



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

Meeting Agenda

Thursday, June 27, 2024, 6:00 p.m.

Castro Valley Library
Chabot/Canyon Room
3600 Norbridge Avenue, Castro Valley, CA 94546

1. **Call to Order**
2. **Roll Call**
3. **Public Comment**
4. **Approval of Minutes**
 - a) Approve Minutes for BPAC Meeting on March 28, 2024
5. **Presentation**
 - a) **Community Climate Action Plan and Safety Element Update**
Ali Abbors – Senior Planner, Olivia Ortiz, Planner III,
Community Development Agency, Planning Department
6. **Transportation Design Considerations**
 - a) Identify key topics for next meeting.
7. **Suggestions for Future Agenda Topics**
8. **Adjournment**
 - a) Next Meeting – Thursday, September 26, 2024



UNINCORPORATED ALAMEDA COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Meeting Minutes

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

1. Call to Order

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

2. Roll Call

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

Absent: Sharon Bohoman, Rachel Factor, Niki Wente

Public Works Staff Present: Amber Lo

3. Public Comments

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

4. Approval of Minutes

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

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

5. Presentations

a) Project Update: Somerset Avenue Improvements

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

Comments were received from committee members and the public.

b) Transit Supportive Design Guidelines

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

Comments were received from committee members and the public.

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

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

7. Future Agenda Topics

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

8. Adjournment

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

Next Meeting – Thursday, June 27, 2024



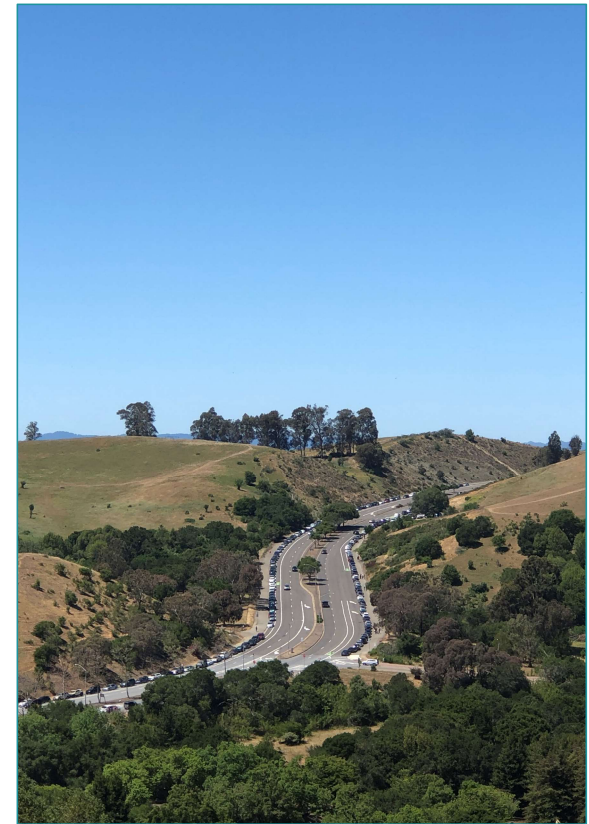
ALAMEDA COUNTY GENERAL PLAN COMMUNITY CLIMATE ACTION PLAN UPDATE AND SAFETY ELEMENT AMENDMENTS

UNINCORPORATED BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
JUNE 27, 2024

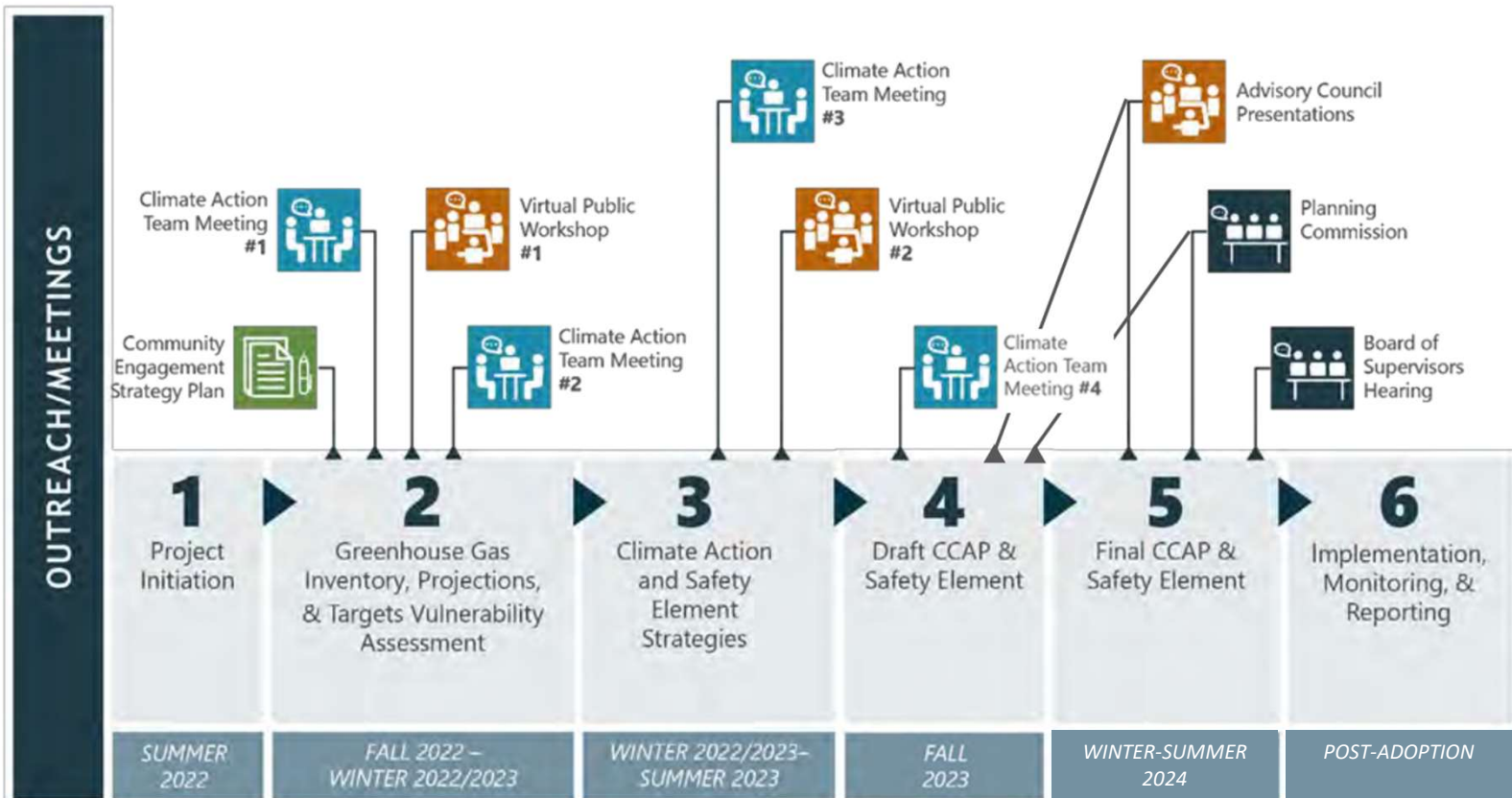
Project Overview

Project Overview

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



Project Schedule





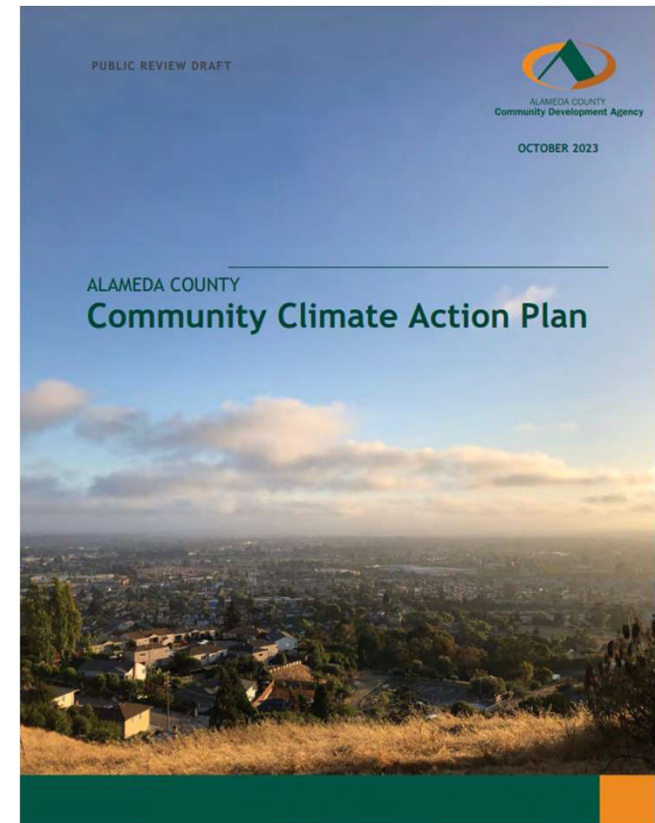
Community Engagement in Draft Development

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

Community Climate Action Plan

Community Climate Action Plan (CCAP) Update

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





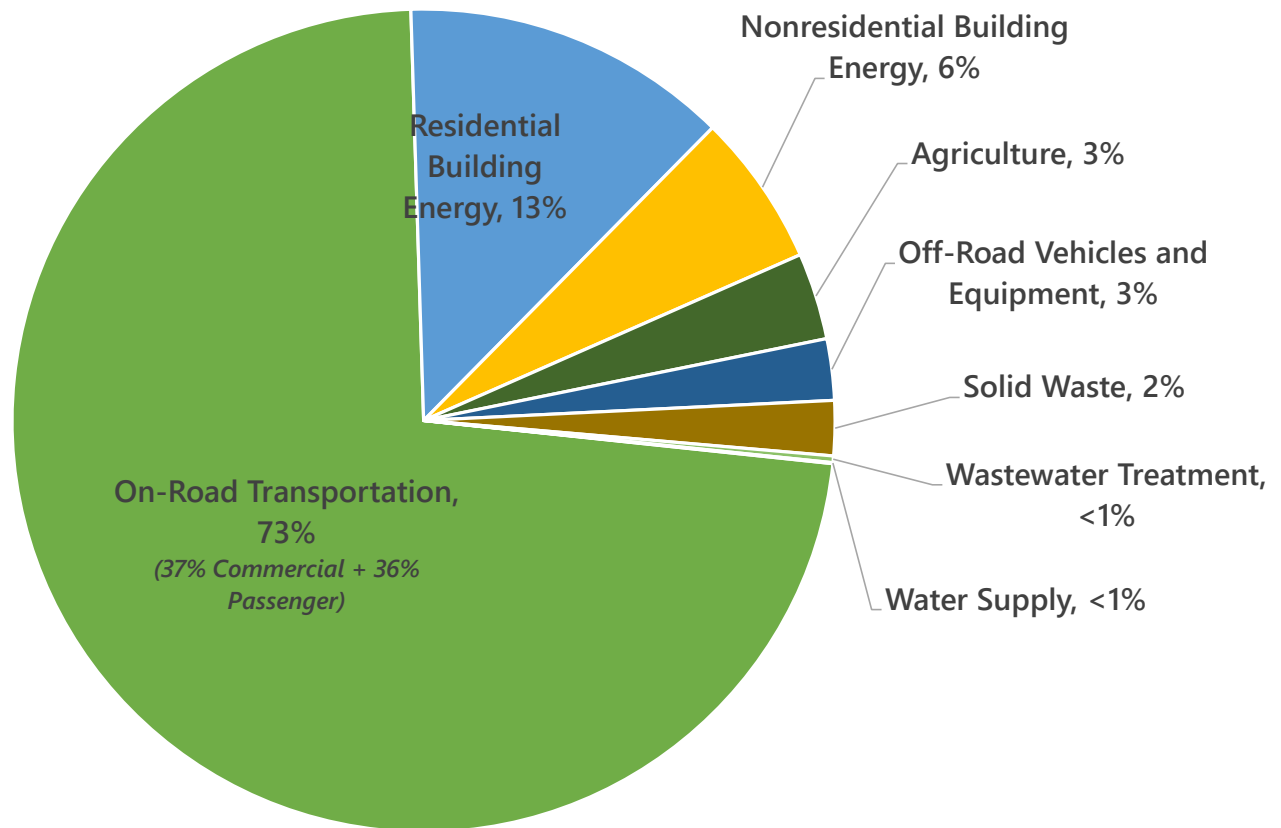
Organization of Draft CCAP

The draft CCAP update is organized in seven chapters:

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

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

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

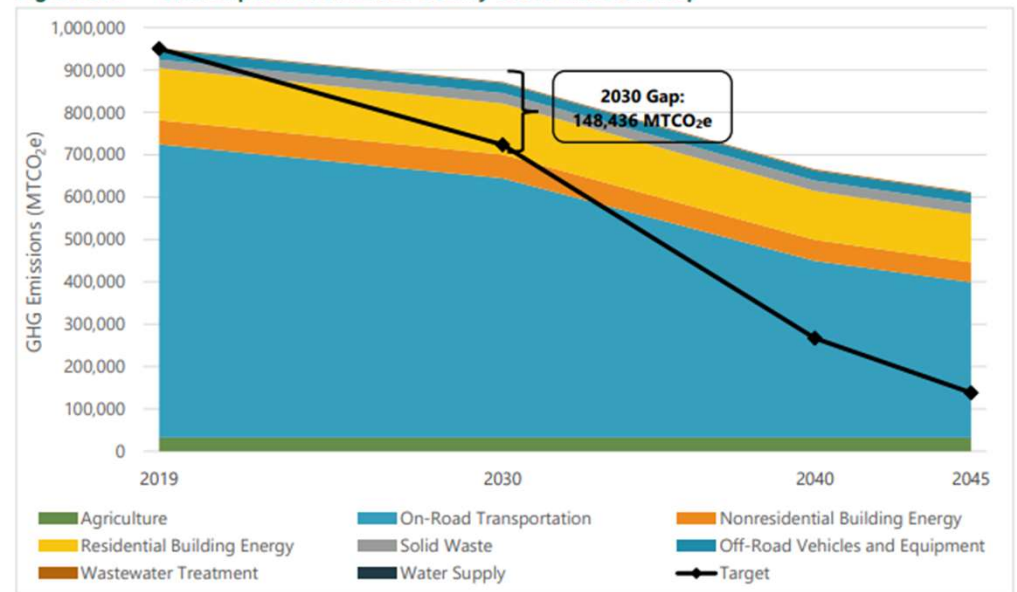


CCAP GHG Reduction Targets

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

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

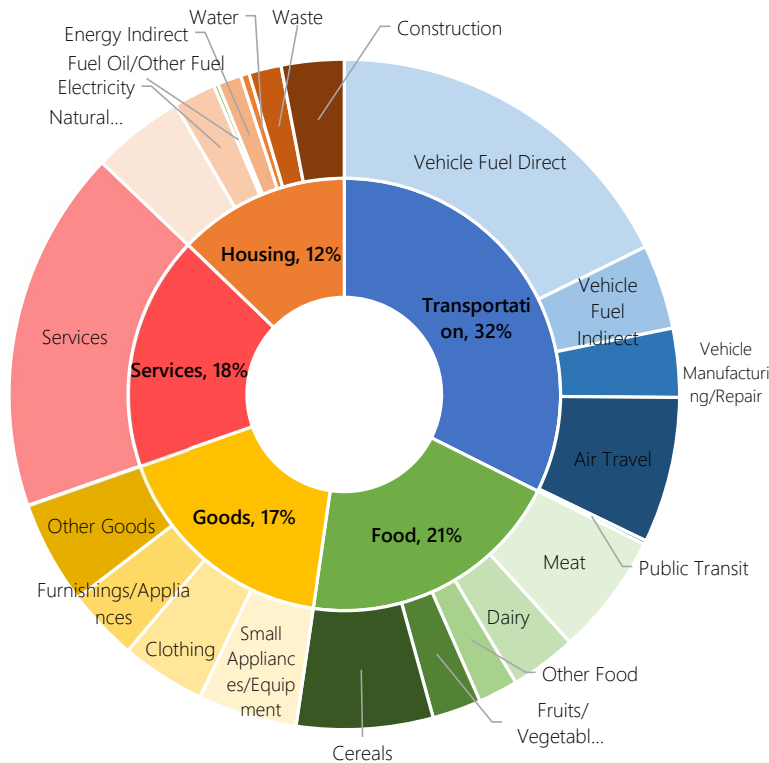
Figure 3.5 Unincorporated Alameda County Local Emissions Gap



Other ways the CCAP looks at GHG emissions and carbon storage

2019 Unincorporated Alameda County Consumption-Based Emissions Inventory

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



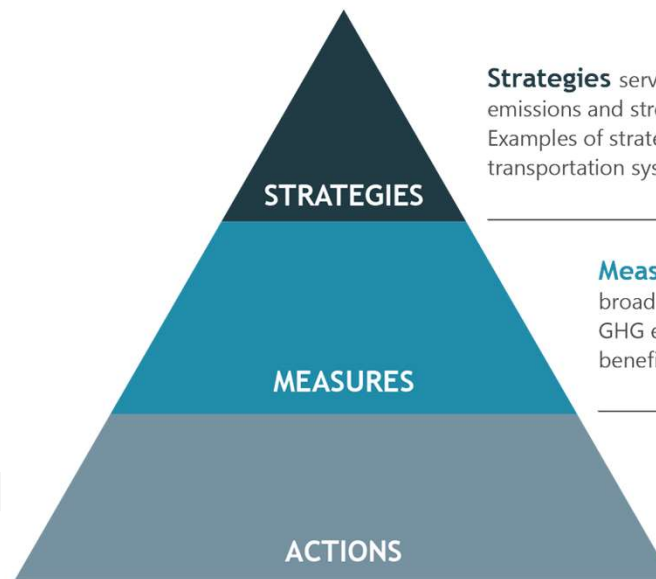
2019 Unincorporated Alameda County Natural and Working Lands Inventory

Examines potential future carbon sequestration from rural lands

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

CCAP Strategies to Reduce Emissions and Enhance Resiliency

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








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

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

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

Land Use and Mobility Measures

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



Near-Term Implementation

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

Safety Element

Safety Element (SE) Amendment

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

SAFETY ELEMENT



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

Safety Element Amendment

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

SAFETY ELEMENT



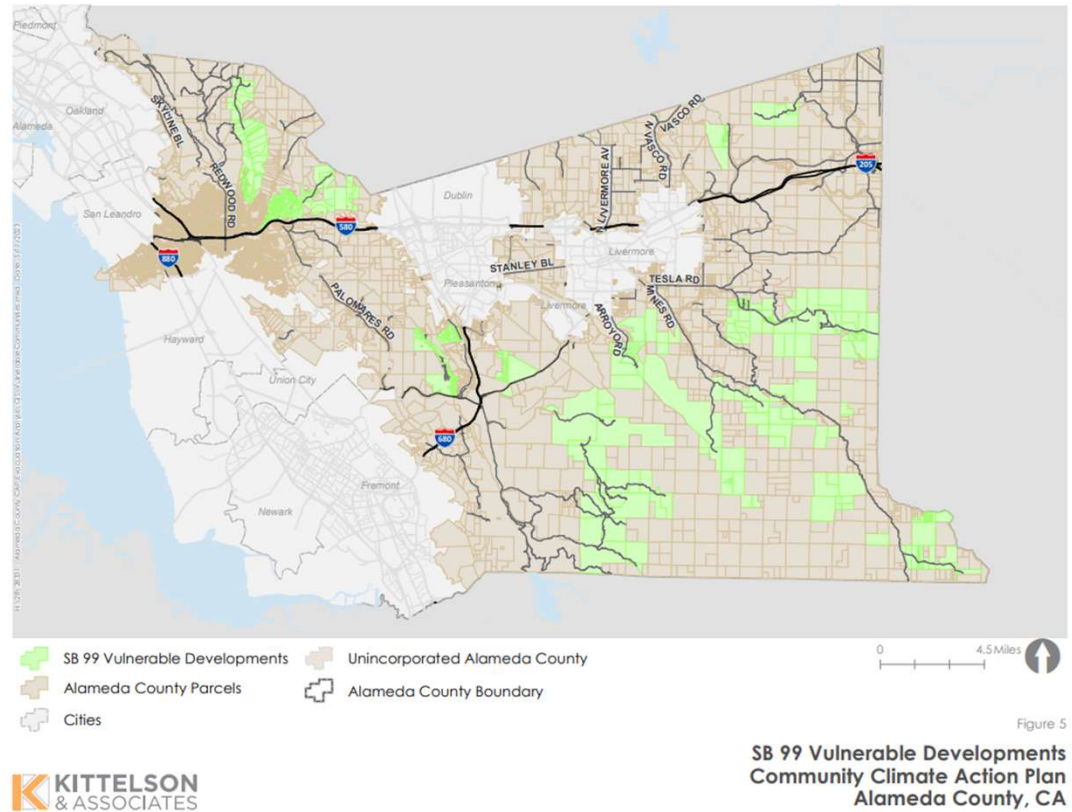
ALAMEDA COUNTY
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Amended [Month] [Day], 2024

SB 379 Climate Vulnerability Assessment

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

SB 99 Analysis

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



AB 747 Analysis

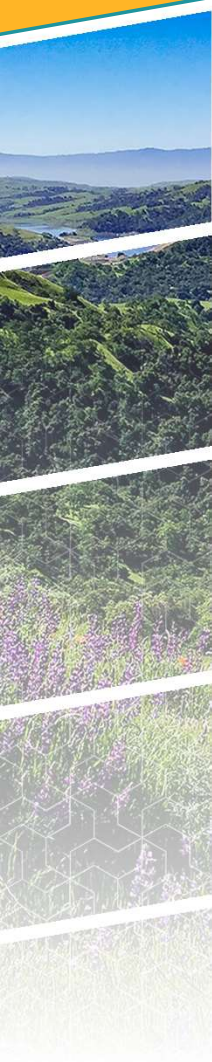
Identifies evacuation routes and their capacity, safety, and viability under a range of emergency scenarios, and highlights priority roadways for future evacuation planning

Priority Roadways for Evacuation Improvements

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

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

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



ALAMEDA COUNTY
Community Development Agency

SCAN TO
SUBSCRIBE



Project listserv:

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

Project website:

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

Direct comments to:

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