Appendix A. Public Outreach

As part of the BMP development process, a range of outreach and engagement strategies were used to gather input from the community on existing conditions, opportunities, and challenges related to bicycling in San Ramon. This Appendix summarizes the outreach efforts and the input received.

Bike to Work Day

On May 11, 2017 from 6:30-10:00am, Toole Design Group (TDG) hosted an outreach table during San Ramon’s Bike to Work Day event on the Iron Horse Trail. The purpose was to share information about the Bicycle Master Planning process with the community; gather input and ideas for the Plan; and share resources for further engagement via the City’s project webpage and WikiMap.

The event was very successful. TDG staff spoke with over 75 people, including people commuting to work, riding for recreation, and students on their way to school.

Key Takeaways

Throughout the event, several themes emerged based on the public’s input:

- Enthusiasm and excitement about the San Ramon Bicycle Master Plan
- Appreciation of the existing bike network, especially the Iron Horse Trail
- Support for an overcrossing on the Iron Horse Trail at Bollinger Canyon Road and Crow Canyon Road.
- Interest in stronger east-west connections; more connectivity between the trails on the east side of the city; and more bike lanes throughout the community.
- Interest in safer bicycle crossings at intersections/streets (as indicated through the “What’s Most Important to You?” poster activity); interest in reducing delay for bicyclists at large, signalized intersections.

Outreach Materials

Several materials were shared at the outreach table as a way to educate the community about the planning process and gather input.

Map: Existing Bicycle Network in San Ramon

Participants were asked to share their ideas, feedback, and thoughts about the existing bicycle network in San Ramon. Some participants wrote and drew directly on the map while others had conversations with TDG staff. Staff transcribed the comments on the map.

Figure A.2. Existing Bicycle Network Map with comments
participants’ comments directly on the map during those conversations.

Recurring comments included:

- Improve intersection crossings at larger intersections (such as Crow Canyon Road, Norris Canyon Road, and Bollinger Canyon Road) and at smaller, neighborhood intersections.
- Fill in network gaps, such as along Old Ranch Road or Old Dougherty Road, and links between existing trails.
- Add bike facilities to Alcosta Boulevard to make this more comfortable for riders.

**Activity: “What’s Most Important to You?”**

Participants were asked to place a dot next to the item that was most important to them to develop a safe and connected bicycle network in San Ramon. Some participants placed one dot on the poster, while others placed multiple ones.

The items that were most important to attendees at the Bike to Work Day event were:

- Safe bicycle crossings of streets (29 dots)
- Expanding the bike network and closing the gaps between existing bikeways (19 dots)
- Access to work/school (10 dots)

Other important programs/access considerations included more bicycle encouragement programs (six dots) and access to transit (five dots).

**Activity: “What Type of Rider Are You?”**

Participants were asked to place a marble in the jar that most accurately described them; their options included:

- “No Way, No How” – No thanks! I’d rather not ride a bike.
- “Interested but Concerned” – I enjoy riding my bike, especially on trails and shared use paths, but biking on roads makes me nervous.
- “Enthused and Confident” – I feel comfortable riding on quieter streets with bike lanes and on shared use paths.
- “Strong and Fearless” - I feel comfortable biking on any street with bike lanes, bike routes, and shared use paths.
The jars that had the most marbles at the end of the event were “Interested but Concerned” and “Strong and Fearless.” In a national study⁷, “interested but concerned” riders represent approximately 51% of the adult population; therefore, having a high number of “interested but concerned” participants is in keeping with many other communities.

“Strong and fearless” riders typically represent 7% of the population; however, a higher representation of these riders was at the Bike to Work Day event. Most likely, the location attracted “strong and fearless” riders since the Iron Horse Trail is used by people who commute by bike, often from long distances or other communities.

**Poster: Project Schedule**
To provide participants with a sense of the project schedule a process, a “Project Schedule” poster was on display at the event.

**Handout: San Ramon Bicycle Master Plan**
The Consulting Team encouraged participants to stay involved throughout the process and to continue to share their thoughts through the online WikiMap. A total of 50 handouts were given out.

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The City of San Ramon is currently in the process of developing the San Ramon Bicycle Master Plan, the first citywide plan devoted to bicycling. The purpose of the Bicycle Master Plan is to develop strategies to improve safety and access and to encourage bicycling throughout the city.

**Share your thoughts!**
Where do you think bike lanes should be? How can bike facilities better connect to existing trails, shops, or schools? Where would you like to bike but currently it’s a bit uncomfortable? Let us know!

The City and Toole Design Group have created a WikiMap for you to directly share your comments and ideas. Take a look: http://bit.ly/SanRamonBikes

**Questions?**
For more information, contact the San Ramon Transportation Division, at (925)973-2650 or email at transportation@sanramon.ca.gov

Figure A.6. Project Handout
Wikimap Response Summary
The WikiMap for the San Ramon BMP was open from May 8, 2017 until August 31, 2017. The WikiMap is an online outreach tool that collected site-specific information on where participants experience bike-related issues, where they typically ride a bike, and where they would like to be able to ride a bike in the future. The data collected will be used to inform recommendations for policies, programs, and the locations and types of bicyclist-related infrastructure projects.

Survey Responses
Participants were asked for the following information:
1. Provide their demographic information such as their age, gender, and how often they ride a bike
2. Identify barriers to riding a bike
3. Identify destination where they currently ride a bike to
4. Identify where they would like to ride a bike to
5. Identify streets they currently ride on
6. Streets that they would like to ride a bike on

Their responses are summarized in the following sections.

Respondent Information
Respondents’ Demographics
Approximately 130 individuals contributed to the WikiMapping public outreach tool; however, not all respondents contributed to each individual section of the WikiMap. Demographic data collected (displayed below) indicates males are over represented accounting for 64 percent of survey respondents while 32 percent are female, as shown in Figure A.7.

Additionally, age groups below the age of 41 and over 70 are underrepresented, accounting for 12 percent of all respondents; 86 percent of respondents were between the ages of 41 and 70, as shown in Figure A.8.

Biking Characteristics
Survey respondents were asked to describe their biking habits and how often they ride a bicycle for recreation and for transportation purposes, such as commuting or errands. The majority of respondents classified themselves as being fairly confident to very confident. Two percent of respondents noted they do not wish to ride a bicycle, and 26 percent prefer to stay on trails.
More than half of the respondents (57 percent) stated they ride their bicycle at least once a week for recreation or exercise purposes. When asked how often respondents choose to ride a bike for transportation purposes, such as commuting or running errands, 49 percent responded they never use a bike for transportation purposes. However, 19 percent stated they use a bike for transportation purposes for one to six plus times a week. When looking at how often people ride for transportation purposes by gender, a higher proportion of females (70 percent) than males (36 percent) reported that they never ride a bike for transportation. Additionally, the male participant results have a more even distribution of respondents who do ride for transportation purposes among the different frequency categories. These characteristics are shown in Figures A.9, A.10, and A.11.

### Barriers to Biking

Attendees were asked to identify locations where barriers to biking exist by placing a point on the WikiMap (see Figure A.12). After placing a barrier point on the map, users could enter a comment to describe the barrier. Typical comments include:

- Long wait times at traffic signals
- Dangerous motorist behaviors
- Lack of bike lanes and bike lane contiguity
- Poor connections to destinations
- Uncomfortable roadway designs

The barriers identified by respondents are geographically concentrated near downtown San Ramon with a few barriers located in the southern area of the city.

### Traffic Signals

Traffic signals along Norris Canyon Road, Crow Canyon Road, and Bollinger Canyon Road were noted as having long signal durations that make riding a bike along these roadways inconvenient. Respondents noted that some of these traffic signals do not detect bicyclists. This means that bicyclists must wait until a motor vehicle arrives at the intersection to trigger the signal, or in some cases, the bicyclist will proceed through the intersection on red. Respondents suggested that all signalized intersections that have a bike lane must have signal detection appropriate for bicyclists.
Bollinger Canyon Road
Bollinger Canyon Road between Crow Canyon Road and Norris Canyon Road was identified by several survey participants as an uncomfortable street to ride a bike on. Comments suggested that the roadway is too narrow for motorists to pass bicyclists safely. One respondent chooses to ride on the sidewalk instead riding on the street. In reviewing the comments, there appears to be some confusion regarding the parking lane and whether it is a bike lane, parking lane, or a fog line.
Iron Horse Trail
Multiple respondents requested improved access to the Iron Horse Trail and increasing the width of the path to help improve comfort and safety of all trail users. Children often use the trail for walking and riding a bike. There is some concern about interactions between children bicycling on the trail and higher speed adults bicycling on the trail.

The number of pedestrians and bicyclists using the Iron Horse Trail between Bollinger Canyon Road and Norris Canyon Road creates an uncomfortable and inconvenient environment for the current width of the path. Bicyclists must zig-zag around pedestrians using the trail or stop and wait for a safe time to proceed around the pedestrians. Some respondents requested a separate path for pedestrians and bicyclists to eliminate these conflicts.

Several respondents stated that signalized intersections along the Iron Horse Trail have long wait periods. They also said that frequently the traffic signals do not detect bicyclists and pedestrians. This results in a bicyclists and pedestrians crossing through the intersections without the right-of-way. The intersections along the Iron Horse trail at Bollinger Canyon Road and at Crow Canyon Road received the highest number of responses regarding long signal times and included requests for bike and pedestrian overpasses.
San Ramon, California

- **Barrier to biking**
- **Existing Bikeways**
  - Class 1 Bikeway
  - Class 2 Bikeway
  - Class 3 Bikeway

Figure A.12. Barriers to Biking
Places I Ride a Bike To
Survey respondents were asked to locate on the WikiMap where they currently ride a bike to – see Figure A.13. The destinations are geographically concentrated near downtown San Ramon. Most destinations include trips to grocery stores, office buildings, restaurants, park-n-ride centers, and schools. Some comments stated that Peet’s Coffee Shop is a very popular destination for groups of recreational bicyclists in San Ramon and surrounding communities.

Streets I Ride a Bike on
Street segments were also identified by respondents as streets that they currently ride. Some participants stated that they ride on San Ramon Valley Boulevard as an alternative to the Iron Horse Trail due to the wide shoulders. Several respondents stated that they feel much safer on roads with wide shoulders than on roads without them.

San Ramon Valley Blvd appears to be a complementary route to the Iron Horse Trail for more experienced bicyclists who choose not ride on the trail. Some respondents ride on Bollinger Canyon Road south to the Dublin BART Station and use Old Ranch Road and Alcosta Boulevard to avoid current construction on Dougherty Road. Several comments requested bikeway improvements to Bollinger Canyon Road and Dougherty Road.

Many participants said they ride on the Iron Horse Trail to access shops, for recreation, commuting to work, and to ride with their children. East-west roads such as Executive Parkway, Bollinger Canyon Road, and Norris Canyon Road are used as connector routes to get to and from destinations by bicyclists using the Iron Horse Trail.
Figure A.13. Places and Streets I Currently Ride
Places I Would Like to Bike To
Survey participants were asked to add points onto the WikiMap and record the name of places they would like to ride their bike to as well as any additional comments they wish to contribute (see Figure A.14). Accessing downtown San Ramon, shopping centers, and restaurants are reported as being difficult and uncomfortable to get to by bike. Traveling on Sunset Drive was specifically called out as being uncomfortable and that getting to the City Center from San Ramon Valley Boulevard is difficult.

Several respondents stated there should be more paved bike paths to destinations because existing gravel paths do not support riders of all ages, abilities, and bike types (commuter bike, road bike, etc.). Respondents suggested paved paths connecting Alcosta Boulevard to Rancho Park and upgrading the gravel path at Dougherty High School.

 Streets I Want to Ride a Bike On
Difficulty accessing the Iron Horse Trail, downtown San Ramon, and the shopping centers were common issues identified in the WikiMap responses. Many respondents commented that the lack of safe bike infrastructure and a fragmented bikeway network discourages them from choosing to ride on the “streets I want to ride,” as shown in Figure A.14. A new bidirectional side path was suggested alongside Camino Ramon between Crow Canyon Road and Bishop Ranch 1 by one respondent who stated they are uncomfortable riding on Camino Ramon.

Many respondents said that Bollinger Canyon Road is unsafe to ride a bike, and many people said they often ride their bikes on the sidewalk which has led to conflicts between bicyclists and pedestrians. Installing bike facilities along Bollinger Canyon Road from San Ramon Valley Blvd to Canyon View Circle would help connect people to popular destinations. Currently, many people who ride their bikes on the sidewalk along Bollinger Canyon Road said that the slope of the sidewalk is too steep and narrow for bicyclists and pedestrians to share. Additionally, due to the absence of bike facilities, participants feel there is not a safe, comfortable, and inviting connection along Bollinger Canyon Road to access the Iron Horse Trail or to the shopping center.

Two comments suggested adding a bike lane on Alcosta Boulevard south of Veracruz Drive because motorists fail to give people riding bikes enough space. Participants commented that adding a bike lane will help delineate the roadway and create separate spaces for motorists and bicyclists while contributing to a more comfortable and safe environment to ride a bike.

Several respondents stated that they would like to ride to and from the Dublin Pleasanton BART Station in East Dublin. However, several gaps in the bike lanes along that route prevent them from feeling comfortable enough to do so. Additionally, the current construction along Dougherty Road has created an uncomfortable and time-consuming experience for people riding bikes.

Several segments were drawn outside of the San Ramon city limits. Multiple comments requested protected bike lanes on Camino Tassajara from San Ramon to Danville. One respondent said that they are too uncomfortable to ride with their family along Bollinger Canyon Road from San Ramon to Las Trampas to access the parks and trails due to the lack of safe bike facilities.
Figure A.14. Places and Streets I Want to Ride
Tour of City Facilities

On June 22, 2017, members of the San Ramon Bicycle Master Plan Subcommittee, City staff, and Toole Design Group took a tour of the City to observe and discuss the existing bicycle facilities and ideas for improvements. Participants were asked to note their ideas and observations on maps, which were collected by Toole Design Group at the end of the meeting.

The following is a summary of observations from the tour, organized by stop location. The tour began and ended at the San Ramon Permit Center (2401 Crow Canyon Road).

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**Stop 1: Hyatt House Parking Lot (2323 San Ramon Valley Road)**

**Objective:**
- Review bike lane configuration along arterial roadway.

**Observations:**
- Bike lanes drop in advance of the intersection. Cyclists have to jog over to bike lane between the right turn lane and through lane.
- Conflict with turning cars near Crow Canyon movie theater.
- San Ramon Valley Road:
  - Cars park in bike lane legally – “door zone” issues were noted
  - Main route for cyclists to Pleasanton and other cities.
Opportunities:
- Opportunity site for green paint through intersection to highlight the conflict zone. Suggestions were made to mark green paint in approach to intersection and make sure conflict areas are evident from a distance to drivers.
- Potential opportunity site for a bike box.

Stop 2: Norris Canyon Road/Annabel Lane Bus Stop
Objective:
- Review “Bike Conflict Zone” proposal

Observations:
- When traveling east-west, cyclists use Norris Canyon Road. Vehicle speeds along Norris Canyon Rd are not comfortable to bicycle in/adjacent to.
- Students use Norris Canyon Road to get to middle school; students sometimes ride on the sidewalk.
- Sometimes bicyclists are observed riding in the wrong direction.
- Difficult for cyclists to make left, southbound turn because of the double left turn lanes.
- Many “disappearing” bike lanes that end abruptly and start again after a bit of distance. Similar to Stop 1, bike lanes drop in advance of the intersection. Cyclists have to jog over to bike lane between the right turn lane and through lane.
- 24-hour driveway before Annabel Lane often results in conflicts between drivers and bicyclists

Opportunities:
- Opportunity site for green paint through intersection to highlight the conflict zone.
  o Green paint may be used to make bike lanes more visible and to allow kids/students to feel more comfortable during rush hour
- A suggestion was made to convert a section of sidewalk into a multi-use path (Bishop Ranch owns the sidewalk here).
- CIP has designs for Annabel Lane/Bishop Drive.
- Annabel Lane has a lane/gate that connects to the shopping center (Crow Canyon Commons).

Stop 3: San Ramon Transit Center (701 Executive Pkwy)
Objective:
- Review Transit Center Access (Bike Racks, Lockers, Trail Access)

Observations:
- Many children meet their parents for pick-up after school at the Transit Center.

Stop 4: Bollinger Canyon Road Fountain (Bollinger Canyon Rd & S. Chanterella Dr.)
Objective:
- Review Proposed “Bike Cycle Track” in Median.

Observations:
- No option for bikes to go up or down the hill except for using the sidewalk/shared path – must share this with people who are walking and running.
- Eastbound on Bollinger Canyon Road is a large hill with a shared path – steep grade encourages cyclists to come down at high speeds and creates safety conflicts with pedestrians and other cyclists.
- The bicycle lane ends at the Bridges Golf Club and switches to a multi-use path/sidewalk on the opposite side.
- A K-rail has been installed along the shared use path which further constrains the path and limits the space for pedestrians and cyclists.
- The corridor between San Ramon Valley Blvd and the Iron Horse Trail is uncomfortable and challenging for most cyclists.
• On Camino Ramon: No bike facilities

Opportunities:
• Consider a “bicycle walk zone” on the multi-use path. [Note that this would be very difficult to enforce and unlikely to improve safety.]
• Camino Ramon – opportunity for dedicated facilities since this route is used by cyclists; also idea for a bidirectional protected bike lane on the west side; widen path, add paint and signage.
• Opportunity to connect bike path through the golf course and open spaces in this area.

Along Bollinger Canyon Road

Observations:
• The Dougherty Road/ Bollinger Canyon Road intersection presents bicycle/vehicle conflicts.

Opportunities:
• At Briar Oaks Drive and Bollinger Canyon Road – Green paint should be considered to make conflict areas more visible, especially on south side of Bollinger Canyon Road.
• Opportunity for restriping at Stoneleaf Rd/ Briar Oaks Drive/ Bollinger Canyon Road intersection. Currently markings for bike lane and right-hand turn lane could be confused – could be considered two right-hand turn lanes.
• Along Bollinger Canyon Road between Windemere Parkway and East Branch Parkway there are wide medians and excess ROW in shoulder. Opportunity to install separated bike lanes on the shoulders – City owns this land (was thought that rail line could go here years ago).

Stop 5: Stoneleaf Road near Old Dougherty Road

Objective:
• Review Future Bicycle/Pedestrian Path

Observations:
• Old Dougherty Road is closed to motor vehicle traffic; this is being converted into a bicycle/pedestrian path – scheduled to open by September 2017.
• Will connect near the new shopping center (Village Center).
• The path will run adjacent to Bella Vista Elementary School and Rancho Park; however, there is no connection from the path to the school/park.

Opportunities:
• Opportunity to connect from Rancho Park to Pine Valley Road to close gap/create more connections.
• Opportunity to connect bike loops within park to other destinations.
• Opportunity to create a connection between path on Watermill Road through the Village Center to Bella Vista Elementary School.

Stop 6: Live Oak Elementary School Parking Lot

Objective:
• Review School Site Bike Lanes

Observations:
• Bike lane is not marked and is often confused for a right-hand turn lane by drivers.
• Lots of vehicle drop-off and pick-up at Live Oak Elementary School.
• On Bollinger Canyon Road south of East Branch Parkway, the bike lane conflicts with right-turn lane into community center. This is especially difficult for cyclists that are turning left onto Bollinger Canyon Road from East Branch Parkway because of conflicts with cars turning right into community center.

Stop 7: Old Ranch Road near Alcosta Blvd

Objective:
• Review Proposed Bike Lane
Observations:
• Old Ranch Road has no bike lane – southern-most connection to the Iron Horse Trail

Stop 8: Bellemeade Dr near Alcosta Blvd
Objective:
• Review Bike Accommodations

Observations:
• On Alcosta Boulevard, between Brockton Avenue and Davona Drive, near the Vintner apartments – people are parking in the bike lane – concerns were shared about cyclists in the door zone.

Opportunities:
• Alcosta Boulevard, between near the Winged Foot Road and Iron Horse Trail, is a divided road that has a median and a parking lane and is signed as a bike route. Opportunity for a protected bike lane.

San Ramon Valley Road
Observations:
• On San Ramon Valley Road, there are three on-ramps to the freeway that are difficult for cyclists to navigate through.

Bollinger Canyon Road (to the west)
Observations:
• Cars park in the bike lanes near the condos.

Opportunities:
• CIP has a project to shrink the large medians and add bike facilities.
• A recommendation was shared to make bike lanes more visible.

Additional Observations
• Need connections between Iron Horse Trail and City Center/establish more bike-friendly, comfortable routes near City Center.
• Throughout the city, signal timing loops have difficulty detecting cyclists. Public Works staff can make the loops more sensitive so they will pick up cyclists; Public Works needs to know the locations to do this – can also paint on the road to show were the cyclists should go to activate the loops.
• It is legal to ride on sidewalk throughout city.
• Regarding the area near California High School and Neil Armstrong High School – recommendation to install bike lanes in this area, lots of traffic congestion during school year, can be reduced by students feeling more confident to ride.
• At Dougherty Road and Bollinger Canyon Road, the bike lane disappears at the intersection.
• Consider a focused application of green paint around school areas and parks for both students and drivers – will help to create safe places for kids/students to ride.
Community Workshop #1
On October 19, 2017, the City of San Ramon, with support from Toole Design Group (TDG), hosted a community workshop for the San Ramon Bicycle Master Plan. The workshop was held in the EOC Room at the San Ramon City Hall. This memorandum provides a summary of the activities and comments received at the meeting.

The purpose of the workshop was to share information on the Bicycle Master Plan process, familiarize the community with different types of bicycle facilities and treatments, and gather input on the community’s priorities and reactions to the initial set of bike network recommendations.

The meeting began with a presentation from Lisa Bobadilla, Transportation Division Manager, City of San Ramon, and TDG staff. An overview of the plan process, bicycle facilities and the draft bicycle network was provided. Afterwards, attendees were invited to share their feedback on the draft bicycle network; vision, goals, and objectives; and a values activity titled “What’s Important to You?”

Over 35 community members attended the event, including Subcommittee, Planning Commission, and TAC members; bike commuters; recreational riders; and families.

Key Takeaways
Throughout the event, several themes emerged based on the public’s input:

- Enthusiasm and excitement about the San Ramon Bicycle Master Plan
- Appreciation of the existing bike network, especially the Iron Horse Trail
- The needs and opportunities for:
  - Safer, more visible bicycle crossings at major intersections, I-680 freeway interchanges and roadway crossings along the Iron Horse Trail
  - Improved east-west connections, particularly along Bollinger Canyon Road
  - Reducing bicycle delay at intersections
  - Short-term, interim solutions with treatments like green paint
  - Placemaking in the City Center and Bishop Ranch areas
  - Regional connections
- Interest in areas with high concentrations of children (e.g., school zones, apartment buildings, afterschool hangout areas)

Comments and Questions from Presentation
The following comments/questions were asked by attendees at the end of the presentation.

- Need regional connections beyond San Ramon to other communities
- At intersections, often takes a long time to get green light for bikes
- Improvements are needed at intersections to improve detection of bicyclists
- Green paint needed at Bollinger Canyon Road near City Hall to guide cyclists through the intersection to the bicycle facilities

Figure A.16. Participants commenting on map of proposed bicycle network
• Concern about the widening of Bollinger Canyon Road; how does this reflect the City’s Complete Streets policy?
• San Ramon Valley Blvd and Norris Canyon Road are difficult to ride on; also there is often debris on edge of roadway
• Need connections over freeways; people want to be able to access all of San Ramon
• What are the metrics for achieving the Plan’s goals?
• Are special street sweepers needed for separated bike lanes?
• When developing the recommendations, did you consider collision data?
• Does the Plan include bicycle routes to schools?
• Have businesses been contacted as a part of this process?

Comments on Outreach Materials

Map: Proposed Bicycle Network in San Ramon

Participants were asked to share their ideas, feedback, and thoughts about the proposed bicycle network in San Ramon. Some participants wrote and commented directly on the map while wrote their comments on flashcards.

Key Takeaways
• Improve crossings at large intersections (such as Crow Canyon Road, Norris Canyon Road, and Bollinger Canyon Road) and at smaller, neighborhood intersections
• Improve east-west crossings over I-680
• Increase the visibility of bicyclists with treatments like green paint
• Need short-term, interim treatments before full build-out
• Comments predominantly focused in and around the Bishop Ranch Business Park
Intersection Comments

- Get more specific on intersection improvements (San Ramon Valley Boulevard intersections with Deerwood Road, Crow Canyon Road, Norris Canyon Road, and Bollinger Canyon Road).
- All east-west crossings at I-680 are difficult and uncomfortable to bike along.
- Green paint on all highway overpasses is desirable.
- Green paint!
- Bollinger Canyon Road & Dougherty Road
  - Consider two-stage turn for bikes.
- Bollinger Canyon Road & Canyon Lakes Drive
  - Difficult, uncomfortable crossing.
- Bollinger Canyon Road & Alcosta Boulevard
  - Needs green paint.
  - Manhole – slipping hazard.
  - Bad.
  - Drivers block intersection, especially for right turns.
- Crow Canyon & Iron Horse Trail
  - Short-term enhancements: signage and visibility.
  - Very important crossing that needs immediate safety and access improvements.
- Iron Horse Trail & Alcosta Boulevard
  - Bad intersection.
- San Ramon Cross Valley Trail & Davona Drive, Broadmoor Drive
  - Raised crossings.
- Davona Drive & Pine Valley Road
  - Busy at school.
- Alcosta Boulevard & I-680
  - Avoid!
  - Difficult and uncomfortable to bike through.
  - Needs green paint on overpass.
- San Ramon Valley Boulevard & Montevideo Drive
  - Need safer school drop-offs with more separation between students and cars.
- San Ramon Valley Boulevard & Bollinger Canyon Road
  - Signal for left turn does not work for bicycles (heading east).
- Fostoria Way & Camino Ramon
  - Only stop signs – not safe for bicyclists.
- San Ramon Valley Boulevard & Deerwood Road
  - Needs improvements for bicyclists and pedestrians.
- Norris Canyon Road & Iron Horse Trail
  - Needs improvements for bicyclists and pedestrians.
- Norris Canyon Road & San Ramon Valley Boulevard
  - Signal does not detect cyclists.
- San Ramon Valley Boulevard & Deerwood Road
  - Needs improvements for bicyclists and pedestrians.
- Crow Canyon Road & San Ramon Valley Boulevard
  - Need better connections.
- Crow Canyon Road & I-680
  - Not a safe or comfortable place for bicyclists.

Segment Comments

- Camino Tassajara (Windemere Parkway – Dublin/Pleasanton)
  - Need coordination with county between cities.
- Bollinger Canyon Road
  - Are there any interim improvements we can make on Bollinger?
- Iron Horse Trail
  - Need better signage for trail etiquette.
  - Bollards need better markings to be visible.
- Alcosta Boulevard
  - Ride mostly use the frontage road
  - Better when riding north because no right turns
- Market Place
  - No dedicated bike lanes
  - Cars block intersection
  - Drivers don’t look right – conflict
- Norris Canyon Road (Bollinger Canyon Road to San Ramon Valley Boulevard)
  - Narrow because of cars parking
- Crow Canyon Road (east of Iron Horse Trail)
  - Need short-term recommendation here
- Camino Ramon (south of Crow Canyon Road)
  - Two lanes merge into one – no space for cyclists; curb immediately; glass; potholes
  - Fix!
  - Not a safe place for cyclists to ride
- Crow Canyon Road (east of Deerwood Road)
  - Lots of kids in apartments
- Crow Canyon Road is not a safe or comfortable place for cyclists to ride
- Bollinger Canyon Road is narrow with island of grass
- Bollinger Canyon Road (north of Crow Canyon)
  - No bike lanes
  - Lots of bike traffic to Las Trampas – no bike lanes
  - Traffic flies fast – very unsafe
  - Lots of traffic, cars go very fast, need better protection, popular bike route
- Need lighting on the Iron Horse Trail; can feel unsafe, especially for female riders (could put in solar)

Site-Specific Comments
- Northern Bishop Ranch
  - Lots of kids use area
- Crow Canyon Gardens
  - Need safe access

Index Card Comments
- Dedicated traffic lights for bikes
- For right turns – separated bike lanes at the intersection at least
- Bicycling to a San Ramon destination
  - Parking a bike for a long time (lockers)
  - Security
  - Safety
- All I-680 crossings (east-west) are not safe or comfortable places for cyclists to ride (i.e., Crow Canyon, Bollinger, Alcosta)
- Focusing on intersections is very important
- Like green painted lanes – helps cyclist and drivers know where to go (and very cost effective)
- Like what Dublin has done near Ross

Activity: “What’s Most Important to You?”
Participants were asked to place dots next to the items that are most important to them to develop a safe
and connected bicycle network in San Ramon.

Attendees indicated that most items were equally important, with a fairly even distribution of dots among the categories. The items that were most important to attendees (i.e., received seven or more dots) were:

- Bikeways that Connect to Commercial Areas (10 dots)
- Bikeways that Connect to Schools, Parks and Trails (9 dots)
- High-quality, High-comfort Bikeways (8 dots)
- Quick and Low-cost Projects (7 dots)
- Support Infrastructure (7 dots)
- Support Programs (7 dots)

Comments shared under “Did we miss something?” and on Post-It notes included:

- Maintain existing facilities
- A network that serves people from ages 8 to 90
- We need bike infrastructure that does more than connect; we need it to help create commercial areas
- Dogs on leashes enforcement
- Safety!
- Lockers as opposed to racks
- Many facilities have multiple users (not just cyclists); need to consider the sharing of facilities

**Poster: Project Schedule**

To provide participants with a sense of the project schedule process, a “Project Schedule” poster was displayed at the workshop.

The poster had one comment on a Post-It note which recommended a new photo for the fourth image because concern that image was not a good safety example.

**Poster: Vision Statement**

A “Vision Statement” poster was displayed during the workshop to inform participants of the long-term desired outcomes of the project.

The poster had one comment on a Post-It note which included:

- Can we expect a separate pedestrian
plan? This should be an opportunity to create safe intersections and complete streets for all users.

**Poster: Goals and Objectives**
The purpose of the “Goals and Objectives” poster was to gather feedback from attendees on the draft goals and objectives.

Comments shared on Post-It notes included:

- It would be helpful to understand how the Bike Master Plan helps to meet these objectives and some sort of performance measures to help monitor and measure the success of the plan.
- Promote safety and utility. Get us out of our autos and commit to the bicycle.
- Bishop Ranch Business Park is one central location. How about focusing supporting the creation of a vibrant city center vicinity (Bishop Ranch, City Hall, the Market Place, the library)?
- Bicycle infrastructure can do more than connect places. It can create places. Let’s focus on supporting the creation of places and enhancing “collision density.”
- Use of Bishop Ranch’s well-maintained path in the middle of its property adjacent to the new city center could serve as a nice gateway.
Community Workshop #2
Text about third community event to be inserted here.