulevard	Class I	0.9
TOTAL CLASS I				6.9

2.2.4. ROADWAY CROSSINGS AND INTERSECTION DESIGN

Union City currently regulates the design of streets and sidewalks through the adopted General Plan Transportation Element, adherence to standard traffic engineering guidelines, and through some provisions for sidewalk width applicable to the Station District area established in the City’s Municipal Code.³ As outlined in the City’s Standard Details and the Standard Specifications and Design Criteria, sidewalks must be ADA compliant, street trees must be planted in new residential subdivisions and new bus shelters and street furniture must meet minimal design standards. However, the regulations outlined in the City’s documents are predominantly engineering standards, and although they may deal with the composition of the sidewalk, they do not address the topic of pedestrian design. Union City’s pedestrian design standards could be enhanced, with the exception of the sidewalk standards listed in Chapter 18.38, Station Mixed-Use Commercial District, of the Union City Municipal Code.

³ 2002 City of Union City General Plan, City of Union City Municipal Code, City of Union City Standard Details and Standard Specifications and Design Criteria.

2.3. EXISTING BICYCLE FACILITIES

2.3.1. DEFINITION OF BIKEWAYS

The three types of bikeways identified by Caltrans in Chapter 1000 of the Highway Design Manual are identified below. Detailed design guidelines for all three types of bikeways are provided in Chapter 7.

Class I Bikeway. Typically called a “bike path” or “bike trail,” a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.

Class II Bikeway. Often referred to as a “bike lane,” a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.

Class III Bikeway. Generally referred to as a “bike route,” a Class III bikeway provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.

Class I bike paths are generally desirable for recreational uses, particularly by families and children. Class I bike paths are preferred for corridors where there are few intersections or crossings, to reduce the potential for conflicts with motor vehicles. Class I facilities can also serve a transportation function where a continuous facility is provided for ~~along a long~~ distance (e.g. greater than five miles) and provides a connection between a trip generator such as a residential district and a trip attractor such as an area of significant employment density.

Class II bicycle lanes provide a designated, striped lane for bicyclists. When properly designed, bike lanes help improve the visibility of bicyclists. In general, Class II bicycle lanes are highly desirable for bicycle commute routes, and any urban area where bicycle circulation is desired by local residents in order to access a variety of destinations such as shopping areas, educational centers, and other land uses. Required right-of-way widths for Class II bicycle lanes are discussed in Appendix B: Bicycle Design Standards.

On streets with low traffic volumes and speeds (under 5,000 vehicles per day, 30 mph), bicycle lanes may not be needed. On low-traffic neighborhood streets, Class III bicycle routes can serve as important connectors to schools and recreational areas such as parks. Class III bicycle routes may also be desirable on certain commute routes where installing bicycle lanes is not possible, provided that appropriate signage is installed to alert motorists to the presence of bicycles on the roadway.

Union City’s existing bicycle network is shown in **Figure 2-1**. The network consists of both on- and off-street facilities.

from direct bikeway connections. Additionally, the existing bikeways are often incomplete, leaving cyclists with sections of road that are difficult and dangerous to ride. The existing Class II bikeways are shown in **Table 2-3** below and in **Figure 2-1**.

**Table 2-3:
Existing Bicycle Facilities**

Name/Location of Bikeway	From	To	Type	Length (miles)
Alvarado Blvd.	Union City Blvd.	Fremont Border	Class II	1.2
		Union Landing		0.3
Alvarado-Niles Road	Dyer Street	Boulevard	Class II	
Alvarado-Niles Road	Almaden Blvd.	Fremont Border	Class II	2.8
Decoto Road	Mission Blvd	Fremont Border	Class II	1.7
Dyer Street	Courthouse Dr.	Smith Street	Class II	0.4
	Smith St/Alvarado-			0.5
Dyer Street	Niles Road	Alvarado Blvd.	Class II	
		Smith Street/Cambridge		1.0
Union City Blvd.	Hayward Border	Way	Class II	
		Quarry Lakes Regional		0.4
Quarry Lakes Drive	Osprey Drive	Park	Class II	
		Barnard-White Middle		0.2
Whipple Road	Railroad Ave.	School	Class II	
Osprey Drive	Alvarado-Niles Road	Arroyo Park	Class II	0.2
Whipple Road	Dyer Street	Union City Blvd.	Class II	0.7
11 th Street	Decoto Road	Green Street Bridge	Class II	0.7
	Tamarack Drive/			1.8
Mission Blvd.	Hayward City Limit	Fremont City Limit	Class II	
Union Square	Decoto Road	Alvarado-Niles Road	Class II	0.4
Smith Street	Union City Blvd.	Dyer Street	Class III	0.5
TOTAL CLASS II				12.8

2.3.4. SIGNAGE

Implementing a well-designed, attractive, and functional system of network signage greatly enhances bicycle facilities by promoting their presence to both potential and existing users. Currently, Union City uses standard Caltrans bikeway signage, although most facilities lack signage entirely. In terms of wayfinding, there is almost no directional signage provided along bikeways in Union City. Most local street connections, continuous bikeway routes and destinations are not identified. The lack of good directional signage is considered to be a deterrent to bicycling in the Union City. Destination signage can further help to clarify routes, particularly in locations where two routes cross. Local examples including City of San Francisco, City of Berkeley, County of Marin, and City of Palo Alto provide a combination of more detailed signage of routes, destinations, and distances for bicyclists using the roadway system.

2.3.5. BICYCLE DETECTOR LOOPS

Bicycle detector loops (BDLs) are sensors that activate traffic signals when a bicyclist positions him/herself where a loop detector is installed, in bicycle or auto travel lanes at signalized intersections.

~~BDLs were installed on 11th Street in the Station District. There are currently no BDLs installed in Union City.~~

2.3.6. BICYCLE PARKING

Bicycle parking is an important component in planning bicycle facilities and encouraging people to use their bicycles for everyday transportation. Bicycles are one of the most frequently stolen items in most communities, with components often being stolen even when the bicycle frame is securely locked to a rack. Because today's bicycles are often high-cost and valuable items, many people will not use a bicycle unless they are sure that there is secure parking available at their destinations. In California, bicycle-parking facilities are classified as follows:

2.3.6.1. Class I Parking - Long Term

Class I bicycle parking facilities accommodate bicycles of employees, students, residents, and others expected to park more than two hours. This parking is provided in a secure, weather-protected manner and location. Class I bicycle parking includes a bicycle locker or a secure area like a 'bike corral' that may be accessed only by bicyclists. A bicycle "day locker" is a bicycle locker concept that has gained recent popularity because it requires minimal program administration. These lockers allow for multiple users in the same day, therefore allowing these lockers to function similar to racks.

2.3.6.2. Class II Parking - Short-Term

Class II bicycle-parking facilities are best used to accommodate bicycles of visitors, customers, messengers, and others expected to depart within two hours. This parking is provided by bicycle racks, which provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two and eight bicycles, allow bicyclists to lock their frames and wheels securely, are secured to the ground, and are located in highly visible areas. Racks should not be designed to damage the wheels by causing them to bend. Bike racks should be located at schools, commercial locations, and activity centers such as parks, libraries, retail locations, and civic centers, or anywhere personal or professional business takes place.

2.3.6.3. Union City Bicycle Parking Facilities

Class II bicycle parking facilities are currently found at Union City's parks and schools, recreation centers, park-and-ride on Union City Boulevard, City Hall and the Union Landing Transit Center. The Union City BART station features both Class I and Class II facilities. The existing city-owned bicycle parking facilities are maintained regularly by the Union City Public Works Department. Other private landowners may desire to install bicycle-parking facilities on their own, or may do so to meet a condition of development approval.

The Union City General Plan policy TR-C.2.7 states that the City shall "require secure bicycle parking for all new or modified public and private developments". This policy is supported by several sections in Title 18 of the Municipal Code, which requires parking for bicycles in all commercial, industrial and private institutional zoning districts. Secured bicycle parking is also required in the Station District multi-family developments.

2. Existing Conditions

funding, generally totaling no more than \$50,000 dollars, to accomplish bicycle and pedestrian projects. **Table 2-5** shows annual expenditures for bicycle and pedestrian facilities from 2007 to the present.

**Table 2-5:
Bicycle and Pedestrian Facility Expenditures, 2007-Present**

Project	Improvement	Cost	Completion Date	Funding Sources
Dyer Street Pavement Rehabilitation Project	Class II bike lane striping, wheelchair ramps with domes, etc.	\$123,696	2011	Measure B Funds 2542 and 2543
Wheelchair Ramps Project	Install and upgrade 163 ramps to meet ADA standards	\$307,000	2011	Traffic congestion funds/ Measure B
Whipple Road – Alvarado-Niles Road Pavement Rehabilitation	Bike lane and crosswalks striping, stop legends, etc.	\$32,936	2010	AARA, Measure B
Meyer’s Dr. Sidewalk Improvement	Retrofit and installation of 49 wheelchair ramps and installation of wider Portland cement concrete sidewalk for high school students	\$200,474	2010	Gas tax
2008-09 Pavement Rehabilitation Program	Bike lane and high visibility crosswalks striping, etc. at various locations.	\$142,675	2010	Proposition 1B
Bike and Pedestrian Accessibility Improvements	Installed high visibility crosswalk striping at various school intersections and advance post-mounted warning signs for motorists.	\$68,122	2010	Measure B
2009-10 Pedestrian & Bicycle Facility Improvement Project	Install bicycle path to connect east side of the city with Union Landing Transit Center. Provide new traffic control, new striping, Class II & III bike lanes, new pavement markings, and new signs.	\$23,495	2010	BAAQMD
Wheelchair Ramp Project	Retrofit and installation of 40 wheelchair ramps.	\$93,580	2008	Measure B, Gas tax
11 th Street and Decoto Connector at BART	Enhanced sidewalks, landscaping and lighting, Class II bike lanes, ladder crosswalks, bulb-outs, new pedestrian sidewalk and bike lanes to BART along Station Way connecting Decoto Road to Union Square	\$6,457,000	2008	RDA, State Housing Grant, Regional Bike & Ped Funds
	TOTAL	\$7,448,978		

Sources:: City of Union City, 2011

2.6. ENCOURAGEMENT AND EDUCATION PROGRAMS

The Union City Leisure Services Department operates the Teen Bicycle Workshop on Mission Boulevard and also oversees a unique program, which encompasses bicycle safety and repair in addition to other hands-on skills and industrial arts. The program is geared toward youth and teens and is free to participants. In addition to safety and repair, the bicycle component of the program includes local bike trips where participants can exercise their skills. The program participants are largely males from low-income families, and participants can volunteer with the program in order to earn bikes and parts, which originate as donations from the community and police department. [The East Bay Bicycle Coalition, in conjunction with the League of American Bicyclists, also holds free bicycle safety classes at the Kennedy Community Center on a periodic basis.](#)

2.7. MULTI-MODAL CONNECTIONS

Multi-modal refers to the use of two or more modes of transportation in a single trip (i.e., bicycling and riding the bus or train).

The ability to reach transit on foot is an essential part of making both walking and transit effective travel choices. Transit increases the length and variety of possible pedestrian trips, making it possible for people to choose walking as their transportation mode more frequently. In Alameda County, 75-80% of Alameda-Contra Costa Transit (AC Transit) passengers and 22% of BART passengers reach transit by walking. When considering pedestrian access to transit stops, particularly bus stops, there is great need for good pedestrian design leading to these locations. In 2004, AC Transit published *Designing with Transit: Making Transit Integral to East Bay Communities*, a handbook for designing transit-friendly communities. The guide lists the characteristics of a pedestrian-friendly community and includes guidelines pertaining to walk access to AC Transit bus stops. These include sidewalks leading to bus stops, a well-connected street grid, pedestrian pass-throughs where blocks are long or end in cul-de-sacs; direct access from activity centers to bus stops; providing adequate lighting and clear sight lines on sidewalks and pathways; providing pedestrians with safe crossings of major streets. Additional information on good pedestrian design can be found in **Appendix A: Pedestrian Design Guidelines**, of this Master Plan.

Improving the bicycle-transit link is also an important part of the non-motorized transportation network, and a key to making bicycling a part of daily life in Union City. Linking bicycles with mass transit, especially BART, commuter trains, buses, and shuttle services, overcomes such cycling barriers as lengthy trips, personal security concerns, and riding at night or in poor weather. Making the multi-modal connection for bicycles consists of two key elements: providing bicycle parking facilities at transit stops and bike racks on trains and buses. Two other components include improving bikeways that link with transit facilities and stops, and encouraging the use of multi-modal programs. Bicycling to transit, in lieu of driving, benefits the community by reducing air pollution, reducing the demand for parking, reducing energy consumption, and reducing traffic congestion with relatively low investment costs.

Existing multi-modal connections in Union City are especially important when considering regional trip opportunities, for both pedestrians and bicyclists. The Union City BART Station provides access to other areas of Alameda, [San Francisco, San Mateo](#), Santa Clara and Contra Costa Counties where Union City residents may be employed. Ensuring adequate bicycle access to these connections will extend the range travel at both ends of the trip.

3. PLANNING AND POLICY CONTEXT

This chapter provides an overview of planning and policy documents from Union City, Alameda County and adjacent jurisdictions that are relevant to the development of the City of Union City Pedestrian and Bicycle Master Plan.

3.1. CITY OF UNION CITY

3.1.1. CITY OF UNION CITY GENERAL PLAN

The 2002 General Plan captures the vision for future development in Union City through identified goals, policies, programs and standards. The General Plan is intended to aid in daily decision making processes regarding Union City's development. The General Plan contains maps showing existing and proposed land uses within the City planning limits. **Figure 3-1** shows the Union City General Plan Land Use Diagram.

PEDESTRIANS AND BICYCLES

The General Plan Transportation Element Section C provides a discussion pedestrian and bicycle issues and needed improvements. The General Plan also provides a map of current and planned bicycle and pedestrian facilities that was most recently updated in April 2009. In March of 2005, the City Council of Union City approved a General Plan Amendment updating Section C of the Transportation Element to reflect a more explicit focus on bicycle and pedestrian transportation issues. This General Plan Amendment is included in the Introduction to this Plan under Section 1.3.1. ~~The updated policy document~~ se General Plan goals and policies will work in conjunction with the Pedestrian and Bicycle Master Plan to enhance non-motorized transportation opportunities in Union City.

COMPLETE STREETS

On September 30, 2008, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, was signed into law. AB 1358 amended Government Code Sections 65302(b)(2)(A) and (B) to require Cities and Counties to modify General Plan circulation elements to plan for a balanced, multimodal transportation network that meets the needs of all users in a manner that is suitable to the context. "Users" are defined as bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. Compliance with AB 1358 is required upon any substantial revision of the circulation element after January 1, 2011.

The City will be updating the General Plan Transportation Element in 2012 to add Complete Streets language in accordance with AB 1358. The General Plan amendment will build on the existing goals, policies, and implementation measures that encourage the safe travel of pedestrians, bicyclists, persons with disabilities, vehicles, and transit riders across streets, roads, and highways in Union City. The Pedestrian and Bicycle Master Plan will implement the Complete Streets policies, as they pertain to pedestrians and bicyclists. Additional implementation measures will include reviewing and revising

3. Planning and Policy Context

standard details and current practices to ensure that new and rehabilitated streets take all users into account, as appropriate for a given context.

3. Planning and Policy Context

3.1.2. UNION CITY MUNICIPAL CODE

The Municipal Code is intended to protect the health, safety, public welfare and physical environment of Union City, and includes many directives aimed at the role of bicycles, bicyclists and pedestrians. Bicycle and Pedestrian issues are addressed in Titles 10, 12, 17 and 18 of the Union City Municipal Code.

3.1.3. CLIMATE ACTION PLAN

The City's Climate Action Plan was adopted in October 2010. The City established a goal to reduce greenhouse gas (GHG) emissions 20 percent below 2005 levels by 2020. The adopted plan includes measures to reduce GHG emission within a variety of sectors including land use, energy, water, waste, green infrastructure and transportation including measures relating to the provision of pedestrian and bicycle facilities. The plan identified a goal to build-out 25% of the pedestrian and bicycle network identified in the Master Plan by 2020.

3.1.4. REDEVELOPMENT PLAN

Union City designated a redevelopment area in 1988 and updated the Redevelopment Area Plan in 2002. The Redevelopment Plan, amended in March of 2002, incorporated an additional 174 acres of land, bringing the total redevelopment area to 1,658 acres. The redevelopment designation is intended to

3. Planning and Policy Context

facilitate additional affordable housing construction, new transit facility construction, mixed use development, BART expansion and the rehabilitation of public improvements and facilities. The redevelopment area is generally concentrated in the Decoto neighborhood, the DIPSA area, the Tropics, Central Park West, Union Landing, the Four Corners area, and the Old Alvarado area.

3.1.5. PARK AND RECREATION MASTER PLAN

Adopted in June of 1999, the Union City Park and Recreation Master Plan outlines goals and policies intended to guide the future path of the City's Park and Recreation Department. The Master Plan was developed, in part, through a survey of 600 area residents about their park and recreation preferences. Of the residents surveyed, 57 percent stated that the development of additional walking and jogging trails is a high priority. Overall, survey respondents displayed an interest in passive recreation, including hiking and walking. The Master Plan identifies a significant passive recreation goal, stating: "Trails will be provided to meet the needs of residents for recreation and alternate transportation routes and to connect to regional trails systems." In order to attain this goal, the Master Plan recommends that Union City take the following steps:

- Work to improve its internal trail system;
- Actively support regional efforts to create the Bay Trail and Bay Area Ridge Trail;
- Identify opportunities to design and dedicate connectors between regional trails and City trails;
- Plan for trail connections to regional transportation systems to support intermodal transportation opportunities;
- Identify bike routes throughout the City; and,
- Connect all trails to transit routes, work centers and schools wherever possible.

3. Planning and Policy Context

The Master Plan notes that the proposed Bay Trail and Bay Area Ridge Trail will be key components of Union City's future trail system. The Park and Recreation Master Plan provides some of the policy support necessary to integrate such trail components into a viable trail network.

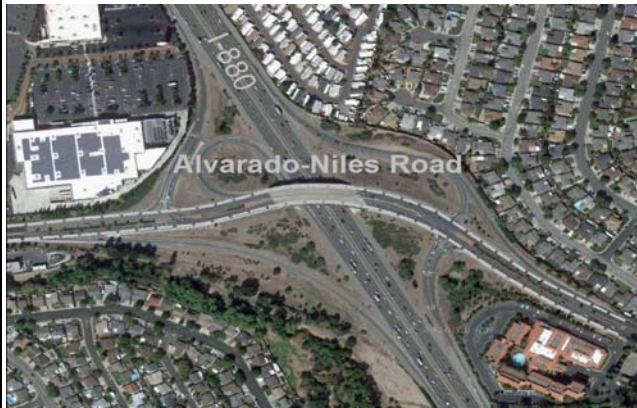
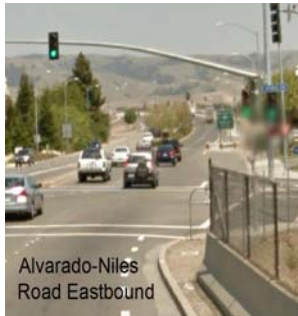
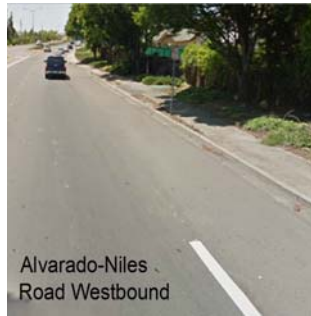
The Community Facilities and Trails Map of the Master Plan identifies a network of proposed bicycle lanes, routes, and trails throughout the city. This map is shown in **Figure 3-2**. This map was utilized in the creation of the Union City Proposed Bicycle Network shown in **Figure 5-3**.

3.1.6. INTERMODAL STATION DISTRICT AND TRANSIT FACILITY PLAN

In 2002, Union City adopted the Intermodal Station District and Transit Facility Plan for the redevelopment area surrounding the existing BART station. The Station District pPlan presented opportunities for transit oriented, mixed-use development that included passenger rail service, BART, bus services, retail, office and residential development, and public spaces. The Plan-plan emphasizes pedestrian design, calling it the “dominant design consideration.” Pedestrian design guidelines and standards are presented in the Planplan, encompassing public spaces, pedestrian underpasses and overpasses, pedestrian alleys and greenways. The Plan-plan emphasizes many of the tenets of pedestrian design, including safe and direct pedestrian connections between transit modes.

ALVARADO-NILES ROAD BICYCLE LANE GAP CLOSURE AT I-880 OVERPASS

Project Description	Location B-6
<p>Alvarado-Niles Road is currently striped and signed with Class II bike lanes in both directions between the easterly City limits to Almaden Boulevard. On the west side of Interstate 880, Alvarado-Niles Road is similarly striped and signed from Dyer Street to the intersection of Union Landing Boulevard and Santa Maria Drive. There is a 3,400-foot gap in the striped Class II bike lane extending from Almaden Boulevard to the intersection of Union Landing Boulevard and Santa Maria Drive. Completion of this gap will provide bicycle lanes along the entire 3.6 mile long roadway and provide a direct bicycle route between the east and west sides of the City.</p>	


Graphic	
 <p>An aerial photograph showing the intersection of Alvarado-Niles Road and Interstate 880. The road is labeled 'Alvarado-Niles Road' and 'I-880'. The overpass structure is visible, crossing over the highway.</p>	<p>Issues:</p> <ul style="list-style-type: none"> ▲ <u>The overpass is currently not striped for bike lanes</u> ▲ <u>Bicyclists on the overpass will need to cross the path of travel of vehicles entering and exiting I-880 at several locations.</u> ▲ <u>A feasibility study is required to explore the options to provide bike lanes across the overpass and at freeway ramps.</u> ▲ <u>Coordination with Caltrans</u> <p>Improvement Options:</p> <ul style="list-style-type: none"> ■ <u>Conduct feasibility study to determine safe and viable bike lane options, especially when crossing freeway ramps.</u> ■ <u>Installation of advisory signage for motorists, as needed.</u> ■ <u>Modify phasing on existing traffic signals as needed to accommodate safe movement for bicyclists.</u>
 <p>A street-level view of Alvarado-Niles Road heading eastbound. The road is multi-lane with a median. Traffic lights are visible at the intersection.</p>	 <p>A street-level view of Alvarado-Niles Road heading westbound. The road is multi-lane with a median. A car is visible in the distance.</p>

Design Details
<ul style="list-style-type: none"> ■ <u>Refer to Appendix B: Bicycle Design Guidelines for details</u>

Cost Estimate and Potential Funding Sources
<p>Total estimated cost: \$50,000.</p> <p>Potential funding sources: TDA Article III, Alameda CTC Measure B</p>

WHIPPLE ROAD BETWEEN UNION CITY BLVD. AND MISSION BLVD. - BICYCLE IMPROVEMENTS

Project Description	Location B-11
<p>Whipple Road is one of only two roads in Union City (along with Alvarado Niles Road), that provide a seamless connection between the eastern and western halves of the City. Whipple Road provides access to a variety of employment centers, recreational opportunities (including Garin/Dry Creek Regional Park and the proposed Bay Trail), and residential areas, as well as the Union Landing Shopping Center and <u>the former</u> Barnard-White Middle School. Given the multiple cross-sections that currently exist along Whipple Road, an engineering feasibility study will likely need to be conducted in order to implement bicycle lanes or other bicycle improvements. Because much of Whipple Road borders both Union City and Hayward, close coordination with the City of Hayward will be required.</p>	

Graphic	
 <p data-bbox="199 1270 820 1333"> ○ — Bicycle accommodation at intersections <u>including</u> ; ○ — including bicycle loop detectors </p>	<p data-bbox="865 743 950 768">Issues:</p> <ul style="list-style-type: none"> ▲ Varying cross-sections ▲ Speed and volume of traffic ▲ Complex intersections, especially near crossing of I-880 ▲ Right-of-way ▲ Coordination with Hayward ▲ Bicycle collision history <p data-bbox="865 1010 1138 1035">Improvement Options:</p> <ul style="list-style-type: none"> ○ — Conduct engineering feasibility study for bicycle improvements along Whipple Road, including: <ul style="list-style-type: none"> ○ Bicycle lane striping and signage ○ Travel lane reconfiguration ○ On-street parking removal or reconfiguration

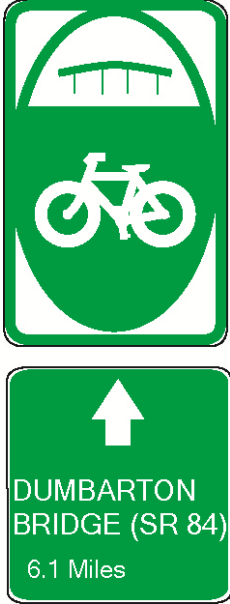
Design Details
<ul style="list-style-type: none"> ▪ Refer to Appendix B: Bicycle Design Guidelines for details

Cost Estimate and Potential Funding Sources
<p>Total estimated cost: \$3,000,000 (This estimate does not include right-of-way acquisition and bridge reconstruction.)</p> <p>Potential funding sources: TDA Article III, ACTIA Measure B, MTC Regional Bike/Ped, Caltrans BTA</p>

IMPROVEMENTS SINCE 2006:

- Class II bike lane striping on Whipple Road from Union Landing Blvd to Dyer St and Ithaca St to Mission Blvd.



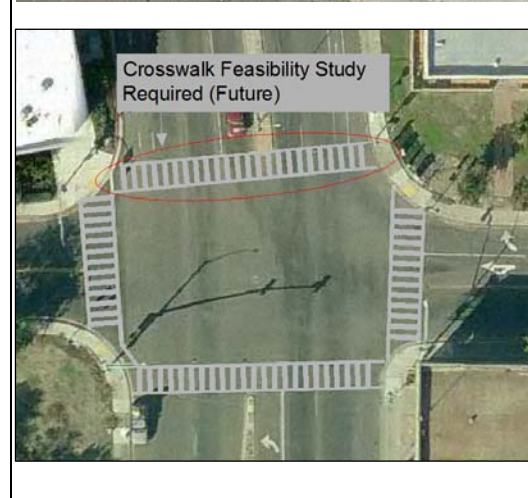
BART TO DUMBARTON BRIDGE BICYCLE ROUTE SIGNAGE

Project Description	Location B-13
<p>In order to provide information to bicyclists on the route between the Union City Bart Station and the Dumbarton Bridge, a comprehensive signage system coordinated between the Cities of Union City, Fremont, and Newark should be developed. Wayfinding signage, including distance and direction, should be provided to help cyclists navigate between these two important regional locations.</p>	
Graphic (Not to scale)	
	<p>Issues:</p> <ul style="list-style-type: none"> ▲ Preferred route to Dumbarton Bridge ▲ Coordination with Cities of Fremont and Newark <p>Improvement Options:</p> <ul style="list-style-type: none"> ▪ Work with Fremont and Newark on signage design and placement ▪ Install signs at all junctions along route and at intervals along portions of route with no junctions
Design Details	
<ul style="list-style-type: none"> ▪ Refer to Appendix B: Bicycle Design Guidelines for details 	
Cost Estimate and Potential Funding Sources	
<p>Total estimated cost: \$15,000 (this estimate assumes \$5,000 for the design of signs and coordination with other chess sites; this estimate only includes installation of signs within Union City)</p> <p>Potential funding sources: ACTIA Measure B, MTC Regional Bike/Ped, Safe Routes to Transit</p>	



UNION CITY BOULEVARD BETWEEN UNION CITY SPORTS CENTER AND BETTENCOURT WAY

Project Description	Location P-8
<p>The Union City Sports Center is located at 31224 Union City Boulevard. This facility provides an important fitness center for the residents of Union City, and is heavily used by the city’s youth. Sidewalks along Union City Boulevard between Bettencourt Way and the sports center are currently narrow and this project would provide widened sidewalks along this corridor. <u>In addition, the intersection at Union City Boulevard and Smith Street could be improved to be more pedestrian friendly. This intersection only has three crosswalks, which all need to be upgraded to the high visibility ladder-type. Adding a fourth crosswalk to this intersection would require a feasibility study and a traffic impact study to understand the pedestrian demand and impact on signal timing since Smith Street and Union City Boulevard have high traffic volumes.</u></p>	


Graphic (1" = 80')	
	<div style="text-align: right;">  </div> <p>Issues:</p> <ul style="list-style-type: none"> ▪ Narrow sidewalks along Union City Boulevard leading to the gym ▪ <u>Higher volume of pedestrian activity at Union City Boulevard and Smith Street from nearby Alvarado Park and weekly events at the park (e.g. Farmer’s Market)</u> ▪ <u>Heavy traffic on Union City Boulevard</u> ▪ <p>Improvement Options:</p> <ul style="list-style-type: none"> ▪ Widen sidewalks ▪ <u>Stripe existing crosswalks (W, E, and S) with high visibility ladder-type striping.</u> ▪ <u>Perform feasibility study and a traffic impact study to understand the pedestrian demand and impact on signal timing for additional crosswalk.</u> ▪ <u>Install pedestrian countdown signals for new crosswalk.</u> ▪
	

Design Details
<ul style="list-style-type: none"> ▪ Refer to Appendix A: Pedestrian Design Guidelines for details

Cost Estimate and Potential Funding Sources
<p>Total estimated cost: \$1,137,148,000 Potential funding sources: TDA Article III, ACTIA Measure B</p>

INTERSECTION IMPROVEMENTS: ALVARADO NILES AND MEYERS

Project Description	Location P-16
<p>The intersection of Alvarado Niles Road and Meyers Drive is located between the James Logan High School, Union City's Civic Center, and commercial and retail uses along Alvarado Niles Road. The intersection experiences significant pedestrian activity from school students and people accessing nearby shopping facilities; the intersection is also located next to transit stops on Alvarado Niles Road. The intersection is signalized, and crosswalks are currently striped across 3-three of the intersection's 4-four legs. Adding a 4th-fourth crosswalk would be difficult because the two legs of Meyers Drive are not aligned. <u>However, the City has received public comment regarding the need for the installation of the fourth crosswalk to facilitate pedestrian access. This project has been added as a potential improvement option.</u></p>	

Graphic (1" = 80')	
	<p>Issues:</p> <ul style="list-style-type: none"> ▲ Significant volume of school-aged pedestrians ▲ Width of Alvarado Niles Road ▲ Pedestrian conflicts with turning vehicles ▲ Bicycle collision history <p>Improvement Options:</p> <ul style="list-style-type: none"> ▪ School-area warning signage installed in accordance with MUTCD Chapter 7 (and MUTCD California Supplement) ▪ Pedestrian countdown signals timed to 3.5 ft/sec walking ▪ <u>Installation of fourth crosswalk leg subject to analysis by staff regarding pedestrian volumes and impact on traffic signal phasing</u>



Design Details
<ul style="list-style-type: none"> ▪ Refer to Appendix A: Pedestrian Design Guidelines for details ▪ School-area signage should conform to standards set out in MUTCD Chapter 7 and MUTCD CA Supplement

Cost Estimate and Potential Funding Sources
<p>Total estimated cost: \$4950,000 (this estimate includes the installation of pedestrian countdown signals) Potential funding sources: TDA Article III, ACTIA Measure B, Safe Routes to School</p>

- IMPROVEMENTS SINCE 2006:**
- High visibility crosswalks

WHIPPLE ROAD BETWEEN RAILROAD AVE. AND MISSION BLVD. - IMPROVE PEDESTRIAN CROSSINGS

Project Description	Location P-21
<p>Four signalized intersections and several uncontrolled intersections exist along this portion of Whipple Road. A comprehensive set of pedestrian crossing improvements will help enhance pedestrian safety along this portion of Whipple Road for the community. In previous years, Barnard-White Middle School had contributed a significant amount of pedestrian traffic to the area. In 2008, the school was closed down. The New Haven Unified School District is currently leasing out the space to a variety of smaller, private schools.</p>	

Graphic	
	<div style="text-align: right;"></div> <p>Issues:</p> <ul style="list-style-type: none"> ▲ High volume of pedestrian activity, especially school-aged children ▲ Heavy traffic on Whipple Road <p>Improvement Options:</p> <ul style="list-style-type: none"> ▪ Pedestrian warning signage at uncontrolled crosswalks (school area warning signage within school zone) ▪ Curb extensions or reduced corner radii at intersections ▪ Pedestrian countdown signals at all signalized intersections ▪ Feasibility study to analyze potential for new signalized intersection along the easterly portion of Whipple Road

Design Details
<ul style="list-style-type: none"> ▪ Refer to Appendix A: Pedestrian Design Guidelines for details




Cost Estimate and Potential Funding Sources
<p>Total estimated cost: \$311561,000 (this estimate includes installation of pedestrian countdown signals at two locations)</p>
<p>Potential funding sources: TDA Article III, ACTIA Measure B, Safe Routes to School</p>

IMPROVEMENTS SINCE 2006:

- High visibility crosswalks
- ~~Relocation~~ Placement of pedestrian pushbuttons [to be more accessible](#)

FEASIBILITY STUDY TO ELIMINATE ON-STREET PARKING ON MAJOR ARTERIAL TO ACCOMMODATE BIKE LANES

Project Description	Location: Varies
<p><u>This study will assess the feasibility of eliminating existing on-street parking on major arterials in order to provide room for installation of bike lanes including protected bike lanes. In some cases, parking will only have to be removed at locations where it is currently creating a gap in the otherwise complete bike routes shown in the approved plan. The major arterials in the City that may be studied include: Alvarado Boulevard, Alvarado-Niles Road, Decoto Road, Dyer Street, Mission Boulevard, Whipple Road and Union City Boulevard. The feasibility study will need to address the impact to businesses and residents who currently utilize on-street parking.</u></p>	

Graphic	
 	<div style="text-align: right; margin-bottom: 10px;">  </div> <p>Issues:</p> <ul style="list-style-type: none"> ▲ <u>Street widths, along several of the major arterials in the City, that preclude the installation of both a bike lane and an adjacent shoulder for parking</u> ▲ <u>On-site parking causing gaps in identified bike lanes shown in the master plan</u> ▲ <u>Even at locations where a standard 5 ft. wide bike lane is striped on the left-hand side of a 7 ft. wide parking lane, there is concern that a bicyclist may get injured from opening car doors which can only be prevented by eliminating on-street parking</u> ▲ <u>Elimination of convenient short-term on-street parking may cause concern for some businesses that rely on easy access, such as convenience stores, etc.</u> <p>Improvement Options:</p> <ul style="list-style-type: none"> ■ <u>Conduct feasibility study to look at the options and ramifications of eliminating on-street parking to allow bike lanes. The options may include the following:</u> <ul style="list-style-type: none"> ○ <u>Widen roadways if funding is available to allow for the installation of bike lanes</u> ○ <u>Where appropriate, eliminate on-street parking that encroaches onto bike lanes, especially if most of the bike lane is available for its intended purpose</u> ○ <u>Where on-street parking is eliminated, consider the installation of buffered bicycle lanes</u> ○ <u>Install signage along parking shoulders and bike lanes as reminder to all users to exercise caution</u>

Design Details
<ul style="list-style-type: none"> ■ <u>Refer to Appendix B: Bicycle Design Guidelines for details.</u>
Cost Estimate and Potential Funding Sources
<p>Total estimated cost: \$100,000. Potential funding sources: TDA Article III, Alameda CTC Measure B</p>

RECOMMENDATIONS

Develop a Funding Source for the Bicycle Maintenance Program

Bicycling is an integral part of Union City's transportation network, and maintenance of the bikeway network should be part of the ongoing maintenance program for all City transportation facilities. As such, bikeway network maintenance should receive an appropriate allocation of the City's transportation maintenance funds. The City may also want to consider pursuing other methods of securing funding for bikeway and trail maintenance. Several cities have employed successful "Adopt-a-Trail" programs (described below), have implemented "recreational fees" on the purchase of recreational equipment in the city, or have established other fundraising activities. The funding could be used to develop a bicycle and pedestrian maintenance request system, which could take the form of an online form or hotline number that pedestrians or bicyclists could call to report maintenance problems with walkways and bikeways.

Community Bikeway Adoption programs are similar to the widely-instituted Adopt-a-Highway programs throughout the country. These programs identify local individuals, organizations, or businesses that would be interested in "adopting" a bikeway. Adopting a bikeway would mean that person or group would be responsible for maintenance of the bikeway either through direct action or as the source of funding for the City's maintenance of that bikeway. For example, members of a local recreation group may volunteer every other weekend to sweep a bikeway and identify and address larger maintenance needs. Or, a local bike shop may adopt a bikeway by providing funding for the maintenance costs. The managers of an adopted bikeway may be allowed to post their name on bikeway signs throughout the bikeway in order to display their commitment to bicycling in Union City.

5.6.4. EDUCATION PROGRAMS

This section covers future efforts to educate bicyclists and motorists, and efforts to increase the use of bicycles as a transportation alternative. Most education and encouragement programs and activities will likely be cooperative efforts between the City of Union City, the Union City Police Department, local school districts, Alameda County, and local bicycle groups such as the East Bay Bicycle Coalition.

| The City of Union City ~~and New Haven Unified School District~~ works in a variety of ways to educate children and adults on bicycle safety as described in Chapter 2. Unfortunately, statewide trends show that the lack of education for bicyclists, especially younger students, continues to be a leading cause of accidents. For example, the most common type of bicycle accident reported in California involves a younger person (between 8 and 16 years of age) riding on the wrong side of the road in the evening hours. Studies of accident locations around California consistently show the greatest concentration of accidents is directly adjacent to elementary, middle, and high schools.

Many less-experienced adult bicyclists are unsure how to negotiate intersections and make turns on city streets, and educational efforts should explicitly target these adults. In addition, Public Works and utility crews and residential and commercial builders should be provided with information on best methods of mitigation when working on or adjacent to bicycle facilities and roadways that may be used by bicyclists.

RECOMMENDATIONS

Continue and Expand Existing Education Programs

Existing school education programs should be continued and supported by a secure, regular funding source. A joint City/school district Safety Committee should be formed consisting of appointed parents, teachers, student representatives, administrators, police, active bicyclists and City staff whose task it is to identify problems and solutions, ensure implementation, and submit recommendations to the School Boards or City Council. This effort should ~~contribute support to the development of the existing~~ Safe Routes to School program.

~~Establish a Bicycle Driver's Training program for youth, adults and seniors. The program would consist of a certified cycling instructor providing practical instruction in correct cycling behaviors to reduce conflict and dangerous movements on the city's roadway system. This program would consist of several sessions and include on-road instruction, which distinguishes this program from the typical bicycle education workshops. There are similar programs being held at Castro Valley Adult School and Newark Junior High School. An estimated annual cost to run a pilot program would be in the range of \$20,000 to \$30,000 per year. There is also potential to integrate this program into the school district curriculum. Any bicycle training program offered through the schools would require New Haven Unified School District review and approval.~~

~~The Leisure Services Department should continue working with the East Bay Bicycle Coalition to hold free bicycle safety and training workshops. For adult education, develop local adult bicycle education and safety programs, such as the League of American Bicyclists courses. The City should consider partnering with other local jurisdictions to develop adult education programs.~~

For bicycle infractions (such as running stop signs), consider utilizing local League of American Bicyclists or other education programs as a “bicycle traffic school” in lieu of fines.

Post Bicycle and Pedestrian Education Information on City's Website

~~Modify the City's website to add a bicycle and pedestrian education component in multiple languages. Add a “Frequently Asked Questions” section to address the most commonly asked questions.~~

Provide Safety Handbook

A standard safety handbook format should be developed incorporating the best elements of current handbooks and made electronically available to each school district so they may be customized as needed. Schools should develop a circulation map of the campus and immediate neighborhood showing the preferred circulation and parking patterns and explaining in text the reason behind the recommendations. This circulation map should also be a permanent feature in all school newsletters. Bicycle helmet subsidy programs are available in California and should be used to provide low-cost approved helmets for all school-age children bicyclists.

Educate Motorists

Motorist education on the rights of bicyclists and pedestrians is virtually non-existent. Many motorists mistakenly believe, for example, that bicyclists do not have a right to ride in travel lanes and that they should be riding on sidewalks. Many motorists do not understand the concept of “sharing the road”

5. Recommended Improvements

with bicyclists, or why a bicyclist may need to ride in a travel lane if there is no shoulder or it is full of gravel, glass, or potholes. Educate motorists and others about the rights and characteristics of bicyclists through a variety of means including:

- Encourage bicycle safety as a part of traffic school curriculum.
- Produce a brochure on bicycle safety and laws for public distribution.
- Enforce existing traffic laws for both motorists and bicycles.
- Send an official letter to the Department of Motor Vehicles recommending the inclusion of bicycle laws in the driver's license exam.
- Develop and hold bicycle planning and design training for all transportation engineers and planners in the city.
- Work with towing companies and emergency clean up crews so they better understand the needs of cyclists.
- Work with contractors, subcontractors, City maintenance, and utility crews to ensure they understand the needs of bicyclists and follow standard procedures when working on or adjacent to roadways.
- Create public service announcements on radio and TV to promote the health and livability benefits of bicycling, as well as the detrimental effects of excessive motor vehicle use (e.g. pollution, traffic noise, congestion, loss of life and mobility) [in multiple languages](#).
- [Post information on the City's website in multiple languages](#).

Bicycle Patrol Unit

The Union City Police Department should consider establishing a regular Bicycle Patrol Unit. Bicycles are an excellent community policing tool, as officers on bikes are often viewed as more approachable, thus improving trust and relations between the citizens and police. Bicycle officers can work closely with citizens and other departments to address concerns before they become problems. In addition to the community policing benefits, bicycle officers can have a direct impact on bicycle safety by enforcing bicycle traffic laws (e.g. wrong-way riding, sidewalk riding, obeying traffic controls, children wearing helmets), and providing bicycle safety education.

5.6.5. ENCOURAGEMENT PROGRAMS

Encouragement programs are vital to the success of the Pedestrian and Bicycle Master Plan. Encouragement programs work to get more people out of their cars and on bicycles which will help to reduce traffic congestion and air pollution, as well as improve the quality of life in Union City. However, without community support, the City lacks the resources that are needed to ensure the success of encouragement programs over time. While the City of Union City's Public Works Department may be responsible for designing and constructing physical improvements, strategies for community involvement will be important to ensure broad-based support – which translates into political support – to help secure financial resources. Involvement by the private sector in raising awareness of the benefits of bicycling can range from small incremental activities by non-profit groups, to efforts by the largest employers in the City. Specific programs are described below.

5. Recommended Improvements

potential bicyclists. These events can also bring visitors to Union City that may also contribute to the local economy.

Bicycle Facilities Map

Producing a bicycle facilities map is the primary tool for showing bicyclists all the designated bikeways in Union City. The map should also show significant destinations, the location of bicycle parking facilities, and bicycle facilities in the neighboring communities. The location of bike shops, bicycle-friendly rest stops, public restrooms and water fountains may also be shown. Such advertising on the widely distributed map should also help to offset printing costs of the map. The map should be distributed as widely as possible at locations such as City offices, libraries, schools, bike shops and other recreational destinations, retail and commercial centers. The Bicycle Map should clearly show the type of facility (path, lane, or route) as well as include basic safety information.

Employer Incentives

Local agencies may offer incentives to employers who institute bicycle encouragement programs for employees. Efforts by employers to encourage more employees to bike to work may include sponsoring bike fairs and races, providing shower and locker facilities, and offering incentives to employees who commute by bicycle or walk by allowing for more flexible arrival and departure times. In addition, some employers may offer to pay transit costs or taxis fares for employees who bicycle to work during inclement weather. Incentives that local agencies offer employers that provide such programs may include air quality credits, lowered parking requirements, reduced traffic mitigation fees, or other means.

Bike-to-Work and Bike-to-School Days

The City of Union City should continue to participate in the annual Bike-to-Work day in May, in conjunction with the California bike-to-work week activities. City staff should continue to be present at “energizer” stations along the route. Local Bike-to-School days should be held annually in conjunction with bicycle education programs. The City should consider hosting other bicycle events unique to the Union City community that will encourage more and safer riding.

Marketing the Comprehensive Bicycle Development Plan

The success of the Union City Pedestrian and Bicycle Master Plan depends largely on the community’s acceptance and promotion of the Plan’s contents. In addition, City departments and commissions should incorporate the policies, objectives and spirit of the Master Plan into their respective projects and responsibilities. The following steps will help ensure the plan becomes a living document, helping shape Union City’s future.

- Distribute copies of the Plan to different commissions and committees within the City
- Distribute copies of the Plan to different City Departments including the Public Works, Police, Leisure Services, and Transit Departments.
- Provide copies of the City of Union City’s bicycle facilities map to local schools, bicycle and recreational groups, transit agencies, bicycle shops, and major employers identified on Table 2-1 of this Plan.

were confirmed, and any additional problems noted in the field, the consultant team developed recommendations to address the problem. In some cases, the identified problems could best be addressed with increased enforcement or other low-cost, non-engineering measures. In other cases, engineering improvements may be determined to be the most appropriate solution. Staff developed both short- and long-term recommendations: short-term recommendations focused on easy solutions that could be implemented relatively quickly; and long-term solutions are those that would require a greater amount of engineering/construction and a greater expense.

For each school area or intersection “hot spot” where engineering improvements were recommended, the consultant team prepared a conceptual plan to illustrate the proposed improvement on an aerial photograph. **Figure 6-3** shows the location of public schools within Union City, as well as the eight school locations. **Figures 6-4 through 6-10** show plans prepared for the different schools. The figures prepared for the pilot school (Figure 6-4 through 6-6) are slightly different than the figure prepared for the four additional schools (Figure 6-7 through 6-10) due to change in how the consultant prepared the maps. All of the figures include pertinent information related to “hot spots” and proposed improvements.

The SR2S Pilot School program was intended as a first step in a citywide Safe Routes to School effort. The process outlined above – identification of “hot spots,” field visit to assess problem areas, and development of conceptual recommendations – is intended to serve as a template to be used by other schools in implementing their own SR2S programs. Formation of a SR2S Team at each school is a crucial first step in the process, as it will allow the stakeholders to come together to set objectives, begin to identify the key problems and safety concerns, make a school-based commitment to solving problems, and start to develop solutions to improve the safety of children walking and bicycling to school. A similar process was utilized for the additional four schools analyzed in 2010.

At each pilot school evaluated in 2006 (Alvarado Elementary, Alvarado Middle, Bernard White Middle, and Cabello Elementary), the consulting team conducted a workshop where school staff, teachers, and parents were invited to participate. The workshop began with a brief “Visioning” exercise, in which participants were asked to describe their vision for improving walking and bicycling conditions at the school. Then the consultant team gave a brief presentation on Safe Routes to School, focusing on some of the key health and safety benefits of the program and providing an overview of some of the major tools under each of the 4 E’s. Following the presentation, the entire group went out into the field and observed the afternoon pick up period. This “walkabout” gave participants a chance to observe firsthand the walking, bicycling, and traffic conditions in front of the school, and to help describe some of the specific problems at the identified “hot spots.” Following the pick-up period, the group re-convened in the workshop room with aerial maps of the school site, and broke into small groups to discuss specific solutions to some of the problems that were identified on the walkabout. The workshop concluded by having each group giving a summary of their recommendations. A similar process was completed for analysis of the four new schools.

Cabello Elementary School was closed down in 2007 and Barnard-White Middle School was closed down in 2008, as part of the District’s efforts to deal with declining enrollment. However, these campuses are currently being utilized for academic-related activities. The former Cabello Elementary School campus has been repurposed and now houses the Cabello Student Support Center and New Haven Community Day School. Space at the former Barnard-White Middle School campus is being leased to a few different private schools. Given that the improvements identified on the SR2S plans have a broader benefits to all bicyclists and pedestrians in the neighborhood, as well as the fact that the school buildings are currently being used for academic-related activities, the school improvement plans for those sites have been left in this Master Plan as potential projects.

The following sections describe existing conditions and recommended improvements for each of the eight recommended pilot schools. As of 2011, the Public Works Department has completed the majority of the recommended improvements, which generally consist of the installation of high visibility ladder-style crosswalks and installation of new

safety signage. However, the recommended enforcement and policing issues continue to be addressed on an on-going basis.

6.8.1 ALVARADO ELEMENTARY SCHOOL

Figure 6-4 illustrates recommended improvements for Alvarado Elementary school.

Pick-up and drop-off activities are currently concentrated on Fredi Street in front of Alvarado Elementary.

Eliminate on-street staff parking in front of the school during the school day, and sign and stripe the entire curb between the bus loading zone and the first school parking lot driveway as a loading zone. This will increase the available curb space for pick-up and drop-off. Encourage school staff to park within the school parking lot, rather than on-street. Stripe a “Keep Clear” pavement marking in front of the existing bus pullout, to ensure buses are able to exit.

For the afternoon period, consider implementing a second pick-up zone on Horner Street. This would help to disperse the pick-up activities which are currently concentrated on Fredi Street. The school could designate the Horner Street pick-up area for certain letters of the alphabet or for certain grade levels, for instance students with last names “A through M” or students in grades 3-5 to be picked up on Horner Street. A staff person from Alvarado Elementary would need to be stationed on Horner Street to ensure that all students were picked up from this location.

Implement a system of active staff or student valets to ensure that pick-up and drop-off activities occur as efficiently as possible. In the morning, this includes making sure that students get out of the passenger side of the car as quickly as possible (without requiring the parent to park the car, get out and open the door for their child). In the afternoon, this includes making sure that vehicles pull forward in the pick-up zone to maximize the use of the available curb space, and that no parents park their car in the loading zone and leave the vehicle to go inside the school. The school should create and distribute an informational flyer for parents indicating the purpose of the valet system and how to use it efficiently.

Consider converting Fredi Street to a one-way street in the northbound direction between Horner Street and Smith Street. This could either be a permanent conversion or a temporary conversion that is only in effect during the school pick-up and drop off periods. By making Fredi Street one-way, this would eliminate motorists turning onto Fredi Street southbound from Smith, then making mid-block U-turns in front of the school to pick-up or drop-off their child. Having Fredi Street be one-way northbound would also improve traffic flows during the afternoon when the pick-up queue was at its peak. A traffic study would need to be conducted in order to determine the effect of the one-way conversion on local traffic conditions and determine impacts to residential access.

Enforcement is needed for traffic violations, including illegal u-turns, speeding, parking in bus stops and loading zones, and stop sign violations. A comprehensive set of school-area signage should be implemented in accordance with the MUTCD Chapter 7 guidelines, and the California Supplement to the MUTCD. In addition, all school-area crosswalks should be re-stripped as high-visibility ladder-style crosswalks.

As of 2011, high-visibility yellow ladder-style crosswalks have been installed at the majority of the recommended intersections and the majority of recommended signage has been installed.

6.8.2 ALVARADO MIDDLE SCHOOL

Figure 6-4 also illustrates recommended improvements for Alvarado Middle School.

The primary pick-up and drop-off areas for Alvarado Middle School are along Horner Street, Alvarado Boulevard, and within the school parking lot.

Horner Street is a cul-de-sac that dead-ends at Alvarado Boulevard. I—it functions relatively well for pick-up and drop-off operation, although some vehicles do make u-turns and three point turns using residential driveways, causing safety

concern for pedestrians. These violations should be targeted for enforcement, and the school should distribute information to parents recommending that they use the cul-de-sac turnaround to exit the street. The loading zone along Horner Street should be expanded with white curbs and signage, and the school should encourage staff to park in the parking lot, rather than on-street.

Parents picking-up and dropping-off students along Alvarado Boulevard often use either the AC Transit/UC Transit bus pull-out, or stop along the street and block the bicycle lanes. The school should discourage pick-up and drop-off activity along Alvarado Boulevard, and enforcement of bus-stop and bike-lane violations should be enforced.

The sidewalk along the western portion of the school parking lot entrance should be widened; currently the amount of student pedestrians causes some students to walk in the driveway exit lane.

A comprehensive set of school-area signage should be implemented in accordance with the MUTCD Chapter 7 guidelines, and the California Supplement to the MUTCD. In particular, a 25mph school zone needs to be designated along Alvarado Boulevard. In addition, all school-area crosswalks should be re-striped as high-visibility ladder-style crosswalks. The crosswalks at the intersection of Fredi Street and Alvarado Boulevard are currently white and should be re-striped yellow.

As of 2011, high-visibility yellow ladder-style crosswalks have been installed at the majority of the recommended intersections and the majority of recommended signage has been installed.

6.8.3 BARNARD-WHITE MIDDLE SCHOOL

Figure 6-5 illustrates recommended improvements for Barnard-White Middle school.

At Barnard White, pick-up and drop-off activities occur in three primary places: in the school parking lot (accessible via Whipple Road); along Whipple Road near the school parking lot entrance (on both sides of the road); and along Tamarack Drive on the north side of the school property.

To improve pedestrian conditions for students crossing Whipple Road at the school entrance, the school should expand the paved area on the northwest corner to create a larger pedestrian waiting area. Currently pedestrians crowd onto the narrow sidewalk, and often stand in the landscaping or off the sidewalk in the school driveway because there is insufficient space to stand when waiting for the traffic signal to change to cross.

The school should consider installing a low fence barrier along the sidewalk adjacent to the school entrance driveway between Whipple Road and the first hallway entrance to the school. This barrier would serve two purposes: 1) to keep students on the sidewalk and not walking on the asphalt in the school driveway exit lane; and 2) to discourage parents from pulling up in front of the first hallway entrance and dropping-off or picking-up children within the driveway. All pick-up and drop-off within the main parking lot should occur in the more open areas farther back in the parking lot, and not in the constrained area near the parking lot entrance/exit.

The school should consider utilizing the asphalt playground in the back of the school as a pick-up/drop off area accessible from Tamarack Drive. Currently there are already driveway cuts in the sidewalk and gates in the fences where vehicles could enter and exit the playground. Particularly during the afternoon pick-up period, when vehicles need additional room to queue up to wait for students, this large paved area could be useful. The playground area did not appear to be utilized by students during these time periods. It is recommended that a loop be set up so that vehicles enter via one driveway, loop around to pick-up students, and then exit via another driveway. In order to minimize the

expense while testing the operation of this system, the school could use plastic cones or chalk on the pavement in order to delineate the loop. A staff monitor would need to be present in order to ensure the orderly flow of vehicles through the loop, and to ensure that students were waiting in the proper area for their parents to pull forward. Use of this area would not affect the use of the curb area along Tamarack Drive for the school buses.

The Union City bus stop located just west of the school's entrance driveway on Whipple Road needs to be striped and signed as a no parking zone, and this zone needs to be enforced. Currently this area is used by parents as a pick up waiting area in the afternoon; when the bus arrives students are forced to step out into the street to load into the bus because the bus is unable to pull to the curb. Other targeted enforcement priorities include speeding and other traffic violations along Whipple Road and Tamarack Drive.

The school may want to consider prohibiting all pick up and drop off on Whipple Road in front of the school. Whipple Road experiences heavy traffic congestion, and during the morning and afternoon periods there is substantial pedestrian activity at the crosswalk in front of the school entrance. Having private vehicle pick-up and drop-off occur adjacent to this area poses some safety issues. With additional pick-up and drop-off area in the school playground off Tamarack Drive, the school may be able to accommodate all pick-up and drop-off activity within the main parking lot, within the playground area, and along the curb on Tamarack Drive, and eliminate the need to have any pick-up and drop-off occur on Whipple Road.

A comprehensive set of school-area signage should be implemented in accordance with the MUTCD Chapter 7 guidelines, and the California Supplement to the MUTCD. In addition, all school-area crosswalks should be re-striped as high-visibility ladder-style crosswalks.

As of 2011, all crosswalks have been striped as high visibility yellow ladder-style crosswalks and all recommended signage has been installed.

6.8.4 CABELLO ELEMENTARY SCHOOL

Figure 6-6 illustrates recommended improvements for Cabello Elementary school.

At Cabello Elementary, pick-up and drop-off occurs primarily along Cabello Street and Regents Boulevard, with the heaviest activity concentrated on Cabello Street just south of the school parking lot driveway entrance. The school parking lot entrance is blocked by a chain during the pick-up/drop-off period so that parents cannot enter the parking lot. A parking lot at the corner of Cabello Street/Hall Ranch Parkway provides a pick-up/drop-off loop; this lot is used primarily for pick-up by parents of the afternoon kindergarten class.

Substantial pedestrian crossing activity occurs at the intersection of Regents Boulevard/Cabello Street in both the morning and afternoon period. Crosswalks are currently striped on all four legs of this intersection. During the afternoon, the pedestrian crossings contribute to the traffic congestion along Cabello Street, as vehicles wanting to turn right onto Regents Boulevard may be blocked by a steady stream of pedestrians crossing at this location.

The primary issue noted by parents and school staff is the heavy congestion and double parking along Cabello Street in front of the main school walkway during the pick-up period. This congestion can extend the length of Cabello Street between Hall Ranch Parkway and Regents Boulevard during the peak 10 to 15 minutes after dismissal. In general, recommendations to decrease the congestions (and improve pedestrian/bicyclist safety) involve dispersing traffic to other available pick-up points along the school perimeter. Additionally, the school should striping and signing white curb (school loading zone) along the heaviest school pick-up/drop-off points along Cabello Street and Regents Boulevard, to ensure that these curb areas are not utilized by staff or visitors for longer term parking.

The school has plans to construct a new off-street bus loop off Cabello Street south of the main school walkway. This new bus loading area will provide additional curb space along Regents Boulevard that can be utilized for pick-up.

The school should consider additional walkways from the southeastern buildings that connect out to Regents Boulevard. Staff should encourage parents of children with classrooms in the southeast part of the campus to pick up the children along Regents Boulevard, which is less congested than Cabello Street. Additional gates in the fence along Regents Boulevard should be provided to improve access. These gates could be locked during school hours for security.

Enhancements to the intersections of Cabello Street/Hall Ranch Parkway and Cabello Street/Regents Boulevard are recommended to improve pedestrian safety. At each location, it is recommended that the City consider installing curb extensions to shorten the crossing distance. High visibility crosswalks should be painted on all legs in these locations as well.

At the intersection of Hall Ranch Parkway and Dyer Street, it is recommended that curb extensions be installed to shorten the crossing distance across Dyer Street. High visibility crosswalks are also recommended for this location.

A comprehensive set of school-area signage should be implemented in accordance with the MUTCD Chapter 7 guidelines, and the California Supplement to the MUTCD. In particular, a 25 mph school zone needs to be designated along Dyer Street. In addition, all school-area crosswalks should be re-striped as high-visibility ladder-style crosswalks. The City should also add “Traffic Fines Doubled” placards to the school advanced warning signage to ensure that police can enforce the double fine zones within the school area.

As of 2011, high visibility yellow ladder-style crosswalks have been installed at the majority of the recommended intersections and the majority of recommended signage has been installed.

6.8.5 CESAR CHAVEZ MIDDLE SCHOOL

Figure 6-7 illustrates recommended improvements for Cesar Chavez Middle School.

At Cesar Chavez Middle, pick up and drop off occur primarily in the dedicated loading zone in the parking lot north of the school off Hop Ranch Road. Conflicts between pedestrians and exiting motorists regularly occur at the driveway. Motorists commonly block the crosswalk after exiting the parking lot. A crossing guard was stationed at this crosswalk during the 2010/11 school year.

Students living west of the school access the school on a path off Medallion Drive. No crosswalk is provided for students crossing Medallion Drive to access the path.

Alvarado-Niles Road at Hop Ranch Road has three public bus stops that Cesar Chavez Middle School students use and will use more often with the discontinuation of school bus service that was planned for the 2011/12 school year. One pedestrian collision occurred in this location between the years 2004 and 2009.

The challenges facing this school area include visibility at intersections, and lack of curb ramps at some intersections. The following improvements are intended to address these challenges.

Alvarado Niles Road at Medallion Drive improvements including improving pedestrian visibility and increasing the time pedestrians have to cross the intersection. The recommendations include installation of white continental crosswalks. Assembly C signage should be installed on east bound Alvarado Niles Road east of Medallion Drive. Pedestrian crossing

should be improved by retiming the crossing phase to 2.8 feet per second and audible pedestrian countdown heads should be installed on all intersection corners.

Medallion Drive at Kenita Way improvements includes relocating the existing Assembly D signage on southbound Medallion Drive and grinding the existing crosswalk.

Medallion Drive at the Union City Creek Trail crossing improvements are designed to improve pedestrian visibility and include installation of a high visibility school zone crosswalk and Slow School Zone Xing pavement legend. Assembly B signage should be installed at the crosswalk and D signing should also be installed on northbound Medallion Drive.

At the Alvarado Niles Road at Hop Ranch Road intersection the improvements are also designed to improve pedestrian visibility and to provide additional pedestrian space. It is recommended the north, west and south leg crosswalks be restriped as yellow continental. Audible pedestrian countdown heads should be installed and the signal phase timing should accommodate a 2.8 feet per second walking speed. The pedestrian waiting area on the southwest corner should be expanded.

The recommended improvements at Hop Ranch Road and Hop Ranch Court include restriping the crosswalk as yellow continental, installation of a curb ramp on the west end of the crosswalk, and installation of Assembly D signage on northbound Hop Ranch Road.

At Hop Ranch Road and Arizona Road, the crosswalk should be striped as yellow continental and Assembly B signage should be installed on northbound Hop Ranch Road.

As of 2011, several of the recommended crosswalks have been striped as high visibility yellow ladder-style crosswalks and several of the recommended signage projects have been completed. There are some remaining striping and signage projects that need to be completed along Alvarado-Niles Road, Dowe Avenue, Arizona Street and Medallion Drive.

6.8.6 KITAYAMA ELEMENTARY SCHOOL

Figure 6-8 illustrates the recommended improvements for Kitayama Elementary School.

At Kitayama Elementary, parents currently pick up and drop off students at the eastern bend of Sunsprite Drive, where students also cross at the eastern bend in the roadway. This area is heavily used because it provides direct access to the school entrance. No crosswalk is provided at this location.

The challenges facing this school area include visibility at unmarked and marked crossings and lack of curb ramps at some intersections. The following improvements are intended to address these challenges.

The recommended improvements include installation of a yellow continental crosswalk on the eastern bend on Sunsprite Drive supplemented with ten feet of red curb on either side of the crosswalk and Yield to Pedestrian and Assembly D signage. A curb ramp on the south end of the crosswalk should also be installed. Slow School Xing pavement legends and a 50 foot double center line are also recommended.

The existing yellow standard crosswalks at Winchester Drive and Medallion Drive, and Winchester Drive and Kitayama Drive should be restriped as continental yellow crosswalks to improve crosswalk visibility.

As of 2011, high visibility yellow ladder-style crosswalks have been installed at the intersections of Kitayama Drive and Winchester Drive and Winchester Drive and Medallion Drive. Recommended signage has also been installed.

6.8.7 PIONEER ELEMENTARY SCHOOL

Figure 6-9 illustrates recommended improvements for Pioneer Elementary School.

At Pioneer Elementary, pick up and drop off occurs in the dedicated loading zone that connects Rocklin Drive and Bel Aire Street. Nearby Regents Boulevard is a local collector street with limited sightlines due to the curving roadway.

The challenges facing this school area include motorist speed, visibility at unmarked and marked crossings and either a lack of or noncompliant curb ramps at some intersections. The following improvements are intended to address these challenges.

The City should consider yellow continental crosswalks on all three intersection legs and ADA compliant curb ramps at Jean Drive and Blythe Street.

At Jean Drive and Danville Street, yellow continental crosswalks on the south and west intersection legs should be installed to improve student visibility. 'Yield to Pedestrian' R1-6 signs should be installed in the Jean Drive crosswalk.

Yellow continental crosswalks should also be installed on the north and west legs of the Regents Boulevard and Jean Drive intersection.

It is recommended the Regents Boulevard and Rocklin Drive intersection include a number of improvements. Yellow continental crosswalks should be installed on the west and south intersection legs. Slow School Xing pavement legends should be installed 100 feet in advance of the Regents Boulevard crosswalk. Assembly B signage should be installed 150 feet in advance of the same crosswalk. Lastly, a curb ramp should be installed on the north end of the Regents Boulevard crosswalk.

Yellow continental crosswalks should also be installed at the Rocklin Drive and Bel Aire Street intersection on the north and west legs.

As of 2011, all crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed.

6.8.8 SEARLES ELEMENTARY SCHOOL

Figure 6-10 illustrates recommended improvements for Searles Elementary School.

At Searles Elementary, pick up and drop off occurs primarily on 15th Street. Many students walk to Searles Elementary as well as the nearby James Logan High School. The surrounding neighborhood has many uncontrolled intersections that warrant crosswalks. In addition, many high school students drive through this neighborhood. Crosswalks in the neighborhood are deteriorated and challenging to see.

The challenges facing this school area include visibility at unmarked and marked crossings and a lack curb ramps at some intersections. The following improvements are intended to address these challenges.

The recommended improvements at Sherman Drive and Colgate Drive include restriping the crosswalks to yellow continental and installation of a curb ramp on the east end of the north crosswalk leg.

At Sherman Drive and 15th Street, the existing crosswalks should be restriped as yellow continental.

Colgate Drive at G Street improvements include restriping the existing crosswalks as yellow continental and installation of a curb ramp on the south end of the west leg crosswalk.

The recommended improvements at G Street and 15th Street include restriping the existing three crosswalks as yellow continental

At G Street and 14th Street the existing four crosswalks should be restriped as yellow continental.

The 14th Street and H Street intersection improvements include restriping the crosswalks on the east, west, and south lefts of the intersection as yellow continental. Assembly D signage should be installed 150 feet in advance of the south leg crosswalk.

The recommended improvements at H Street and 15th Street include removing the crosswalk on the south leg and striping the north and eastern crosswalks as yellow continental. A curb ramp should be installed on the eastern end of the north intersection leg. Assembly B and D signage and Slow School Crossing pavement legend should be installed.

As of 2011, all crosswalks have been striped as high visibility yellow ladder-style crosswalks along and all recommended signage has been installed. There are some existing curb ramps that need to be upgraded to meet current ADA standards.

6.9. SAFE ROUTES TO PRIVATE SCHOOLS

Analysis of safe routes to and from private schools is as important issue. The recommended projects listed in this chapter are a result of a lengthy process of identifying schools, coordinating with school representatives and parents, performing walk audits to determine safety concerns, and identifying engineering solutions. The analysis completed in 2010 for the additional schools included in the current update was managed by Transform and Alta Planning staff with input from the City and New Haven Unified School District staff. The project was partially funded through the Safe Routes to Schools Alameda County Partnership programs. Due to the limitations of the funding sources, this program cannot be extended to private schools at this time. The City will consider studying the areas around private schools if grant funds become available or during the next comprehensive update of the master plan.

6.9.6.10. FUNDING

While much of the initial work involved in starting a SR2S program can be conducted by stakeholder team volunteers, funding is needed to plan and implement physical improvements, hold events, and develop and implement educational programs and materials. In addition to resources committed by Union City for programmatic and capital improvements, funding should be pursued from a variety of sources.

6.9.10.1 PROGRAM FUNDING

As Union City's SR2S program develops, funding is needed to support the overall program, including a paid staff coordinator, purchasing incentives, printing newsletters, staffing events, and developing educational materials. Both school-based and program-based funding will be essential for success. When program funding is pursued, it should be emphasized that a SR2S program improves the entire community by relieving traffic congestion, contributing to cleaner air, creating alternative transportation routes, and improving the health and safety of children and the entire community. In order to maintain and expand the program, new sources of funding need to be obtained. Other possible funding sources include:

- ***Corporations and Businesses.*** Local corporations and businesses may be able to provide cash, prizes, and/or donations, such as printing services, through community giving or other programs. Parents or other members of stakeholder teams may be a good source for contacting companies.
- ***Foundations.*** There are institutions throughout the country that provide funding to non-profit organizations. The Foundation Center is a national organization dedicated to collecting and communicating information about philanthropy in the U.S., and is an excellent source for researching potential foundation funding sources. Potential foundation funding sources can be searched by geographic region and by category. Some categories that may be applicable include transportation, health, environment, and community building.
- ***Individuals.*** Statistically, individuals give more money than corporations and foundations combined. A local fund drive can quickly reach a large number of people if outreach is conducted by stakeholder team members.

- **Events.** Many SR2S programs have raised funds by holding special events, often using a related themed event such as a walkathon or a bicycling event. More traditional fundraising efforts, such as bake sales, concerts, talent shows, etc., can also help raise funds.
- **Parent Teacher Associations (PTAs) and School Districts.** Many PTAs have funds to distribute to school programs, and often schools have their own safety funding sources. Stakeholder teams should work with local PTAs and school districts to see if there is a method for applying for a grant.
- **City and County Funds.** Some cities and counties allocate funds to support SR2S programs. Some also allocate a portion of their local Transportation Enhancement funds to SR2S educational programs.
- **State Funds.** Each state receives Federal Highway Safety Funds, also called 402 Funds. Although each state handles this program differently, most funding is available on a competitive basis for projects that increase road safety. In California, a variety of bicycle helmet subsidy programs are available and should be pursued to provide low-cost approved helmets for all school children who ride bicycles.

~~6-6.~~ 6.10.2 CAPITAL FUNDING

Capital funding for infrastructure improvements is available from a variety of sources. Usually, public agencies must initiate changes in the public right-of-way. The SR2S task force should work with the City to ensure that all potential funding sources are pursued, and can help prioritize projects for funding and implementation. In addition to funding projects as part of the Capital Improvements Program, some sources of funds that Union City may be able to pursue at the federal level include the Transportation Enhancements portion of the Transportation Equity Act for the 21st Century (TEA-21), and the Congestion Mitigation and Air Quality (CMAQ) funds also available through TEA-21. Several other funding opportunities for bicycle and pedestrian improvements exist through TEA-21.

At the state level, Caltrans' Local Assistance Program, Bicycle Transportation Account, and SR2S Account are potential sources of funding. Union City has successfully competed for SR2S funding in the past. Funds are also available from the California Walk to School Headquarters, a project of the California Center for Physical Activity within the California Department of Health Services. The City should continue pursuing funding aggressively for SR2S projects at pilot schools and other schools within the City. The Metropolitan Transportation Commission (MTC) and the Alameda County Congestion Management Agency (CMA) are responsible for distributing federal and state transportation funding within Alameda County. The Alameda County Transportation Improvement Authority (ACTIA) oversees Alameda County's Measure B sales tax revenues, a portion of which go to bicycle and pedestrian projects. The Bay Area Air Quality Management District has grant funds available for bicycle and pedestrian improvements as well.

~~6.10.~~ 6.11. RESOURCES

Below is a listing of key sources of information. Additional resources can be found from the NHTSA at: www.nhtsa.dot.gov/people/injury/pedbimot/bike/saferouteshtml/resources.html.

Safe Routes to School Clearinghouse

Center for Health Training
614 Grand Avenue, Suite 400
Oakland, CA 94610
Tel: 877-4SAFERT
www.4saferoutes.org

7.3. COST BREAKDOWN

A breakdown of cost estimates for the recommended projects are shown in Tables 7-1 through 7-4. The total cost to build-out the bicycle and pedestrian network is **\$7475,648,060,000**. However, the actual cost is somewhat lower since certain projects listed in Table 7-1 have been partially completed as noted.

As shown in Table 7-1, the total estimated cost of implementation of all Recommended High-Priority Projects is approximately **\$59,485,897,000**. For more information regarding these projects, see the project sheets listed in Chapter 5.

A breakdown of cost estimates for the Mid-Term Projects is presented in Table 7-2., and is estimated at approximately **\$7,184,000**. A breakdown of cost estimates for the Long-Term Projects is presented in Table 7-3, and is estimated at approximately **\$7,566,000**.

A breakdown of cost estimates for the Safe Routes to School project recommended in Chapter 6 is shown in Table 7-4. The total cost for implementing the recommended SR2S projects at the pilot schools is approximately **\$413,000**.

It is important to note the following assumptions about the cost estimates. First, all cost estimates are highly conceptual, since there is no feasibility or preliminary design completed, and second, unless stated, the costs do not include the feasibility study costs. More detailed cost estimates are completed by City staff at the time the project is chosen to move forward. It should also be noted that all costs are in 2006 dollars. Due to the similarity between 2006 and 2011 costs, the 2011 Master Plan update did not include any revised costs. The similarity in costs between years is mainly due to the current economic downturn that is keeping construction costs low.

All the projects are recommended to be implemented over the next two to twenty years, or as funding is available. The more expensive projects may take longer to implement. In addition, many funding sources are highly competitive, and therefore impossible to determine exactly which projects will be funded by which funding sources. Timing of projects is also something difficult to pinpoint exactly, due to the dependence on competitive funding sources and, timing of roadway and development, and the overall economy. The funding section in this chapter outlines some of the local, regional, state and federal funding methods and resources for non-motorized transportation projects.

Maintenance costs for the bikeway network will be relatively low due to the limited number of long Class I path facilities. The existing and recommended bikeway network is predominately made up of on-street bike lanes and routes that will be treated as part of the normal roadway maintenance program. As part of the normal roadway maintenance program, extra emphasis should be put on keeping the bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility or creeping into the roadway. The other typical maintenance costs for the bikeway network, as shown below in **Table 7-5** include the maintenance of signage, striping and stencils.

The total annual maintenance cost of the primary bike path system is estimated to be about \$100,000 per year when it is fully implemented. Bicycle facility maintenance costs are based on per mile estimate, which covers labor, supplies, and amortized equipment costs for weekly trash removal, monthly sweeping, and bi-annual resurfacing and repair patrols. Other maintenance costs include bike lane line and crosswalk restriping, sweeping debris, and tuning signals for bicycle and pedestrian sensitivity.

**Table 7-1
Recommended High-Priority Projects**

Project Location	From	To	Facility Type	Length (ft.)	Cost Estimate	Map Location
*Decoto/Meyers/Union Square	Intersection	Intersection	Ped/Bike	n/a	\$47,000	P-1
Union Square	Alvarado Niles Road	Decoto Road	Ped Corridor	2156	\$704,000	P-3
Alvarado Niles/Mann/Union Square	Intersection	Intersection	Ped/Bike	n/a	\$56,000**	P-4
Decoto Road	Mission Blvd	Fremont Border	Class II	8918	\$87,000**	B-2
Alvarado Niles/Dyer/Smith	NW corner	SE corner	Class I	n/a	\$162,000	B-3
Alvarado Niles/Dyer/Smith	Intersection	Intersection	Pedestrian	n/a	Included in Above	P-5
BART Station Area	BART	Shelton Property	Ped/Bike	890	\$35,000,000	B-5, P-55
I-880 crossing: Alvarado-Niles Road	Almaden Boulevard	Union Landing Boulevard	Class II	3,400	\$50,000	B-6
I-880 Crossing: Union City Creek Trail along Old Alameda Creek	I-880	I-880	Class I	180	\$70,000	B-7
Dyer Street	Union City Blvd.	Whipple Road	Class II/Class III	11580	\$261,000**	B-8
Dyer Street/Alvarado	Intersection	Intersection	Pedestrian	n/a	\$99,000**	P-25
Meyers Drive	Creek Trail near Civic Center	Decoto Road	Class II/Class III	1985	\$9,000	B-9
Meyers Drive	Alvarado Niles	Creek Trail near Civic Center	Class I	700	\$105,000	B-10
Whipple Road	Union City Blvd.	Mission Blvd.	Class II/Class III	11837	\$3,000,000**	B-11
Decoto Road	BART	Dumbarton Bridge	Class II	5300	\$15,000	B-13
*Meyers Drive	Alvarado Niles Road	Decoto Road	Pedestrian	1985 Plus 875 (sidewalk gap)	\$772,000**	P-7
Union City Blvd.	Smith Street	Fremont Border	Class II/Class III	12920	\$8,500,000	B-14
Union City Boulevard	Planned Gym	Bettencourt Way	Ped Corridor	1999	\$1, 437 148,000	P-8
*Decoto Road	Mission Blvd.	Fremont Border	Ped Corridor	9085	\$2,962,000	P-9
9th and Decoto	Intersection	Intersection	Pedestrian	n/a	\$56,000	P-10

Project Location	From	To	Facility Type	Length (ft.)	Cost Estimate	Map Location
*7 th and Decoto	Intersection	Intersection	Pedestrian	n/a	\$66,000	P-11
*5 th and Decoto	Intersection	Intersection	Pedestrian	n/a	\$50,000	P-12
Decoto and Perry	Intersection	Intersection	Pedestrian	n/a	\$59,000	P-13
Mission Blvd.	Hayward Border	Fremont Border	Class II/Class III	11672	\$700,000**	B-15
Mann Avenue	Perry Road	Alvarado Niles Road	Class II/Class III	1374	\$14,000	B-16
*Alvarado Niles and Meyers	Intersection	Intersection	Pedestrian	n/a	\$4950,000 **	P-16
*Alvarado Niles/H/Royal Ann	Intersection	Intersection	Pedestrian	n/a	\$50,000**	P-17
*Dyer Street	Whipple Road	Deborah Drive	Ped Corridor	9429	\$3,714,000	P-18
Smith Street	Union City Blvd.	Dyer/Alvarado Niles	Ped Corridor	2866	\$665,000	P-19
Royal Ann Drive/H Street	Perry Road	6th Street	Class II/Class III	6408	\$57,000	B-18
6th Street	H Street	Whipple Road	Class II/Class III	3165	\$27,000	B-19
Alvarado Niles Road Crossing near Western	Alameda Creek Trail	Dry Creek Trail	Class I	n/a	\$100,000	B-20
Whipple Road	Railroad Avenue	Mission Blvd.	Pedestrian	n/a	\$314561,000 **	P-21
Horner/Veasy Streets	Alvarado Blvd.	Bay Trail	Bay Trail Connector	6064	\$131,000	B-21
Turk Island Trail	Turk Island	Turk Island	Class I (bike/ped)	n/a	\$300,000	P-51
Lowry Road	Union City Boundary Line	Fremont Boundary Line	Ped Corridor	120	\$150,000	P-54
Feasibility Study for Removal of Parking Lanes along City's Major Thoroughfares	Varies	Varies	Bicycle	N/A	\$100,000	N/A
TOTAL HIGH-PRIORITY PROJECTS COST ESTIMATE					\$59,485,897,000	
<i>Cost estimate totals rounded to the nearest \$1,000.</i>						

* Indicates project may qualify for Safe Routes to School Funding

** Indicates a portion of the project has been completed since 2006. See project sheet for a list of completed improvements. Estimated costs are listed for entire project.

**Table 7-4
Recommended Safe Routes to School Projects,
Based on School Site Visits Listed in Chapter 6**

Project Description	Intersection/Roadway	Location	Cost Estimate
Alvarado Elementary and Alvarado Middle School*			\$32,100
Extend school loading zone along Fredi	Fredi	Elementary School Frontage	\$2,850
Stripe “Keep Clear” pavement marking in front of bus exit	Fredi	Bus pull-out exit	\$1,500
Stripe high-visibility crosswalks at Fredi/Smith	Fredi/Smith	All legs	\$3,000
Stripe high-visibility crosswalks at Fredi/Horner	Fredi/Horner	All legs	\$4,000
Restripe white crosswalks to high-visibility yellow at Fredi/Alvarado	Fredi/Alvarado	All legs	\$4,000
Extend School loading zone along Horner	Horner	Middle School frontage	\$3,550
Widen Sidewalk at Middle School Entrance	School entrance drive	Alvarado Boulevard	\$7,200
Stripe high-visibility crosswalks at school entrance/ Alvarado	School entrance drive	Alvarado Boulevard	\$4,000
Replace school area signage with Fluorescent Yellow Green throughout school zone	Various	Various	\$2,000
Barnard White Middle School*			\$18,000
High visibility crosswalk	Tamarack	Existing crosswalks at Sumac, mid-block, and Pulaski	\$3,000
High visibility crosswalk	Ithaca	Tamarack	\$1,000
High visibility crosswalks	Ithaca	Whipple (2 legs)	\$2,000
High visibility crosswalk	Whipple	Railroad tracks	\$1,000
High visibility crosswalk	Whipple	School entrance	\$1,000
Crosswalk and warning signage	Various	Various	\$3,500
No Parking striping/signage in bus zone	Whipple	Union City Transit Bus Stop	\$1,100
Widen sidewalk along school entrance and at corner of Whipple/school entry	School entry	Whipple	\$5,400
Cabello Elementary*			\$189,000
Add fourth crosswalk leg and high visibility striping at Cabello/Hall Ranch	Cabello/Hall Ranch	All legs	\$4,000
Curb extensions at Cabello/Regent	Cabello/Regent	All legs	\$60,000
Extend school loading zone along Cabello and Regents	Cabello and Regents	Along school frontage	\$8,000
Curb extensions at Dyer/Deborah	Dyer/Deborah	All legs	\$100,000
High visibility crosswalks at Dyer/Deborah	Dyer/Deborah	Three legs	\$3,000
High visibility crosswalks at Dyer/Regents	Dyer/Regents	All legs	\$4,000
Speed feedback sign on Dyer	Dyer	Along park frontage	\$10,000
New walkway to school buildings from Regents frontage	East corner of school	Regents frontage	\$9,000

7. Implementation

Project Description	Intersection/Roadway	Location	Cost Estimate
Cesar Chavez Middle*			\$58,200
Restripe crosswalks as white continental.	Alvarado-Niles Road/Medallion Drive		NA
Install audible pedestrian countdown heads on all corners of the intersection.	Alvarado-Niles Road/Medallion Drive		NA
Install Assembly C signage on eastbound Alvarado-Niles Road 100 feet east of Medallion Drive.	Alvarado-Niles Road/Medallion Drive		NA
Move existing Assembly D signage on southbound Medallion Drive at Kenita Way to Brenda Way.	Medallion Drive/Brenda Way		NA
Grind existing crosswalk on Medallion Way at Kenita Way.	Medallion Drive/Brenda Way		NA
Stripe yellow continental crosswalk at trail crossing.	Medallion Drive/North of Chester Drive		NA
Install SLOW SCHOOL XING 100 feet in advance of crosswalk.	Medallion Drive/North of Chester Drive		NA
Install Assembly B signage at crosswalk.	Medallion Drive/North of Chester Drive		NA
Install Assembly D signage on northbound Medallion Drive 150 feet in advance of crosswalk.	Medallion Drive/North of Chester Drive		NA
Evaluate pedestrian timing to accommodate pedestrian crossing and traffic movement as needed.	Medallion Drive/North of Chester Drive		NA
Restripe crosswalks on west and south legs as yellow continental.	Alvarado-Niles Road/Hop Ranch Road		NA
Install audible pedestrian countdown heads at ends of crosswalks.	Alvarado-Niles Road/Hop Ranch Road		NA
Expand pedestrian waiting area on southwest corner.	Alvarado-Niles Road/Hop Ranch Road		NA
Restripe crosswalk as yellow continental.	Hop Ranch Road/Hop Ranch Court		NA
Install Assembly D on southbound Hop Ranch Road 150 in advance of crosswalk.	Hop Ranch Road/Hop Ranch Court		NA
Construct curb ramp on west end of crosswalk.	Hop Ranch Road/Hop Ranch Court		NA
Restripe crosswalk as yellow continental.	Hop Ranch Road/Arizona Road		NA
Install Assembly D on northbound Hop Ranch Road 150 in advance of crosswalk.	Hop Ranch Road/Arizona Road		NA
Restripe crosswalks as white continental.	Alvarado-Niles Road/Dowe Ave		NA
Stripe yellow continental crosswalks on east and south legs of intersection.	Dowe Avenue/Condor Drive		NA
Install Assembly B signage at crosswalk.	Dowe Avenue/Condor Drive		NA
Install 'SLOW SCHOOL XING' pavement legend 100 feet in advance of south leg crosswalk.	Dowe Avenue/Condor Drive		NA

Project Description	Intersection/Roadway	Location	Cost Estimate
Install Assembly D signage 150 feet in advance of south leg crosswalk.	Dowe Avenue/Condor Drive		NA
Stripe yellow continental crosswalks on west and south legs of intersection.	Dowe Avenue/Arizona Road		NA
Kitiyama Elementary *			\$33,300
Stripe yellow continental crosswalk 90 degrees to curb face.	Sunsprite Drive	East bend	NA
Stripe curb red ten feet on both sides of crosswalk.	Sunsprite Drive	East bend	NA
Install 'SLOW SCHOOL XING' pavement legend markings 100 feet in advance of the crosswalk.	Sunsprite Drive	East bend	NA
Stripe 50 feet yellow double center line on both sides of crosswalk.	Sunsprite Drive	East bend	NA
Install Assembly B signage at crosswalk.	Sunsprite Drive	East bend	NA
Install in-street YIELD to pedestrian sign in crosswalk.	Sunsprite Drive	East bend	NA
Install Assembly D signage 150 feet in advance of crosswalk.	Sunsprite Drive	East bend	NA
Construct curb ramp on south end of crosswalk.	Sunsprite Drive	East bend	NA
Remove existing SCHOOL XING sign on westbound Mirabella Drive.	Mirabella Drive	Sunsprite Drive	NA
Restripe existing crosswalks as yellow continental.	Winchester Drive	Kitiyama Drive	NA
Restripe existing crosswalks as yellow continental.	Winchester Drive	Derby Street	NA
Pioneer Elementary *			\$54,900
Stripe yellow continental crosswalks on all legs of intersection.	Jean Drive	Blythe Street	NA
Construct curb ramps on the north ends of the Jean Drive crosswalks.	Jean Drive	Blythe Street	NA
Upgrade existing curb ramps on the south east and south west corners of the intersection to meet ADA standards.	Jean Drive	Blythe Street	NA
Stripe yellow continental crosswalks on the west and south legs of the intersection.	Danville Street	Jean Drive	NA
Install YIELD to pedestrian in-street signs in the Jean Drive crosswalk.	Danville Street	Jean Drive	NA
Stripe yellow continental crosswalks on the north and west legs of the intersection.	Regents Boulevard	Jean Drive	NA
Stripe yellow continental crosswalks on the west and south legs of the intersection.	Regents Boulevard	Rocklin Drive	NA
Install 'SLOW SCHOOL XING' pavement legend markings 100 feet in advance of the Regent Boulevard crosswalk.	Regents Boulevard	Rocklin Drive	NA
Install YIELD to pedestrian in-street signs in the Regents Boulevard crosswalk.	Regents Boulevard	Rocklin Drive	NA
Install Assembly D signage 150 feet in advance of the Regents Boulevard crosswalk.	Regents Boulevard	Rocklin Drive	NA

7. Implementation

Project Description	Intersection/Roadway	Location	Cost Estimate
Construct a curb ramp on the north end of the Regent Boulevard crosswalk.	Regents Boulevard	Rocklin Drive	NA
Stripe yellow continental crosswalks on the west and north legs of the intersection.	Rocklin Drive	Bel Aire Street	NA
Construct curb ramp on the south end of Rocklin Drive crosswalk.	Rocklin Drive	Bel Aire Street	NA
Searles Elementary *			\$27,800
Restripe crosswalks on north and east legs of intersection as yellow continental.	Colgate Drive	Sherman Drive	NA
Construct curb ramp on east end of north leg crosswalk.	Colgate Drive	Sherman Drive	NA
Restripe crosswalk on west and south legs of intersection as yellow continental.	15th Street	Sherman Drive	NA
Restripe crosswalks at west and north legs of intersection as yellow continental.	Colgate Drive	G Street	NA
Construct curb ramp at south end of west leg crosswalk.	15th Street	G Street	NA
Restripe crosswalks on north, south and west legs of intersection as yellow continental.	15th Street	G Street	NA
Restripe all crosswalks as yellow continental.	H Street	14th Street	NA
Restripe crosswalks on east, west and south as yellow continental.	H Street	14th Street	NA
Remove crosswalk on south leg of intersection.	H Street	14th Street	NA
Stripe yellow continental crosswalk on north leg of intersection.	H Street	14th Street	NA
Construct curb ramp at east end of north leg intersection.	H Street	14th Street	NA
Paint immediate 10 feet of curb south of curb ramp red.	H Street	14th Street	NA
Install Assembly B signage at north leg crosswalk.	H Street	14th Street	NA
Install 'SLOW SCHOOL XING' pavement legend on northbound H Street 100 feet in advance of north leg crosswalk.	H Street	14th Street	NA
Install Assembly D signage on northbound H Street 150 feet in advance of north leg crosswalk.	H Street	14th Street	NA
Restripe crosswalk on east leg of intersection as yellow continental.	H Street	14th Street	NA
Restripe crosswalks on east, west and south legs of intersection yellow continental.	H Street	15th Street	NA
Install Assembly D signage 150 feet in advance of south leg crosswalk.	H Street	15th Street	NA
TOTAL SR2S PROJECTS COST ESTIMATE			\$413,300

* Indicates a portion of the project has been completed since 2006. See Chapter 1 and 6 for a list of completed improvements.

Exhibit B
Initial Study and Negative Declaration for 2006
Pedestrian and Bicycle Master Plan Adoption

City of Union City
Economic & Community Development Department
34009 Alvarado-Niles Road
Union City, CA 94587
Telephone No.: 510-675-5319
FAX No.: 510-475-7318

Draft Negative Declaration

Project Title: City of Union City Pedestrian & Bicycle Master Plan

Project Description: The City of Union City has prepared a Pedestrian & Bicycle Master Plan (Plan) which identifies existing and proposed pedestrian and bicycle trails and routes within Union City. The Plan also provides a list of improvement projects to provide a complete pedestrian and bicycle network within the City and serves as a guide for prioritization of future pedestrian and bicycle projects. Lastly, the Plan provides background information regarding existing conditions relating to pedestrian and bicycle facilities, overview of policy context, and a needs analysis for pedestrian and bicycle facilities. The Plan will assist the City in obtaining regional, state, and federal funding for construction of the projects identified in the plan

Project Location: City-wide

Finding: City of Union City staff has reviewed the Initial Study for the project, and based upon substantial evidence in the record, including the attached Initial Study, the City finds that the proposed project could not have a significant effect on the environment.

Carmela Campbell

September 11, 2006

Carmela Campbell
Senior Planner

Date

Copies of the Initial Study supporting the above findings are available at the City's Economic and Community Development Department, or by calling (510) 675-5319.

Attachment: Initial Study

CALIFORNIA ENVIRONMENTAL QUALITY ACT
ENVIRONMENTAL CHECKLIST FORM -- INITIAL STUDY

Project Title: City of Union City Pedestrian & Bicycle Master Plan

Lead Agency Name and Address:

City of Union City
Planning Division
34009 Alvarado-Niles Rd.
Union City, Ca 94587

Lead Agency Contact Person:

Carmela Campbell, Senior Planner
(510) 675-5316

Project location:

Citywide

Description of project:

The City of Union City has prepared a Pedestrian & Bicycle Master Plan which identifies existing and proposed pedestrian and bicycle trails and routes within Union City. The plan also provides a list of improvement projects to provide a complete pedestrian and bicycle network within the City and serves as a guide for prioritization of future pedestrian and bicycle projects.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None

I. BACKGROUND

The City of Union City has prepared a Pedestrian & Bicycle Master Plan (Plan) which identifies existing and proposed pedestrian and bicycle trails and routes within Union City. The Plan also provides a list of improvement projects to provide a complete pedestrian and bicycle network within the City and serves as a guide for prioritization of future pedestrian and bicycle projects. Lastly, the Plan provides background information regarding existing conditions relating to pedestrian and bicycle facilities, overview of policy context, and a needs analysis for pedestrian and bicycle facilities. The Plan will assist the City in obtaining regional, state, and federal funding for construction of the projects identified in the plan.

None of the future potential projects are currently being proposed for implementation. The projects will be built as funding and other opportunities become available and will require additional environmental review at that time. This Initial Study evaluates the projects on a programmatic level; additional CEQA review will be more detailed as construction level plans are developed for the projects listed in the Plan. All applicable federal, state and local regulations would apply to the design and construction of any facilities when actual projects are proposed.

The majority of the improvement projects listed in the Plan enhance existing City roadways and intersections by providing adequate bicycle and pedestrian facilities. The main categories of improvements include: intersection improvements to facilitate pedestrian crossings, improvement of pedestrian corridors along existing City roadways, installation / enhancement of existing / proposed Class 1, 11, 111 bicycle facilities along existing roadways and installation / enhancement of existing / proposed off-street pedestrian and bicycle facilities. The Plan also includes development of the Bay Trail along the westerly Union City boundary line. However, discussions with East Bay Regional Parks District (EBRPD) staff reveal that the alignment of this portion of the Bay Trail has not been finalized and may be moved substantially to the west outside of the Union City boundary line. When the alignment is finalized, EBRPD will be completing any environmental clearance documents necessary for development of this portion of the Bay Trail.

II. ENVIRONMENTAL IMPACT EVALUATION

Introduction: The following evaluation has been prepared to determine if the project may have a significant impact on the environment and whether a negative declaration or an EIR shall be prepared. For the purposes of this study, a significant impact shall mean a substantial or potentially substantial change in the physical environment.

Evaluations: A “No Impact” rating indicates that based upon the available information, the environmental coordinator has determined that there will be no impact on the environment. A “Less Than Significant Impact” rating indicates that the impact will be insignificant. A “Less Than Significant with Mitigation Incorporation” rating indicates that a specific change to the project (mitigation measures) could reduce the impact to a level of insignificance. A “Potentially Significant Impact” rating indicates that the impact may or will be significant.

Discussion: A description of the proposed mitigation measures and the factual data or evidence used to reach conclusions regarding impact significance follows each section under ‘Comments’. The impacts of the project are summarized in Section IV: Determination and Recommendation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				X

Discussion: The Project will not result in any significant aesthetic impacts. The majority of the proposed pedestrian and bicycle facilities listed in the Plan are proposed along existing roadways and intersections within the City. Development of these facilities would not substantially alter the existing built environment.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Discussion: The Project will not result in any significant impacts to agricultural resources. There are two areas within the City that are zoned “Agriculture”. One area is located within the eastern hillsides. The other is located along the southwesterly portion of the City adjacent to the Bay. None of the proposed pedestrian and bicycle facilities listed in the Plan are proposed in these areas except for the Bay Trail. However, the alignment of the Bay Trail has not been finalized. The East Bay Regional Parks District (EBRPD), who is responsible for the planning of the Bay Trail in this area, is considering relocation of the Bay Trail outside of the Union City limits. When the final trail alignment is determined, EBRPD will prepare an environmental clearance document that will adequately address any potential environmental impacts including those related to agricultural resources, if any.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Discussion: The Project will not result in any significant impacts to air quality. The Plan provides for a comprehensive pedestrian & bicycle network that will encourage people to walk and bicycle to destinations within the City and beyond and will consequently reduce automobile trips. Any reduction in automobile trips will improve air quality within the City.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CFDG or U.S. Fish and Wildlife Service?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion: The Project will not result in any significant impacts to biological resources. The majority of new pedestrian and bicycle facilities listed in the Plan are proposed along existing roadways and intersections within the City which do not provide habitat for any candidate, sensitive or special status species. As new off-street trail or bridge projects become funded, additional CEQA review will take place prior to development including the preparation of a Biological survey for projects that have the potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community or adversely impact any species identified as a candidate, sensitive, or special status species, if any.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource?				X
b) Cause a substantial adverse change in the significance of an archaeological resource?				X
c) Directly or indirectly destroy a unique				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
paleontological resource or site or unique geologic feature?				
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Discussion: The Project will not result in any significant impacts to cultural resources. The majority of new pedestrian and bicycle facilities listed in the Plan are proposed along existing roadways and intersections within the City. As new off-street trail or bridge projects become funded, additional CEQA review will take place prior to development including the preparation of a Cultural Resource Survey for projects that have the potential to have a substantial adverse effect on any historic, archaeological or paleontological resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Discussion: The Project will not result in any significant geologic impacts. The majority of new pedestrian and bicycle improvements listed in the Plan are on-grade pedestrian and bicycle facilities within existing developed areas. Development of any new facilities, including new pedestrian and bicycle bridges, will be evaluated in conformance with all applicable federal, state and local design and construction standards to ensure that all geologic and soil issues are adequately addressed. Additional environmental review may be required for specific projects.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Discussion: The Project will not result in any significant impacts that involve the use or release of hazardous materials. Furthermore, the project would not interfere with adoption of an emergency evacuation or response plan nor expose people to an increased risk associated with wildland fires.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Discussion: The Project will not result in any significant impacts to hydrology. The majority of new pedestrian and bicycle facilities listed in the Plan are proposed along existing roadways and intersections within the City. However, the westerly portion of Union City is subject to flooding due to its location adjacent to the San Francisco Bay. Any new pedestrian or bicycle facilities, including bridges, that are located within an area that is subject to flooding will be designed and constructed in conformance with all applicable federal, state and local regulations that assist in reducing the risk of injury or loss from flooding. Additional environmental review may be required when specific projects are proposed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				x

Discussion: The Project will not result in any significant land use impacts. The Plan provides a comprehensive pedestrian & bicycle network as required by the Transportation Element of the General Plan.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion: The Project will not impact any mineral resources within the City as no trails or paths are proposed in mineral resource areas.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE: -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion: The Project will not result in any significant noise impacts. The majority of new pedestrian and bicycle facilities listed in the Plan are proposed along existing roadways and intersections within the City. Addition of pedestrian or bicycle facilities in these areas will not result in any substantial increases in ambient noise. Temporary construction noise associated with construction of new facilities may impact adjacent residents and will be addressed, as appropriate, in any project-level environmental review. The City notes that any construction is required to conform to the City's Noise Ordinance, therefore potential noise impacts are not anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion: The Project will not result in any significant impacts regarding population and housing. The potential facilities and improvements proposed by the Plan would not result in displacement of existing housing or people nor induce substantial population growth.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

Discussion: The Project will not result in any significant impacts regarding public services. The potential facilities and improvements proposed by the Plan would not result in the need for any new or physically altered governmental facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

Discussion: The Project will not result in any significant impacts regarding recreational resources. The Plan provides additional recreational opportunities for the residents of the City which may result in extending the life of existing neighborhood parks. As projects that are listed in the Plan become funded, additional CEQA review will take place prior to development to adequately evaluate any adverse physical effects on the environment.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion: The Project will not result in any significant transportation / traffic impacts. The Plan provides for a comprehensive pedestrian & bicycle network that will encourage people to walk and bicycle to destinations within the City and beyond and will consequently reduce automobile trips. City staff thoroughly reviewed the Plan in conformance with applicable federal, state and local standards to ensure that the design of new pedestrian and bicycle facilities would not result in any traffic safety hazards. Additional environmental review will also be required as specific projects are proposed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Discussion: The Project will not impact nor require the construction of any new utilities or service systems.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?				X

The Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Furthermore, the project will not result in any cumulative impacts nor cause any substantial adverse effects on human beings either directly or indirectly.

IV. DETERMINATION AND RECOMMENDATION

On the basis of this initial evaluation:

X	<i>I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.</i>		
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.		
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.		
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.		
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.		
<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;"><u><i>Carmela Campbell</i></u> Carmela Campbell, Senior Planner</td> <td style="width: 40%; text-align: right;"><u><i>September 11, 2006</i></u> Date</td> </tr> </table>		<u><i>Carmela Campbell</i></u> Carmela Campbell, Senior Planner	<u><i>September 11, 2006</i></u> Date
<u><i>Carmela Campbell</i></u> Carmela Campbell, Senior Planner	<u><i>September 11, 2006</i></u> Date		

Attachment 2
Planning Commission Minutes Dated December 1, 2011

**CITY OF UNION CITY
MINUTES FOR THE REGULAR PLANNING COMMISSION MEETING
OF THURSDAY, DECEMBER 1, 2011, 7:00 PM
IN THE COUNCIL CHAMBERS OF CITY HALL
34009 ALVARADO-NILES ROAD, UNION CITY, CALIFORNIA**

- I. ROLL CALL: Chairperson Froilan (Roy) Panlilio, Vice-Chair Lee Guio,
Commissioners Raymond Gonzales Jr., Jo Ann Lew, Gurnam (Gary) Singh**

STAFF: Joan Malloy (Economic and Community Development Director); Carmela Campbell (Planning Manager); Farooq Azim (Principle Engineer); Kit Faubion (City Attorney); Kris Fitzgerald (Administrative Assistant).

- II. APPROVAL OF MINUTES: The regular Planning Commission Minutes of November 17, 2011 were approved as submitted.**

- III. ORAL COMMUNICATIONS: None.**

- IV. WRITTEN COMMUNICATIONS: None.**

- V. PUBLIC HEARINGS:**

A. CONTINUED HEARINGS: None.

B. NEW HEARINGS: None.

- VII. SUPPLEMENTAL STAFF REPORTS:**

A. CONTINUED REPORTS: None.

B. NEW REPORTS:

1. STUDY SESSION FOR PEDESTRIAN AND BICYCLE PLAN UPDATE.

Carmela Campbell, Planning Manager, gave the staff report.

Commissioner Guio thanked staff for the presentation and materials provided.

Commissioner Guio asked if the projects listed in the table as highest priority are listed in the order of their priority.

Ms. Campbell replied that the order of the projects is by location number and that the location numbers include either a "B, which stands for Bicycle, and a corresponding number" or "P, which stands for Pedestrian, and a corresponding number".

Commissioner Guio referred to the maps and asked if the proposed extension to Dyer Street is really going to happen or was just a wish.

Joan Malloy, Economic and Community Director, replied that the extension on Dyer Street to go under the freeway follows the alignment of a railroad spur that currently services a cement plant and it has been the long term goal of the City that if that spur track becomes available that it be converted, at a minimum to bicycle and pedestrian access, and possibly vehicular access to make a more direct connection to

another Union City retail center. Ms. Malloy stated that it would improve the connection between Union Landing and the Home Depot retail centers and take some of the pressure off of the Industrial Parkway SW intersection at Whipple Road.

Commissioner Lew asked what is the difference between yellow-striped and white-striped pedestrian crossings.

Farooq Azim, Principle Engineer, replied that typically the City uses yellow paint for crossings near schools.

Commissioner Lew asked if that includes private schools.

Mr. Azim replied that he does not know.

Commissioner Lew asked if there is anything in the plan that refers to “Complete Streets and Roads” because that is the term used by the Alameda County Transportation Commission in their plan.

Ms. Campbell replied that there is a plan to update the General Plan to include Complete Streets and how to implement the plan. Ms. Campbell stated that at some point language will be included in the Bicycle and Pedestrian plan about Complete Streets.

Commissioner Lew asked if it has to go the City Council before it can be included in the Bicycle and Pedestrian plan.

Ms. Campbell replied that Complete Streets would impact how the City designs streets and the City Council needs to understand the implications.

Ms. Malloy stated that Complete Streets looks at more than bicycles and pedestrians and staff will be working on it in the coming year. Ms. Malloy stated that it was important to have the Bicycle and Pedestrian plan updated to remain current with grant requirements should funding become available.

Commissioner Lew stated her opinion that bicycles belong on the streets, bicycles do not belong on the sidewalks, and pedestrians belong on the sidewalks. Commissioner Lew stated that she feels there is a conflict in the Bicycle and Pedestrian plan between the two modes of travel.

Ms. Malloy suggested adding a paragraph in the Bicycle and Pedestrian Master Plan identifying the Complete Streets requirement, not only at the State level but at the regional level and the City’s vision of incorporating it.

Commissioner Lew noted that the maps and diagrams were very hard to read and suggested that the drawings and diagrams be copied on 11” x 17” paper so they are easier to read.

Commissioner Lew noted that no matter how great crosswalks are striped there are still vehicles that do not stop until they are in the crosswalk which is very dangerous for the pedestrians. Commissioner Lew noted that many bicyclists are using crosswalks and they do not understand that bicyclists have no rights in a crosswalk. Commissioner Lew hopes that the City will look at creating crosswalks that have a line for vehicles to stop at that is before the crosswalk and hopes that this becomes a standard especially at some of the busier intersections.

Commissioner Lew referred to page 5-38, which contained an example of a crosswalk not fully painted at Meyers and Alvarado-Niles Road and asked why all four crossing are not painted with stripes.

Mr. Azim replied that there are several considerations before installing all four crossings. Mr. Azim stated that if all four sides are crosswalks then time has to be taken away from the vehicles for crossing. Mr. Azim stated that staff considers how many pedestrians use the crosswalk versus how many cars use the intersection and tries to balance the time between the two uses.

Commissioner Lew stated that she doesn't think that there should be vehicle parking along major arterials because there are sufficient parking lots and side streets available. Commissioner Lew stated that would free up space to be used for bicycle lanes and would be a lot safer than having bicyclists' riding alongside parked cars because of the safety issues.

Commissioner Lew stated that she has concerns about lighting and safety on trails for pedestrians and bicyclists. Commissioner Lew stated that she understands that the City does not have control over the Alameda Creek trail. Commissioner Lew asked how the police access trails or if they have access if there is a crime occurring. Commissioner Lew stated that the police need to have access to the trails.

Commissioner Singh stated that the public works departments do have keys for the gates but he is not sure if the police have the keys.

Commissioner Lew stated that the trails would be good for kids riding or walking to school.

Commissioner Lew suggested that the City improve the lighting along the trails to encourage their use.

Commissioner Lew referred to page 1-1, purpose of plan, and suggested adding jogging and running to bullet number 4 because that is also recreational use of the trails.

Commissioner Lew referred to page 1-8, that mentions a loop detector was installed on 11th Street but on page 2-7, at the bottom it states that there are no detector loops in Union City and the conflict needs to be fixed.

Commissioner Lew referred to page 2-13, Section 2.6 and mentioned that the East Bay Bike Coalition has bike safety classes at the Kennedy Center about once a year and that it should be updated in the plan.

Commissioner Lew noted on the same page at the bottom that BART goes to San Francisco and San Mateo counties and that should be updated in the plan.

Commissioner Lew suggested that every time an acronym appears for the first time it should be spelled out because not everyone knows all the acronyms.

Ms. Malloy stated that there is an appendix and glossary where all the acronyms are identified.

Commissioner Lew referred to page 5-65, section "Bicycle Facilities Map" and suggested when developing the map also include bicycle friendly coffee shops and rest stops.

Commissioner Lew referred to page 5-54, bicycle patrol units, and stated that she thinks this is the best idea in the whole plan. Commissioner Lew asked if the Police Department was going to implement this.

Ms. Malloy replied that it has been discussed but with the budget cuts and reductions in force it is probably less likely at this time.

Commissioner Lew stated that she thought that it would be cheaper and a better use of their time.

Ms. Malloy stated that the new substation at Alvarado Boulevard and Dyer Street the officers are spending more time walking the area.

Chairperson Panlilio stated that he thought that bicycle patrols would be a good idea and make the police more visible.

Commissioner Singh stated that the City did a great job, especially Public Works, putting in sidewalks. Commissioner Singh stated that improvements are still needed in the industrial area. Commissioner Singh asked why there are no bicycle lanes on Central Avenue or Whipple Road.

Mr. Azim replied that there is no reason and that the next time the streets is treated a bicycle lane should be installed.

Commissioner Singh stated that there needs to be more improvements in the industrial area and on Decoto Road.

Commissioner Singh noted that the City is encouraging people to use bicycles and walk but there are some areas, especially at Alvarado Boulevard and Union City Boulevard, Railroad Avenue at Whipple Road and Smith Street and Union City Boulevard, where crossing is like committing suicide. Commissioner Singh is especially concerned about the children that have to cross to get to school. Commissioner Singh agreed with Commissioner Lew about adding a new stop line to keep the cars out of the crosswalks. Commissioner Singh noted that most cars are not obeying the speed limits and asked if it was possible to put in those flashing signs to let drivers know how fast they are going and to encourage them to slow down.

Chairperson Panlilio suggested having patrol cars sitting at those intersections to slow drivers down and installing the flashing speed limit signs.

Commissioner Singh replied that you can't have police sitting there all the time. Commissioner Singh noted that vehicles are making illegal U-turns to drop off their children.

Commissioner Guio noted that there are two different facets here; one is enforcement and the other is planning. Commissioner Guio suggested having lights in the crosswalk that blink when someone is crossing.

Mr. Azim stated that the City is planning to install the flashing lights in the crosswalks along Smith Street next year.

Commissioner Singh referred to the Dry Creek trail and noted that there is an empty lot on Lewis Avenue and there is a lot of garbage in the lot and the trees are growing over the trail and it is scary to walk along there. Commissioner Singh suggested contacting the owner of the lot and asking them to trim the trees so that the trail is not so grown over.

Commissioner Singh clarified that the garbage is in the flood control canal.

Ms. Malloy replied that someone would contact the Flood Control district about this.

Commissioner Gonzales stated that he likes that Union City is updating the Bicycle and Pedestrian Master Plan.

Commissioner Gonzales stated his concerns for the safety of bicyclists and pedestrians.

Commissioner Gonzales stated that this is expensive and he hopes that there will be State and Federal grants available to help fund these projects. Commissioner Gonzales stated that he thinks the priorities should be around schools and shopping centers because these are areas of high foot traffic.

Commissioner Gonzales asked if private schools are considered differently than public schools when it comes to bicycle and pedestrian measures.

Ms. Malloy replied that she is not aware of any emphasis put on private schools. Ms. Malloy stated that she does know that there are a couple of private schools that are occupying the Barnard White School. Ms. Malloy stated that there were some improvements done in this area before Barnard White was closed. Ms. Malloy stated that the "Safe Routes to School" and the partnership with New Haven Unified School District has focused on the public school system.

Commissioner Gonzales stated that there are several private schools in Union City and they need attention from the City too.

Commissioner Gonzales stated that there are no pedestrian crosswalks in Union Landing and people are crossing anywhere and asked if there are any plans to improve the safety in Union Landing.

Ms. Malloy replied that there are no plans at this point because it is private property and the City can ask them to repaint some of the older and faded ones.

Commissioner Gonzales stated that the worst one is by the Starbucks near the Dyer Street entrance and at the corner where Starbucks is located.

Commissioner Gonzales noted that there is only one place for students to cross Whipple Road and that is near Barnard White School. Commissioner Gonzales noted that the only other place to cross would be at Mission Boulevard and staff should look at more crossings for students.

Commissioner Gonzales referred to Appendix B-26, stripping and bots dots, and suggested having buffer zones for the bicyclists to make it more comfortable to ride on the streets. Commissioner Gonzales agreed with Commissioner Lew about restricting cars from parking on major arterials. Commissioner Gonzales stated that if there were money he would make the buffer zones a high priority project.

Commissioner Gonzales agreed with the installation of safety features like flashing lights for pedestrians and street speed signs.

Commissioner Gonzales referred to map 5-7, in the intermodal station and asked if that was a suggested bicycle lane.

Ms. Campbell replied that is correct and it is also shown in Figure 5-2 as a pedestrian corridor.

Commissioner Gonzales stated that he remembers at a previous meeting where the commission did not want bicycles using that corridor because of the hazard to the pedestrians using the overcrossing. Commissioner Gonzales requested clarification if the commission had previously suggested routing the bicycles around the whole corridor and use Decoto Road to get to and from the BART station.

Ms. Campbell replied that the Commission has discussed that option and added that another suggestion by the commission was the installation of signage to note that people would need to get off of their bicycles. She further explained that the need for people to get off their bikes to get into the elevator would hopefully facilitate bicyclists walking their bicycles across the bridge.

Commissioner Gonzales suggested having both options in the Bicycle and Pedestrian Master Plan.

Ms. Campbell stated that both those connections are shown in the plan.

Chairperson Panlilio referred to page 3.1.5, Parking and Recreation Master Plan, and asked if this survey is still a representation of the Union City population.

Ms. Malloy replied that the survey was done in 1999 so there have been some changes.

Chairperson Panlilio noted that out of a population of more than 65,000 this is only .009 per cent of the population surveyed.

Ms. Malloy replied that the number of people surveyed is a statistically significant number and that it does not take a significant amount of surveys to have confidence that it is representative of the population. Ms. Malloy agreed with his point that the survey is outdated but they are expensive to do and this one was done when the Parks and Recreation Master Plan.

Chairperson Panlilio suggested that the survey needs to be updated.

Chairperson Panlilio asked what was the effect of New Haven Unified School District discontinuing their school bus program on the number of students bicycling and walking to school.

Ms. Malloy replied that there has been an increase in auto traffic of parents dropping off their children and about a 20-25% increase in bus ridership. Ms. Malloy stated that there have been some changes to the bus system to accommodate these changes.

Ms. Campbell stated that staff could ask Mr. LaPlante about the changes since the bus program was dropped.

Chairperson Panlilio referred to Smith Street and Dyer Street and noted that although there is a no U-turn sign he sees many people making U-turn there and maybe the sign is not prominent enough.

Mr. Azim replied that he will check on the signage.

Chairperson Panlilio stated that he thought the Plan was well done.

2. CLIMATE ACTION PLAN IMPLEMENTATION UPDATE.

Carmela Campbell, Planning Manager, gave the staff report.

The Planning Commissioners asked questions and provided feedback.

VIII. REDEVELOPMENT AND ECONOMIC DEVELOPMENT REPORTS: None.

IX. COMMISSION MATTERS:

- A. Follow-up on Planning Commission referrals to the City Council.
- B. Upcoming applications for the Regular Planning Commission meeting for December 15, 2011.

X. GOOD OF THE ORDER:

Commissioner Guio stated that he attended the special City Council study session on Horner/Veasby and that the area will stay the way it is for awhile longer and it will take a lot of money to improve the area.

Commissioner Lew stated that Dyer Road was repaved this year and she noted that the bicycle lane lines are fading and she would like them checked.

Chairperson Panlilio referred to the boundary area between Union City and Fremont along Lowry Road and noted that there is a disconnect at the sidewalk where pedestrians attempt to cross from one city to the other.

Mr. Azim replied that there is a plan but it has to be coordinated between the railroad, City of Fremont and Union City.

XI. ADJOURNMENT: 9:33 p .m.

APPROVED:

ROY PANLILIO, CHAIRPERSON

ATTEST:

JOAN MALLOY, SECRETARY

Attachment 3
Correspondence from Glenn Kirby



30520 Hoylake Street
Hayward, CA 94544-7314
(510) 487 2442
GKirby@Silcon.com

November 29, 2011

Carmela Campbell, Planning Manager
City of Union City
34009 Alvarado-Niles Road
Union City, CA 94587

Re: Pedestrian and Bicycle Master Plan

Thank you for the opportunity to comment on the Draft Pedestrian and Bicycle Master Plan. I understand that there will be a study session with the Planning Commission on December 1st and a BPAC meeting on December 6th. As I will be out of town on December 6th I am submitting comments in advance of the study session. The draft plan is very comprehensive and my comments are mostly supportive.

Union City's location in the center of southern Alameda County provides unique opportunities for regional transportation connections. The city has acknowledged these regional connections for transit and rail in the Intermodal Station District Plan. The Pedestrian and Bicycle Master Plan also provides an opportunity to acknowledge the central role the city can play in providing regional bicycle connections. There are significant gaps in the regional and county-wide bicycle plans for north-south corridors through the city and also in regional trail connections.

While the stated intention of the plan is to make bicycling and walking integral modes of transportation in the city by providing bike/ped facilities on local streets serving local residents, my comments generally address regional connections and the importance of closing gaps in regionally significant bicycle corridors. Several statements in the plan support these regional connections:

- Section 1.1 – Purpose – Commute Bicycling states that the location of this planning area “makes increased regional connectivity possible”.
- Section 1.3 – Vision - highlights the City's Third Transition in Land Use to Higher Density TOD.
- Section 1.3.1 highlights the institutional framework in support of bike & ped in the 2005 GP, including consideration of bicycles and pedestrians in all future projects.
- Section 3.1.3 refers to the adopted Climate Action Plan and the implementation of SB-375.

These sections provide a strong foundation for implementation of the plan. Gaps in regional bicycle corridors are located on major arterials or multi-agency trails, requiring coordination with other agencies. TOD works best when transportation infrastructure accommodates all

modes of travel equitably. Climate change is not accomplished locally, but can produce measurable results when approached regionally. Of course, the significant challenge is always funding:

- Section 1.1.2 discusses the need to satisfy the requirements of various funding programs.
- Section 7.4 lists a broad and extensive array of possible funding sources.

One key element missing from the requirements table is the need for adoption of a clear “Complete Streets” policy by the City. Many funding agencies, including ACTC and MTC are increasingly looking for a complete streets component in grant applications not only for bike/ped projects but also for more traditional roadway projects.

Section 4.6.2 Commuter Bicyclists. This section cites the City of Davis study and the successes that city has achieved in increasing bicycle usage. While this widely-cited study is valid in many regards, Union City’s location surrounded by other cities presents additional challenges to increasing ridership. I believe it is possible for Union City to attain a similar mode shift and a measureable reduction in VMT if it gives completion of cross-jurisdictional and regional facilities a high priority.

I support your list of high priority projects. I want to advocate for a few projects in particular:

- Union City Blvd from Smith St to Fremont. This major gap in a regional north-south cycling corridor has been a high priority for cyclists and cycling organizations for many years. I strongly recommend that a priority be given to funding and closing this gap.
- I-880 Undercrossing of the Creek Trail is also a good project that will encourage increased bike/ped usage. I recommend that a connection be made and signage provided from this trail in Casa Verde to the Union Landing Transit Center.
- Mission Blvd Class II/III for the entire length of Mission through the City. I support completion of this major north-south regional bicycle corridor.
- 6th Street from H to Whipple Road. This project will provide a significant local facility through the Decoto District between two elementary schools. It also provides an opportunity to connect the Station District to the Dry Creek trail mentioned below as a potential connector between the SF Bay Trail and the Bay Area Ridge Trail.
- Horner/Veazy Street Connection to the SF Bay Trail and the Turk Island Class I bike/ped trail are also good projects to have on the High Priority Project List.

One project that is on the Mid-Term Project list that I hope will be eligible for grant funding:

- Alameda Creek Bridge Crossing. This project will close a major gap in the SF Bay Trail with the crossing of Alameda Creek into Coyote Hills Regional Park. While this is a complex, multi-agency project I am confident that it would score highly on any competitive grant application. I recommend the City aggressively pursue funding for this project.

The Plan also addresses several significant trail connections and improvements. The City has the SF Bay Trail corridor on its western edge and the Bay Area Ridge Trail on its eastern limits. Opportunities exist to link these two regional trails encircling the entire Bay with “Spokes”, or connector trails. Alameda Creek Trail on the southern boundary of the City connects to the SF Bay Trail at Coyote Hills in Fremont and will eventually connect with the Bay Area Ridge Trail

east of Niles at the historic Vallejo Mill site in Fremont. Another opportunity exists within Union City to connect Bay and Ridge trails via Dry Creek Trail between Alameda Creek and Garin-Dry Creek Regional Park. Proposed projects that would accomplish this connector trail are:

- Alameda Niles crossing near Western will close a gap in this trail, providing a safe crossing between two sections of the trail.
- BART Undercrossing in Decoto District. I recommend adding this project to the list of mid- or long-term projects so that it may qualify for future funding. This project is discussed in the plan as being challenging due to the magnitude of the effort required. However, I see a possible opportunity to include this crossing within the future re-alignment of the tracks for the Capitol Corridor or within the scope of the future East Bay Greenway.
- Opening of the trail between Railroad and Whipple Roads. This section of the trail has been fenced for many years. I recommend considering opening this section and connecting to the existing trail at Barnard White Elementary School.
- Dry Creek Cottage. The connection between Mission Blvd north of Whipple to the east end of May Road would complete the cross town connection of this trail between Alameda Creek and Garin-Dry Creek Regional Park and that trail system to the Bay Area Ridge Trail.

Additional comments:

Section 3.11.1 Caltrans. This section did not adequately describe SR 238 along Mission Blvd.

Section 5.6.5 – Encouragement Programs - suggests employer incentive programs. I recommend that City Hall develop an incentive program for increasing bicycle and pedestrian commuting by city staff. This program should include secure Class I parking for employees to store bicycles during working hours. In the past, the few staff who commuted by bicycle either took their bikes into their offices or left them next to the loading dock in the basement.

Appendix Sections B.4.2 and B.5.2 discuss Class II or III bike facilities shared with vehicle parking. I recommend that any design standard for bike lanes shared with parked vehicles take into account what cyclists refer to as the “Door Zone”. Many cycling accidents and injuries occur, not from collisions with vehicles in the travel lane, but from car doors opened in their path by drivers not checking for cyclists in the bike lane. Cyclists are most comfortable when there is at least 2-1/2 to 3 feet of safe clearance from parked cars. This means that a cyclist should be able to safely pass parked cars without crossing over the lane marker and into the vehicle travel lane. Often, where there is limited ROW the bike lane is reduced to less than five feet to accommodate parking. This can create an unsafe condition for cyclists.

And finally, a comment about the Tactile Strips used at pedestrian curb ramps and intersection crossings: My elderly parents live in Union City at the Alma Via Assisted Living facility on Alvarado-Niles Road. They are both frail and rely on walkers for their mobility. The bright yellow tactile strips, installed to provide aide for visually impaired pedestrians, can bring both of my parents to a complete stop when the wheels of their walker strike the raised bumps. I have observed my parents and other residents of the facility searching for alternate routes in order to avoid ramps in front of the facility that were otherwise expressly designed for people with mobility problems. The current design of these tactile strips creates a barrier for frail people

with walkers.

While I live in Hayward, my home is in the New Haven School District and I frequently ride on the streets and paths of Union City. Before my retirement, I often commuted by bike to City Hall. Additionally, I am a member of several bicycle advocacy organizations; the Fremont Freewheeler Bicycle Club, the East Bay Bicycle Coalition, the East Bay Regional Park District's Park Advisory Committee, and I was on the board of the Bay Area Ridge Trail Council for many years. I am also a long-time member of the ACTC BPAC, which reviews grant applications for the portion of the sales tax in Alameda County dedicated to bike/ped projects under Measure B.

I look forward to the adoption and implementation of this plan and thank the city for the opportunity to comment.

A handwritten signature in black ink, appearing to read "Glenn Kirby". The signature is written in a cursive, flowing style with a large initial "G".

Glenn Kirby

Attachment 4
Correspondence from Barry Ferrier

Kristine Fitzgerald

From: Carmela Campbell
Sent: Thursday, December 22, 2011 10:40 AM
To: Kristine Fitzgerald
Subject: FW: **** Pedestrian And Bicycle Master Plan Draft - comments

From: Barry Ferrier
Sent: Wednesday, December 21, 2011 4:12 AM
To: ccarmpbell@unioncity.org; Carmela Campbell
Cc: Joan Malloy; Barry Ferrier
Subject: **** Pedestrian And Bicycle Master Plan Draft - comments

Subject:
Comments on:
City of Union City
Pedestrian And Bicycle Master Plan Draft - Dated November 2011
plus
General Comments of some existing conditions/problems (I left these out - will do later)

To:
Carmela Campbel
Planning Manager
Union City, CA

From:
Barry Ferrier
32212 Allison Drive
Union City, CA 94587
(510) 489-4767
bferrier2@cs.com

Carmela;

I still have not had time to read every line on every page. I did look at every page and read many of them but also had to skim over some of the narrative. I think you guys did a fantastic job. This is an excellent document that can be continued to be built on for future further improvements to the city. Please keep the finished document available on the web site. Anyone or business looking at this on the Internet is I am sure, going to be impressed with the City's efforts to improve the quality of life.

I left out my comments on existing conditions and problems, and only commented on those things I felt needed to be covered in the draft plan. I realize I am late, but I wanted to get my comments in while I still have them in mind. The items I left out can always be covered at a future meeting and talked about for possible solutions drawing upon all the good stuff you have in this plan.

Happy holidays to you Joan and the team and your families.

Barry
=====

This Plan is very important to the economic development and growth of Union City. Companies that are looking at this City to possibly move their business here are going to look at all the quality of life issues in the city. They are going to look at the mobility of the residents both for pleasure and for necessities. They are also going to look at ease of access to

amenities and safety. They will look at what the living conditions are. Most companies like to locate in a city where their employees would consider moving to in order to shorten their commute to work and they believe it is a place their families can be raised in a safe and sane environment. They want good schools for their children. They also want a very safe environment for their families.

Some Major Factors important to economic development that this plan can play:

- quality of life
- safety
- amenities
- effective transit
- a city web site that provides many types of resources and information
- places of interest that encourages people to walk and bike to
- interesting walking and biking paths and trails
- resource sources for bikers and pedestrians
- wide sidewalks in retail eating areas encouraging outdoor eating areas and tables (especially attractive for employees at lunch time - see downtown Walnut Creek)

Need to create destinations that attract walkers and bike riders.

- make the areas interesting
- put up historic information signs with narrative and pictures of the past, where appropriate and definitely on city website via GIS system

There should be a bike and ped section on the city web site that contains the following

- a GIS (graphic information system) layer accessible to the public with maps and routes
- a bike and ped education subsection of the web site
 - could have original educational material for all age groups (children, parents, seniors)
 - also links to bike and ped education and safety on other Internet sites
 - rules of the sidewalk and roads (ie: scooters, pre school bike and tricycle use, kids battery powered riding toys, etc.)
 - educational videos - many would be available on the Internet that could be linked to
- what type of reflective clothing is required and/or recommended both for pedestrians and bikers
- required and recommended lighting and reflectors for bikes
- where it is okay for all bikes to ride on the sidewalks (ie: parts of Union City Blvd.) - it would be nice to have signs posted
- possible resources or links for those people that English is not their first language
- also remember seniors may need reeducation just like for driving a car
- there should be a subsection on pedestrians and shopping carts
 - explain that it is a theft to take a shopping cart home
 - explain the cost to round up the carts and the stores to get them back
 - encourage people to buy themselves the personal shopping carts that can be folded up (show pictures of options)
 - many of these carts are left on the sidewalks or in the street and create a hazard to pedestrians, bikers, and cars

There should be programs to encourage seniors to walk more and ride bikes, since both will improve their health

Create pocket parks for walkers including benches to sit on

Where possible create places that seniors and other pedestrians can stop for a few moments sit and rest while walking

- besides benches, creating very low 12 to 18 inch walls, short in length, along sidewalks where there is nothing but fence
- also square blocks of concrete work well

Map of City showing resources for bikers and pedestrians - should be on the web site

- wash rooms and hours available
- drinking fountains
- bike lockers and racks

When this plan is completed, it should also be maintained on the City web site for all to see all the time

There should be restraining lines behind crosswalks to force drivers to stop before the crosswalk lines (many times car bumpers are into the crosswalks)

Attachment 5
**“Tri-City Car Bike Accident Analysis and
Recommendation Report” by Wynn Kageyama**

Tri City Car Bike Accident Analysis and Recommendations

Based on an independent study by Wynn Kageyama covering Fremont, Newark, and Union City, for the years 2006-2009.



Introduction:

These notes cover the technical presentation supporting an independent case by case study of all bicycle, and car-bike accidents reported to the California Highway Patrol SWIRTS system. This system is used statewide for accident reporting. Additional effort was performed by the author using google.com satellite images to attempt to duplicate and sketch the accident. Instances where insufficient information available were omitted from the study.

By understanding every accident, each was categorized by age, weather condition, lighting, and accident type. The last item uses categories defined by the first Cross study of car-bike collisions titled: Identifying Critical Behaviors Leading to Collisions Between Bicycles and Motor Vehicles, Kenneth D. Cross, Anacapa Sciences, Inc, Santa Barbara, California.

Additional effort was made to interpret the skill of each cyclist by asking the following question: if this driver were properly using traffic cycling behaviors, would this accident have occurred, or prevented? If it is determined that the accident in question was preventable it would be marked as such. If not, then that accident would be marked as not preventable.

It became obvious that the previous question also answers: are these cyclists using proper cycling behaviors? In other words how many of the cyclists made dangerous maneuvers?

In the following sections you will be provided with descriptions of the results, observations, recommendation, and action items the author suggests inserted to your Bicycle Master Plans on the city, county, state, and federal levels.

The author is an experienced certified cycling instructor called a League Cycling Instructor, teaching one-day seminars called Smart Cycling, Traffic Skills, Road 1, as a certified cycling instructor teaching the eighteen (18) hour Effective Cycling classes in adult schools, and 12 PE period junior high school Effective Cycling at the Intermediate Level programs. He is a traffic cycling engineer, having studied and analyzed numerous bicycle accidents and fatalities locally and to request changes to city engineers, Caltrans. In this capacity, he comments on Bicycle Master Plans, and revises roadway design standards to reduce ambiguity and errors embedded in the roadway design-cyclist specifications.

The Observation

For the four year period of 2006 to 2009, 270 car-bike accidents were analyzed in this study of Fremont, Newark, and Union City. Over that period, no one city showed any trend up or down for any particular year that indicated change. Each city had particular bad years, yet in no case could that be tend be duplicated in the neighboring city.

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Studying the accidents by age revealed partitioning of accidents by school age children on up to adulthood. A small number of accidents occurred at night, however this report did not probe deeper into the severity of the injuries.

The primary question to be answered is this: would this accident have been prevented or avoided if the cyclist had been using proper traffic cycling behaviors?

What are Proper Traffic Cycling Behaviors?

John Forester in his paper titled: Improving Bicyclist's Traffic Behavior by Changing National Attitudes, a paper presented at the 1988 Annual Congress of Institute of the Transportation Engineers states that the single cause of accidents to American bicyclists, both collisions between motor vehicles and bicyclists and other types of accidents, is the incompetence of the bicyclists involved. Forester distinguishes Americans from cyclists in other countries including Britain, France, and Italy in their approach to cycling. The final recommendation that Mr. Forester makes is that vehicular-cycling principles has sufficient evidence of it's effectiveness that is: cyclists fare best when they act and are treated as drivers of vehicles. (J. Forester, Effective Cycling).

Proper traffic-cycling behaviors fall into five basic principles as presented by John Forester in his book Effective Cycling:

1. Drive on the right side of the roadways, never on the left and never on the sidewalk.
2. When you reach an intersection more important or larger than the one you are on, yield to crossing traffic.
3. When you intend to change lanes or move laterally on the roadway, yield to traffic in the new lane or line of travel.
4. When approaching and intersection, position yourself with respect to your destination direction-on the right near the curb if you want to turn right, on the left near the centerline if you want to turn left, and between those positions if you want to go straight.
5. Between intersections, position yourself according to your speed relative to other traffic; slower traffic is nearer the curb, and faster traffic is nearer the centerline.

Mr. Forester in his publication, Effective Cycling Instructor's Manual, sixth edition 2008, explains the dreadfully low number of skilled traffic cyclists in America. The manual explains the requirements of an Effective Cycling program including what contribution education makes, responsibility of instructors, and the aspects and justifications to the courses.

Early Finding

In this study reflecting upon these five basic principles of traffic cycling the results are a majority of the car-bike accidents were avoidable with just modest proper traffic cycling behavior by the cyclist.

Over 80% of reported car-bike accidents in this study group are preventable. We found that the range was 88% for Newark, 91% for Fremont, and 92% for Union City. These findings are consistent with John Forester's claims from in his instructor's manual, and in the first Ken Cross study.

In addition to that, by reviewing the location of the reported accidents, over 80% of the accidents occur at or near intersections or at driveways. Few accidents occur between corners of the block. This is also

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consistent with the book Bicycle Transportation, first edition.

The initial findings indicate that Class II bike lanes do little to prevent car-bike accidents, and help to increase accident rates where they are installed. A Class II bike lanes are bike lanes with stripes and signage that state "Bike Lane". In most all cases the approach to the intersection may be improperly marked, and untrained cyclists would follow the painted line. Experienced traffic cyclists have learned to correctly solve the problem and disregard the painted and marked engineering errors to safely get to their destination.

Further considering the diagrams of each accident, the category, and lighting condition it became apparent these cyclists making dangerous maneuvers.

Root cause finding of car-bike accidents:

Cyclists that exhibit novice to beginner levels of proper traffic cycling behaviors are the major contributor to these accidents and collisions. It does not matter how much experience or years the cyclist has if they do not possess proper traffic cycling behaviors. This statement mirrors that of the published paper Improving Bicyclists' Traffic Behavior by Changing National Attitudes.

Observations

Youth accidents are clustered in predictable categories,

Accidents are almost entirely caused by lack of proper lack of proper traffic cycling behaviors,

Nearly always occur at or near an intersection or driveway,

That between intersections, cyclists are safer because they are driving in a straight line.

Behaviors not Education

The focus on this study is to consider what affect does a cyclist with just a modest amount of proper traffic cycling behavior benefit. Because the preventable accident rate are high, that with just reasonable amounts proper traffic cycling behaviors this amount could be much lower.

That amount can be quantified: reasonable cycling behaviors reduce accident rates by 80%,

Cyclists have low car-bike accident rates after graduating from Effective Cycling classes. This is proven by comparing initial student riding scores with final written and extensive road examinations. The results of my teaching these programs yield large amount of behavioral change with high levels of student satisfaction. This is supported in Forester's instructional manual.

The experience of cycling with better skilled cyclists teaches better cycling with a much lower accident rate.

Programs to reduce Cyclist Injuries.

John Forester's, the Effective Cycling Instructor's Manual, addresses accident prevention. The following programs lists reductions or increases to national accident rates. Some programs yield minimal accident prevention values, and some even increase rates of accidents. Only one can claim a substantial decrease in accident rates as shown below:

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Effective Cycling Program: -100,000 accidents nationally/year
Intersection improvement, -8,000 accidents nationally/year
Bicycle mechanical repair; -4,000 accidents nationally/year
Roadway widening; -2,000 accidents nationally/year
Bike safety classes: -50 accidents nationally/year
Bike Rodeos: 0 accidents nationally/year
Bikeways: +10,000 and probably much more accidents nationally/year

Effective Cycling programs by a wide margin is the major contributor to reducing car-bike accidents.

Current Bicycle Master Plans

Studying the Bicycle Master Plan in Fremont it was determined that 98% of funds of applied for grants submitted were for capital projects including Class II bike lanes, Multi-Use Paths, etc.

That in the same Master Plan, less than 2% of applied for grants are for all others, including any form of education or cycling programs.

Measure B county tax funds offer a bare bones "Bike Safety" programs at a level of about \$300,000 per year countywide. The balance of funds in the multi-millions of dollars are used to fund bike lane construction projects. It is estimated that an Effective Cycling program in Fremont would cost \$1.4M/year, Newark \$400K/year, and Union City around \$800K/year. This alone illustrates how underfunded and misunderstood proper cycling education is on the county level.

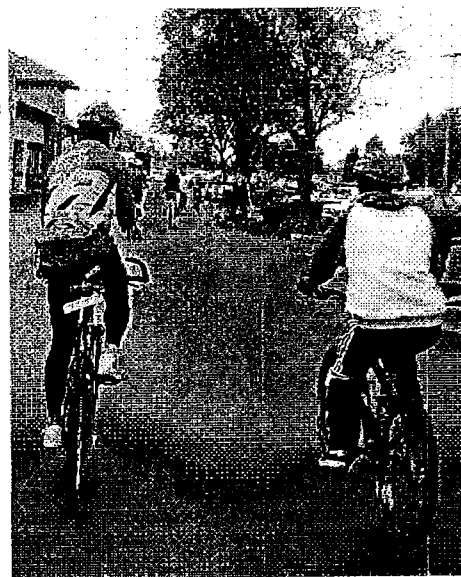
Bicycle Master Plans are being updated now in cities and counties to include more capital funding, and less cycling education funds. That is more of the same.

Results of the current and previous Bicycle Master Plans

In reviewing the Draft Alameda County Transportation Committee Bicycle Master Plan, from 2007 to 2008, bicycle involved accidents increased 27% county wide. This is a huge increase even though fatalities dropped which may be an anomaly.

Overlaying the results of this Tri Cities Accident study, it is estimated that 80% of the same accidents no matter fault are preventable with cyclists using proper traffic-cycling behaviors.

Bike lanes do not reduce cyclist accidents, with are a contributor to increase the number and the severity of the accidents. Addressing intersection design could reduce accident rates to some extent. This has been studied in by Forester in the book *Bicycle Transportation*, and in the paper [How America Imposed Bikeways](#).



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The same Alameda CTC Draft reports mentions that cyclist usage is still less than 2%. There is no change of increasing number of cyclists exhibiting proper traffic-cycling behaviors. There are reasonable indicators that cyclist skills have decreased.

Reflection and Realities

Cities and county Bicycle Master Plans should focus on goals and objectives that increase the number of cyclists exhibiting proper traffic cycling behaviors, and substantially reduce the amounts of preventable car-bike accidents with cyclists using proper traffic cycling behaviors.

Existing Bicycle Master Plans can be improved to utilize valuable taxpayer funds, by implementing Effective Cycling classes in the school system, reducing the number of preventable injurious to cyclists, and reducing inconvenient to motorists involved in these accidents.

Bike lanes by now have pretty much been built out, and that efforts should be made to determine which bike lanes increase rates of accidents which would necessitate their removal.

Designing roadway systems for beginners doesn't work, but upgrading their traffic cycling skills is a reasonable and worthwhile effort. The skills are long lasting.

Federal and Caltrans design standards for lane striping have never been validated or approved as fit for use by qualified Cycling Traffic Engineers or those familiar with cycling traffic engineering concepts.

The Bicycle Master Plan clearly state that the bikeways, and bike lanes are unproven and not a substitution for being properly skilled to ride a bike on public roads. That they do not make you safe. Nor are they instructions for use.

What Needs to be Done

Revise your city, county, and state Bicycle Master Plans to reflect that the goals and objectives should focus on increasing proper traffic cycling behaviors for all class of cyclists.

To substantially fund 15 and 20 PE school period unit programs in grades 3/5/7/9/11 with on-the-road Effective Cycling programs using qualified instructors who can teach every school year. Described by John Forester in the Effective Cycling Instructor's Manual.

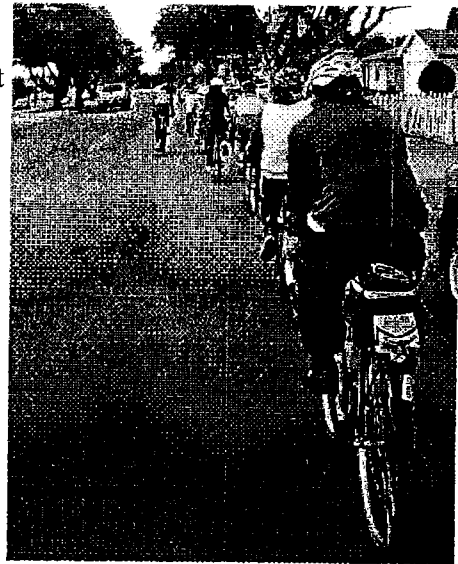
Focus on repairing built-in roadway defects and maintain wide outside curb lanes. Ref: J. Forester, Bicycle Transportation.

Acquire funding for similar 18-hour Effective Cycling programs for adults countywide, and a separate program for traffic court attendees.

Fund courses taught by Cycling Transportation Engineers to members of BPAC's, public, and traffic engineers based upon Forester's work and other scientifically validated means.

Fund after-school cycling clubs in grades 7-12 as student chapters of local cycling clubs managed by adult club members.

Fund after-school juniors racing teams as student chapters of club race teams managed by adults.



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Eliminate term limits to BPAC members for those that have successfully passed and promote correct cycling transportation concepts as defined by Forester in this book Bicycle Transportation.

Prioritize and fund projects that quickly increase the number of proper traffic cycling based upon the Effective Cycling program.

Focus on upgrading and increasing cyclist skills instead of designing systems for the novice and beginner.

Revise and implement removal of faulty design standards by consulting with qualified Cycling Traffic Engineers.

Fund a Lights on Bikes program so nighttime cyclists will be properly equipped.

Expected Outcomes

Properly implemented and funded, Bicycle Master Plans should yield the following results:

A reduction of accidents by class graduates by 80%. Resulting in a corresponding decrease of 911 emergency dispatches and expenses. Corresponding decrease in insurance claims and legal settlements by the city.

Substantial increases in proper traffic-cycling behaviors by cycling public. Corresponding increase to the number of cyclists riding properly.



Corresponding reduction in motorist congestion at school commute times.

In three years substantial increases in local cycling club memberships and the number of local cycling clubs.

Modest increases in junior race team boosting club's race team ranks.

Growth in full-time Professional Effective Cycling Instructors, Cycling Traffic Engineers, in each city, and school district.

Qualified cycling community better equipped that can further increase proper cycling transportation programs with good value, and cost effective results. Minimizing use and cost of outside transportation consultants.