

Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas

Appendices

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Appendix A: BTA Compliance Checklist

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2 items (a)-(k). The following table identifies the required elements and page references in the *Alameda County Bicycle and Pedestrian Plan for Unincorporated Areas* which addresses the required items. For a full description of BTA requirements, please contact the Bicycle Facilities Unit of Caltrans.

BTA Requirement	Page Reference
a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	3-6
b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	1-8 to 1-14 3-21 to 3-26
c) A map and description of existing and proposed bikeways.	3-7 to 3-9; 3-12 to 3-18; 3-21 to 3-26
d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	1-11 to 1-14 3-27 to 3-29
e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	1-11 to 1-14 3-27 to 3-29
f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	3-30
g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	5-1 to 5-11
h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	1-7
i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	1-4 to 1-6
j) A description of the projects proposed in the plan and a listing of their priorities for implementation.	3-12 to 3-18; 3-21 to 3-26 6-3 to 6-6
k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	6-9 to 6-13 Appendix C

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Appendix B: Funding Requirements

Bicycle Transportation Account (BTA)

An agency must have a current adopted Bicycle Transportation Plan to qualify for this funding source. The following criteria are used in evaluated BTA funding applications:

- Will the project be used mostly by bicycle commuters?
- Does the project have the potential to increase bicycle commuting?
- Is the project the best alternative for this situation?
- Will the project improve bikeways and/or amenities that support bicycle commuting, e.g., Bicycle parking, lockers, showers, lighting, call boxes, maps, and bicycle safety programs?
- Does the project provide or improve bikeway continuity to activity centers such as public buildings, transit terminals, business districts, shopping centers, schools, etc?
- Is the project consistent with the applicable Bicycle Transportation Plan?

Other consideration used in evaluating BTA project applications include:

- Citizen and community involvement
- Cost of project and cost-effectiveness
- Geographic distribution
- Projects initiating a community bikeway network
- Local-State match ratio
- Project readiness
- Project type
- Prior funding and project implementation
- Urban/rural balance
- Transportation interface with other modes
- Trip purpose

Transportation Development Act (TDA) Article 3

MTC processes each county's TDA applications but gives great leeway to each county to prioritize their own projects. Thus, MTC does not apply criteria directly to the TDA projects. However, its application sheet identifies the following evaluation criteria:

- Projects that eliminate hazards or barriers to bicycle access
- Projects that provide direct access to activity centers
- Projects that include access to or provision of bicycle parking in high activity areas
- Projects that accommodate bicycle/transit or pedestrian/transit trips
- Projects identified in a recent bicycle or pedestrian plan
- Projects that enhance or encourage bicycle or pedestrian commutes
- Projects that have documented local support
- Projects that provide connection to and continuity with longer routes

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Appendix C: Recommended Bikeway Network

Appendix C-1: Recommended Bikeway Network by Roadway

Appendix C-2: Recommended Bikeway Network by Subarea

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Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
150th Ave	Foothill Blvd	Freedom Ave	Castro Valley	0.1	0	2	Striping, signage & pavement markings	Alameda County Medical Center Fairmont, Fairmont Linear Park, retail, connection to proposed bikeway in San Leandro	L	\$3,000
159th Ave	East 14th St	Coelho Dr	Castro Valley	0.7	0	3a	Signage only	Bay Fair BART, Bay Fair Mall	HS	\$4,200
164th Ave	East 14th St	Foothill Blvd	Ashland	0.5	2	2	Spot Improvement-Add bike lanes from Liberty St to Foothill Blvd			\$3,000
167th Ave	East 14th St	Foothill Blvd	Ashland	0.4	2	2	Spot Improvement-Add bike lanes from Liberty St to Foothill Blvd; replace D11-1 signs with R81(CA) signs	Ashland Park		\$5,400
Altamont Pass Rd	Greenville Rd	Grant Line Rd	East County-E Livermore	8.0	0	3c	Widen to 4-foot min. shoulder & signage	Brushy Peak	M	TBD
Arcadian Dr	Lake Chabot Rd	Lake Chabot Regional Park	Castro Valley	0.4	0	3a	Signage only	Lake Chabot Regional Park	HS	\$2,400
Arcadian Dr	Ewing Rd	west terminus	Castro Valley	0.3	0	3a	Signage only		HS	\$1,800
Arroyo Rd	Wetmore Rd	Lake Del Valle	East County-S Livermore	2.9	0	3c	Widen to 4-foot min. shoulder & signage	Lake Del Valle State Recreation Area, Veterans Park, Sycamore Grove Park, VA Palo Alto Healthcare Systems	H	TBD
Ashland Ave	East 14th St	Lewelling Blvd	Ashland	1.2	0	2	Restriping, signage & pavement markings	retail, San Lorenzo High School, St John School, Edendale Park, Edendale Middle School, East Bay Greenway	H	\$96,000
Bandoni Ave	Via Catherine	Bockman Rd	San Lorenzo	1.0	0	3a	Signage only	San Lorenzo Park & Community Center, Bay Elementary	HS	\$6,000
Bartlett Ave	Hesperian Blvd	Royal Ave	San Lorenzo	0.3	0	3a	Signage only	retail, East Bay Arts High School, Royal Sunset High School	HS	\$1,800
Blossom Way	Hathaway Ave	Mission Blvd	Cherryland	1.0	0	3a	Signage only	retail, Cherryland Park	HS	\$6,000

Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011 Attractors	Priority	Cost Estimate
Bockman Rd	Grant Ave	Hesperian Blvd	San Lorenzo	1.7	0	3a	Signage only	San Lorenzo Adult School, Bohannon Middle School, Del Ray Park, Del Ray Elementary School, Bay Elementary School, retail	HS	\$10,200
Calaveras Rd	Paloma Rd	Santa Clara county line	East County-Sunol	9.3	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$55,800
Castlewood Dr	Foothill Rd	Pleasanton-Sunol Rd	East County-Sunol	0.3	0	3c	Widen to 4-foot min. shoulder & signage	Castlewood County Club, CA School of Art & Design	H	TBD
Castro Valley Blvd	Westbound-Foothill Blvd	John Dr/Strobridge Ave	Castro Valley	0.4	2	2	None needed			\$0
Castro Valley Blvd	Eastbound-Foothill Blvd	John Dr/Strobridge Ave	Castro Valley	0.4	0	2	Striping, signage & pavement markings in eastbound direction only	retail	H	\$6,000
Castro Valley Blvd	John Dr/Strobridge Ave	Redwood Rd	Castro Valley	1.0	0	2	Striping, signage & pavement markings	Castro Valley Elementary School, Adobe Art Center, Castro Valley Library, retail	H	\$30,000
Castro Valley Blvd	Redwood Rd	Crow Canyon Rd	Castro Valley	1.1	0	3b	Restriping, signage & pavement markings	retail, Castro Valley Library, Earl Warren Park	H	\$86,400
Castro Valley Blvd (E)	Crow Canyon Rd	Five Canyons Pkwy	Castro Valley	0.5	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs			\$3,000
Castro Valley Blvd (E)	Five Canyons Pkwy	Villareal Dr	Castro Valley	0.7	3b	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		M	TBD
Castro Valley Blvd (E)	Villarreal Dr	Dublin Canyon Rd	Castro Valley	1.1	2	2	None needed			\$0
Center St	Ray Ave	Castro Valley Blvd	Castro Valley	1.2	0	3a	Signage & sharrows	Creekside Middle School, Vannoy Elementary School, Cull Canyon Regional Recreation Area, retail	H	\$21,600
Center St	Castro Valley Blvd	Grove Way	Castro Valley	0.2	0	2	Striping, signage & pavement markings		H	\$6,000
Center St	Grove Way	San Lorenzo Creek	Castro Valley	0.3	2	2	None needed			\$0
Center St	San Lorenzo Creek	Kelly St (Haward C.L.)	Castro Valley	0.2	0	2	Striping, signage & pavement markings		H	\$6,000

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Channel St	Bockman Rd	Grant Ave	San Lorenzo	0.6	0	3a	Signage only	Arroyo High School, Del Ray Park, Del Ray Elementary	HS	\$3,600
Christensen Lane	Lake Chabot Rd	Parsons Ave	Castro Valley	0.5	0	3a	Signage only	Chabot Elementary School, Castro Valley Community Center	HS	\$3,000
Coehlo Dr	159th Ave	Bay Fair BART	Castro Valley	0.2	0	3a	Signage only	Bay Fair BART, Bay Fair Mall	HS	\$1,200
Coliseum BART to Bay Trail Connector	Coliseum/Oakland Airport BART Station	Bay Trail	Countywide		0	1	TBD	Coliseum/Oakland Airport BART Station, Bay Trail, Martin Luther King, Jr. Regional Shoreline	H	TBD
Collier Canyon Rd	Contra Costa county line	Livermore C.L.	East County-N Livermore	3.7	0	3c	Widen to 4-foot min. shoulder & signage	Las Positas College	H	TBD
Crest Ave	Stanton Ave	Miramar Ave	Castro Valley	0.7	0	3a	Signage only		HS	\$4,200
Cross Rd	Patterson Pass Rd	Tesla Rd	East County-E Livermore	2.2	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$13,200
Crow Canyon Rd	Contra Costa county line	Cull Canyon Rd	Castro Valley	7.0	0	2	Striping, signage & pavement markings	Greenridge Park, Bay Trees Park, connection to existing bikeway in Contra Costa County	M	\$210,000
Crow Canyon Rd	Cull Canyon Rd	Castro Valley Blvd	Castro Valley	0.5	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	Earl Warren park, Bay Trees Park		\$3,000
Cull Canyon Rd	Contra Costa county line	Briar Ridge Dr	Castro Valley	4.2	0	3c	Widen to 4-foot min. shoulder & signage	Cull Canyon Regional Recreation Area, Independent Elementary School	M	TBD
Cull Canyon Rd	Briar Ridge Rd	Crow Canyon Road	Castro Valley	0.6	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	Cull Canyon Regional Recreation Area, Bay Trees Park, Canyon Middle School		\$3,600
D Street	Hayward C.L.	Fairview Ave/Maud Ave	Fairview	0.8	0	3a	Signage only	San Felipe Park, Sulphur Creek Park, Fairview Park, Fairview Elementary, connection to existing bikeway in Hayward	HS	\$4,800
Dagnino Rd/Raymond RD	May School Rd	Ames St	East County-N Livermore	1.3	0	3c	Widen to 4-foot min. shoulder & signage	Christensen Middle School, Christensen Park	M	TBD

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Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Del Valle Rd	Mines Rd	Lake Del Valle	East County-S Livermore	2.9	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Lake Del Valle State Recreation Area	M	\$17,400
Dermody Ave	Drew St	Empire St	Ashland	0.2	0	3a	Signage only	retail, Hesperian Elementary, East Bay Greenway	HS	\$1,200
Drew St	Hesperian Blvd	Dermody Ave	Ashland	0.1	0	3a	Signage only	retail, Hesperian Elementary, East Bay Greenway	HS	\$600
Dublin Blvd	Dublin C.L.	Livermore C.L.	East County-W Livermore	0.8	0	2	Striping, signage & pavement markings	Los Positas College, connection to proposed bikeway in Dublin	H	\$24,000
Dublin Canyon Rd	Eden Canyon Rd/Palo Verde Rd	Pleasanton C.L.	East County-Sunol	3.7	2	2	None needed	Rowell Ranch Park, connection to existing bikeway in Pleasanton		\$0
East 14th St/Mission Blvd	150th Ave (San Leandro C.L.)	Lewelling Blvd	Ashland	1.8	0	3b	Restriping, signage & pavement markings	Fairmont Linear Park, Lighthouse Christian Academy, Bay Fair BART, Bay Fair Mall, Edendale Middle School, Edendale Park, Ashland Park, retail	H	\$144,000
East 14th St/Mission Blvd	Lewelling Blvd	Rose St (Hayward C.L.)	Cherryland	0.9	0	2	Striping, signage & pavement markings	retail	H	\$27,000
East Ave	Hayward C.L.	Hackamore Dr	Fairview	1.7	0	3a	Signage only	East Ave Elementary School, Hayward High School, East Avenue Park, connection to existing bikeway in Hayward	HS	\$10,200
East Ave	Vasco Rd	Greenville Rd	East County-E Livermore	1.2	2	2	None needed	Sandia/LLNL		\$0
East Bay Greenway	Bay Fair BART	A Street	Countywide		0	TBD	TBD	Bay Fair BART, Bay Fair Mall, Hesperian Elementary School, St John School, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School	H	TBD
Elgin St	Bay Fair BART	East 14th St	Castro Valley	1.0	0	3a	Signage only	Bay Fair BART, Bay Fair Mall, East Bay Greenway, retail	HS	\$6,000
Empire St	Dermody Ave	Yale Ave	Ashland	0.3	0	3a	Signage only	Hesperian Elementary, East Bay Greenway	HS	\$1,800
Ewing Dr	Proctor Rd	Arcadian Dr	Castro Valley	0.5	0	3a	Signage only	Parsons Park	HS	\$3,000

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Fairmont Dr	East 14th St	Foothill Blvd	Castro Valley	0.5	0	2	Striping, signage & pavement markings	Bay Fair Mall, Fairmont Linear Park, Hillcrest Knolls Park, Alameda Co Medical Center, Alameda County Probation Dept, Anthony Chabot Regional Park	H	\$15,000
Fairmont Dr	Foothill Blvd	Lake Chabot Rd	Castro Valley	1.7	0	2	Striping, signage & pavement markings	Hillcrest Knolls Park, Alameda Co Medical Center, Anthony Chabot Regional Park, Alameda County Probation Dept	H	\$51,000
Fairview Ave	D St	Hayward C.L. (Woodstock Rd)	Fairview	2.3	0	3a	Signage only	Fairview Elementary School, Fairview Park, Five Canyons Open Space, connection to existing bikeway in Hayward	HS	\$13,800
Five Canyons Pkwy	E Castro Valley Blvd	Fairview Ave	Castro Valley	2.2	2	2	None needed	Don Castro Regional Park		\$0
Foothill Blvd	150th Ave	164th Ave/Miramar Ave	Castro Valley	1.1	0	2	Striping, signage & pavement markings	Alameda County Medical Center Fairmont	M	\$33,000
Foothill Blvd	164th Ave/Miramar Ave	John Dr	Castro Valley	1.0	2	2	None needed			\$0
Foothill Rd	Pleasanton C.L. (north of Castlewood Dr)	Castlewood Dr	East County-Sunol	0.4	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	connection to existing bikeway in Pleasanton	L	TBD
Foothill Rd	Castlewood Dr	Kilkare Rd	East County-Sunol	3.5	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
Forest Ave	Heyer Ave	Castro Valley Blvd	Castro Valley	0.7	0	3a	Signage only	Marshall Elementary School, Castro Valley Library, retail	HS	\$4,200
Galway Dr	Yale Ave	Ashland Ave	Ashland	0.2	0	3a	Signage only	Hesperian Elementary, East Bay Greenway	HS	\$1,200
Grant Ave	Washington Ave/Via Alamos	Hesperian Blvd	San Lorenzo	0.5	0	3a	Signage & sharrows	retail, Mervin Morris Park, Grant Elementary School, Lewis Rents, Arroyo High School	H	\$9,000
Grant Ave	500 ft east of road end	Washington Ave/Via Alamos	San Lorenzo	2.0	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	Bay Trail, Sara Lee Foods, Arroyo High School, Mervin Morris Park		\$12,000

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Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Grant Ave Pathway	railroad tracks	Via Seco	San Lorenzo	0.6	1	1	None needed	Mervin Morris Park, Grant Elementary School, Lewis Rents, Arroyo High School		\$0
Grant Line Rd	Altamont Pass Rd	San Joaquin county line	East County-E Livermore	2.1	0	3c	Widen to 4-foot min. shoulder & signage	California Aqueduct Bikeway, connection to proposed bikeway in San Joaquin County	L	TBD
Greenville Rd	Altamont Pass Rd	National Dr	East County-E Livermore	1.0	2	2	Spot Improvement-Add signs and pavement markings			\$18,000
Greenville Rd	National Dr	Patterson Pass Rd	East County-E Livermore	0.7	0	2	Striping, signage & pavement markings	Sandia/LLNL	H	\$21,000
Greenville Rd	Patterson Pass Rd	Tesla Rd	East County-E Livermore	2.1	2	2	None needed	Sandia/LLNL		\$0
Grove Way	Meekland Ave	Western Blvd	Cherryland	0.5	0	2	Striping, signage & pavement markings	retail, Cherryland park, East Bay Greenway, Strobridge Elementary School, Carlos Bee Park, Hayward Area Senior Center	H	\$15,000
Grove Way	Western Blvd	Redwood Rd	Castro Valley	1.6	0	3a	Signage only	retail, Cherryland park, East Bay Greenway, Strobridge Elementary School, Carlos Bee Park, Hayward Area Senior Center	HS	\$9,600
Grove Way	Redwood Road	Castro Valley Blvd	Castro Valley	1.0	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	retail, Castro Valley Adult School, Earl Warren Park, Don Castro Regional Park		\$6,000
Hacienda Ave	Via Alamos	Ricardo Ave	San Lorenzo	0.8	0	3a	Signage only	retail, Calvary Lutheran School, Lorenzo Manor Elementary School	HS	\$4,800
Hacienda Ave	Ricardo Ave	Hathaway Ave	San Lorenzo	0.2	0	2	Signage & pavement markings	Lorenzo Manor Elementary School	H	\$3,600
Hampton Rd	Meekland Ave	Mission Blvd	Cherryland	0.8	0	3a	Signage only	Colonial Acres Elementary School, Meek Park, retail	HS	\$4,800
Hansen Rd	Fairview Ave	East Ave	Fairview	0.7	0	3a	Signage only	East Ave Elementary School	HS	\$4,200
Hartford Ave	N Livermore Ave	Lorraine St	East County-N Livermore	1.0	0	3c	Widen to 4-foot min. shoulder & signage	North Livermore Park	M	TBD

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Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Hathaway Ave	Hacienda Ave	Mero St (Hayward C.L.)	San Lorenzo	0.5	2	2	None needed	Costco Business Center, connection to existing bikeway in Hayward		\$0
Hesperian Blvd	Lewelling Blvd	A Street	San Lorenzo	1.6	0	2	Striping, signage & pavement markings	retail, San Lorenzo Library, Calvary Lutheran School, Bohannon Middle School, San Lorenzo Adult School, Lorenzo Manor Elementary School, East Bay Arts School, John F Kennedy Park, Hayward Executive Airport	H	\$48,000
Heyer Ave	Redwood Rd	Cull Canyon Rd	Castro Valley	1.1	0	3b	Signage & sharrows	Castro Valley High School, Castro Valley Swim Center, Castro Valley Adult School, Redwood Christian School, Cull Canyon Regional Recreation Area, Bay Trees Park	H	\$19,800
Highland Rd	Contra Costa county line	Manning Rd	East County-N Livermore	0.1	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		L	TBD
I-238 frontage (new road)	Castro Valley Blvd	Norbridge Ave	Castro Valley	0.3	0	2	Striping, signage & pavement markings	retail	M	\$9,000
John Dr	Foothill Blvd	Castro Valley Blvd	Castro Valley	0.3	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	retail, park-and-ride		\$1,800
John Kennedy Park Trail	Via Arriba	Golf Course Dr	San Lorenzo	0.1	0	1	Construct path	Bohannon Middle School, John Kennedy Park, San Lorenzo Adult School	M	\$65,000
Kelly St	Hayward C.L.	Henry Lane	Fairview	0.7	0	3a	Signage only	Woodroe Woods School, connection to existing bikeway in Hayward	HS	\$4,200
Kilkare Rd/Main St	Foothill Rd	Niles Canyon Rd	East County-Sunol	0.2	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Sunol Glen Elementary School	H	\$1,200
Lake Chabot Rd	San Leandro C.L.	Fairmont Dr	Castro Valley	1.8	0	3c	Widen to 4-foot min. shoulder & signage	Anthony Chabot Regional Park, connection to proposed bikeway in San Leandro	L	TBD

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Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Lake Chabot Rd	Fairmont Dr	Castro Valley Blvd	Castro Valley	1.9	0	2	Striping, signage & pavement markings	Castro Valley Community Center, Chabot Elementary School, Anthony Chabot Regional Park, Eden Medical Center, retail	H	\$57,000
Laughlin Rd	Brushy Peak Regional Park	Northfront Rd	East County-N Livermore	2.4	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Brushy Peak Regional Park	L	\$14,400
Lewelling Blvd	Hesperian Blvd	Meekland Ave	Ashland	0.7	2	2	None needed	retail, San Lorenzo High School, St John School, East Bay Greenway		\$0
Lewelling Blvd	Meekland Ave	Mission Blvd	Ashland	0.7	0	2	Striping, signage & pavement markings	St John School, Meek Park, East Bay Greenway	M	\$21,000
Madison Ave	Seven Hills Rd	Heyer Ave	Castro Valley	0.3	0	3a	Signage only	Castro Valley Adult School	HS	\$1,800
Manning Rd	Highland Rd	N Livermore Ave	East County-N Livermore	1.4	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		L	TBD
Marina Ave	Arroyo Rd	Wente St	East County-S Livermore	1.0	0	3c	Signage only	Advent Christian School	HS	\$6,000
Mattox Rd	Mission Blvd	Foothill Blvd (SR 238)	Cherryland	0.3	2	2	None needed	retail		\$0
Maud Ave	Kelly St	D St	Fairview	0.5	0	3a	Signage only	Fairview Elementary School, Fairview Park	L	\$3,000
May School Rd	N Livermore Ave	Dagagnino Rd	East County-N Livermore	1.3	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
Meekland Ave	Lewelling Blvd	Paseo Grande	San Lorenzo	0.2	0	2	Striping, signage & pavement markings	St John School, Colonial Acres Elementary, Cherryland Park, Cannery Park, Hayward Amtrak	H	\$6,000
Meekland Ave	Paseo Grande	A Street	San Lorenzo	1.5	2	2	None needed	St John School, Colonial Acres Elementary, Cherryland Park, Cannery Park, Hayward Amtrak		\$0
Mines Rd	Tesla Rd	0.3 miles south	East County-S Livermore	0.3	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		H	TBD

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Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Mines Rd	0.3 miles south of Tesla Rd	Del Valle Rd	East County-S Livermore	3.1	2	2	None needed	Lake Del Valle State Recreation Area		\$0
Mines Rd	Del Valle Rd	Santa Clara county line	East County-S Livermore	16.3	0	3c	Widen to 4-foot min. shoulder & signage	Lake Del Valle State Recreation Area	H	TBD
Miramar Ave	Foothill Blvd	Stanton Ave	Castro Valley	0.6	0	3a	Signage only		HS	\$3,600
Mountain House Rd	Contra Costa county line	Grant Line Rd	East County-E Livermore	4.3	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	California Aqueduct Bikeway, Mountain House Elementary School, connection to proposed bikeway in Contra Costa County	L	\$25,800
N Livermore Ave	Manning Rd	I-580 (Livermore C.L.)	East County-N Livermore	3.6	3b	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	connection to proposed bikeway in Livermore	L	TBD
N. Canyons Pkwy	Livermore C.L.	Livermore C.L. (Lorraine St)	East County-N Livermore	2.2	0	1	Construct path	Las Positas College, North Livermore Park, connection to existing bikeway in Livermore	H	\$1,430,000
Niles Canyon Rd	Pleasanton-Sunol Rd	Fremont C.L.	East County-Sunol	6.7	0	3c	Widen to 4-foot min. shoulder & signage	Sunol Glen Elementary School, connection to existing bikeway in Fremont	H	TBD
Norbridge Ave	Stanton Ave/Castro Valley Blvd	Tyee Ct	Castro Valley	0.3	0	2	Striping, signage & pavement markings	retail	H	\$9,000
Norbridge Ave	Tyee Ct	Castro Valley Blvd	Castro Valley	0.8	2	2	None needed	Castro Valley BART, Castro Valley Library, retail		\$0
Norris Canyon Rd	Contra Costa county line	Crow Canyon Rd	East County-Sunol	2.1	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
North Flynn Rd	I-580	South Flynn Rd	East County-E Livermore	1.3	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$7,800
Northfront Rd	Laughlin Rd	Greenville Rd	East County-N Livermore	0.6	0	2	Signage & pavement markings	FormFactor	H	\$10,800
Palo Verde Rd	Castro Valley Blvd	Dublin Canyon Rd	Castro Valley	0.7	0	3c	Widen to 4-foot min. shoulder & signage	Palomares Elementary School	L	TBD
Paloma Rd	Pleasanton-Sunol Rd	Calaveras Rd	East County-Sunol	0.8	0	3c	Widen to 4-foot min. shoulder & signage		M	TBD
Palomares Rd	Palo Verde Rd	Niles Canyon Road	East County-Sunol	9.5	0	3c	Widen to 4-foot min. shoulder & signage	Palomares Elementary School, Stony Brook Park	M	TBD

Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Parsons Ave	Seven Hills Rd	Somerset Ave	Castro Valley	0.6	0	3a	Signage only		HS	\$3,600
Paseo Grande	Via Alamos	Meekland Ave	San Lorenzo	1.2	0	3a	Signage only	retail, San Lorenzo Library, Colonial Acres Elementary School, Mervin Morris Park	HS	\$7,200
Paseo Larga Vista	Grant Ave	Paseo Grande	San Lorenzo	0.3	0	3a	Signage only		HS	\$1,800
Patterson Pass Rd	Greenville Rd	San Joaquin county line	East County-E Livermore	5.0	0	3c	Widen to 4-foot min. shoulder & signage	Sandia/LLNL, connection to proposed bikeway in San Joaquin County	H	TBD
Pinehurst Rd	Contra Costa county line	Redwood Rd	Castro Valley	1.7	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Redwood Regional Park, connection to existing bikeway in Contra Costa County	L	\$10,200
Pleasanton-Sunol Rd	Castlewood Dr	Paloma Rd	East County-Sunol	3.6	0	3c	Widen to 4-foot min. shoulder & signage		M	TBD
Proctor Rd	Ewing Rd	Redwood Rd	Castro Valley	0.6	0	3a	Signage only	Aiken Senior Center, Parsons Park, Proctor Elementary	HS	\$3,600
Redwood Rd	Skyline Rd	Camino Alta Mira	Castro Valley	10.5	0	3c	Widen to 4-foot min. shoulder & signage	Willow Golf Course, Anthony Chabot Regional Park, Redwood Regional Park, connection to existing bikeway in Oakland	M	TBD
Redwood Rd	Camino Alta Mira	Seven Hills Rd	Castro Valley	0.6	2	2	None needed	Aitken Senior Center, Proctor Elementary School		\$0
Redwood Rd	Seven Hills Rd	Castro Valley Blvd	Castro Valley	1.0	0	3b	Restriping, signage & pavement markings	retail, Castro Valley Adult School, Redwood Christian School, Castro Valley High School, Castro Valley Swim Center	H	\$80,000
Redwood Rd	Castro Valley Blvd	Knox St	Castro Valley	0.9	2	2	None needed	retail, Castro Valley Library, castro Valley BART		\$0
Redwood Rd/A St	Knox St	4th St (Hayward C.L.)	Castro Valley	0.3	0	2	Striping, signage & pavement markings	retail, Hayward Area Senior Center, connection to existing bikeway in Hayward	H	\$9,000
Royal Ave	Bartlett Ave	A Street	San Lorenzo	0.3	0	3a	Signage only	East Bay Arts High School, Royal Sunset High School	HS	\$1,800
S Livermore Ave	Concannon Blvd	Tesla Rd	East County-S Livermore	0.5	2	2	None needed			\$0

Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Santa Maria Ave	Seven Hills Rd	Castro Valley Blvd	Castro Valley	1.0	0	3a	Signage only	Castro Valley High School, Castro Valley Swim Center, retail	HS	\$6,000
Seven Hills Rd	Lake Chabot Rd	Madison Ave	Castro Valley	1.7	0	3a	Signage & sharrows	Castro Valley Community Center, Redwood High School, Castro Valley Adult School, Chabot Elementary School	H	\$30,600
Somerset Ave	Stanton Ave	Redwood Rd	Castro Valley	1.0	0	3a	Signage only	Stanton Elementary School, Eden Medical Center, Our Lady of Grace School, Castro Valley High School, Castro Valley Swim Center	HS	\$6,000
South Flynn Rd	North Flynn Rd	Patterson Pass Rd	East County-E Livermore	2.5	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$15,000
Stanley Blvd	Pleasanton city limits	Isabel Ave (Livermore C.L.)	East County-W Livermore	2.7	2	2	None needed	Connection to existing bikeway in Pleasanton and proposed bikeway in Livermore		\$0
Stanley Blvd path (Iron Horse Trail)	Pleasanton city limits	Isabel Ave (Livermore C.L.)	East County-W Livermore	2.7	1	1	None needed	Connection to existing bikeway in Pleasanton and proposed bikeway in Livermore		\$0
Stanton Ave	Crest Ave	Castro Valley Blvd	Castro Valley	1.1	0	3a	Signage & sharrows	Eden Medical Center, retail, Stanton Elementary School	H	\$19,800
Sunset Blvd	Meekland Ave	Western Blvd	Cherryland	0.5	2	2	None needed	East Bay Greenway, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School		\$0
Sydney Way	Stanton Ave	Lake Chabot Rd	Castro Valley	0.6	0	3a	Signage only		HS	\$3,600
Tesla Rd	S Livermore Ave	Greenville Rd	East County-S Livermore	2.5	2	2	None needed	Sandia National Laboratory		\$0
Tesla Rd	Greenville Rd	Cross Rd	East County-S Livermore	0.8	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	Sandia/LLNL	H	TBD
Tesla Rd	Cross Rd	San Joaquin county line	East County-S Livermore	8.9	0	3c	Widen to 4-foot min. shoulder & signage	Sandia/LLNL	M	TBD

Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Union Pacific Railroad Oakland Subdivision Pathway	Bay Fair BART Station	A Street	Countywide	3.0	0	1	Construct path and improve crossings	Bay Fair BART, Bay Fair Mall, Hesperian Elementary School, St John School, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School	H	\$4,600,000
Vallecitos Rd	Wetmore Rd	Paloma Rd	East County-Sunol	6.7	0	3c	Widen to 4-foot min. shoulder & signage		M	TBD
Vasco Rd	Contra Costa county line	Dalton Rd (Livermore C.L.)	East County-N Livermore	4.3	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	connection to existing bikeway in Livermore and Contra Costa County	H	TBD
Via Alamos	Grant Ave	Via Nube	San Lorenzo	1.1	0	3a	Signage only	Arroyo High School, Mervin Morris Park, Grant Elementary School	HS	\$6,600
Via Arriba	Paseo Grande	John Kennedy Park	San Lorenzo	0.7	0	3a	Signage only	Bohannon Middle School, John Kennedy Park, San Lorenzo Adult School	HS	\$4,200
Via Catherine	Bockman Rd	San Lorenzo Park	San Lorenzo	0.8	0	3a	Signage only	San Lorenzo Park & Community Center	HS	\$4,800
Via Granada	Lewelling Blvd	Via Toledo	San Lorenzo	0.2	0	3a	Signage only		HS	\$1,200
Via Toledo	Via Granada	Hacienda Ave	San Lorenzo	0.7	0	3a	Signage only		HS	\$4,200
Villareal Dr	E Castro Valley Blvd	Greenville Pl	Castro Valley	1.5	0	2	Signage & pavement markings	Palomares Hills Park, Jensen Ranch Elementary School	L	\$27,000
Vineyard Ave	Isabel Ave	Vallecitos Rd	East County-S Livermore	1.1	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
Walnut Rd	Proctor Rd	Seven Hills Rd	Castro Valley	0.7	0	3a	Signage only	Parsons Park, Castro Valley Community Center	HS	\$4,200
Washington Ave	San Leandro C.L.	Grant Ave	San Lorenzo	0.3	2	2	None needed	Arroyo High School, connection to proposed bikeway in San Leandro		\$0
Wente St	Livermore C.L.	Marina Ave	East County-S Livermore	0.5	2	2	None needed			\$0
Western Blvd	Hampton Rd	Sunset Blvd	Cherryland	1.0	0	3a	Signage only	East Bay Greenway, Hayward BART, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School	HS	\$6,000

Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Wilson Ave	Parsons Ave	Redwood Rd	Castro Valley	0.5	0	3a	Signage only	Castro Valley High School, Castro Valley Swim Center	HS	\$3,000
Woodroe Ave	North terminus	Kelly St	Castro Valley	0.3	0	3a	Signage only	Don Castro Regional Park, Woodroe Woods School	HS	\$1,800
Yale Ave	Empire St	Galway Dr	Ashland	0.1	0	3a	Signage only	Hesperian Elementary, East Bay Greenway	HS	\$600

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Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011 Attractors	Priority	Cost Estimate
Countywide										
Coliseum BART to Bay Trail Connector	Coliseum/Oakland Airport BART Station	Bay Trail	Countywide		0	1	TBD	Coliseum/Oakland Airport BART Station, Bay Trail, Martin Luther King, Jr. Regional Shoreline	H	TBD
East Bay Greenway	Bay Fair BART	A Street	Countywide		0	TBD	TBD	Bay Fair BART, Bay Fair Mall, Hesperian Elementary School, St John School, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School	H	TBD
Union Pacific Railroad Oakland Subdivision Pathway	Bay Fair BART Station	A Street	Countywide	3.0	0	1	Construct path and improve crossings	Bay Fair BART, Bay Fair Mall, Hesperian Elementary School, St John School, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School	H	\$4,600,000
Ashland										
164th Ave	East 14th St	Foothill Blvd	Ashland	0.5	2	2	Spot Improvement-Add bike lanes from Liberty St to Foothill Blvd			\$3,000
167th Ave	East 14th St	Foothill Blvd	Ashland	0.4	2	2	Spot Improvement-Add bike lanes from Liberty St to Foothill Blvd; replace D11-1 signs with R81(CA) signs	Ashland Park		\$5,400
Ashland Ave	East 14th St	Lewelling Blvd	Ashland	1.2	0	2	Restriping, signage & pavement markings	retail, San Lorenzo High School, St John School, Edendale Park, Edendale Middle School, East Bay Greenway	H	\$96,000
Dermody Ave	Drew St	Empire St	Ashland	0.2	0	3a	Signage only	retail, Hesperian Elementary, East Bay Greenway	HS	\$1,200
Drew St	Hesperian Blvd	Dermody Ave	Ashland	0.1	0	3a	Signage only	retail, Hesperian Elementary, East Bay Greenway	HS	\$600
East 14th St/Mission Blvd	150th Ave (San Leandro C.L.)	Lewelling Blvd	Ashland	1.8	0	3b	Restriping, signage & pavement markings	Fairmont Linear Park, Lighthouse Christian Academy, Bay Fair BART, Bay Fair Mall, Edendale Middle School, Edendale Park, Ashland Park, retail	H	\$144,000

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Empire St	Dermody Ave	Yale Ave	Ashland	0.3	0	3a	Signage only	Hesperian Elementary, East Bay Greenway	HS	\$1,800
Galway Dr	Yale Ave	Ashland Ave	Ashland	0.2	0	3a	Signage only	Hesperian Elementary, East Bay Greenway	HS	\$1,200
Lewelling Blvd	Hesperian Blvd	Meekland Ave	Ashland	0.7	2	2	None needed	retail, San Lorenzo High School, St John School, East Bay Greenway		\$0
Lewelling Blvd	Meekland Ave	Mission Blvd	Ashland	0.7	0	2	Striping, signage & pavement markings	St John School, Meek Park, East Bay Greenway	M	\$21,000
Yale Ave	Empire St	Galway Dr	Ashland	0.1	0	3a	Signage only	Hesperian Elementary, East Bay Greenway	HS	\$600
Castro Valley										
150th Ave	Foothill Blvd	Freedom Ave	Castro Valley	0.1	0	2	Striping, signage & pavement markings	Alameda County Medical Center Fairmont, Fairmont Linear Park, retail, connection to proposed bikeway in San Leandro	L	\$3,000
159th Ave	East 14th St	Coelho Dr	Castro Valley	0.7	0	3a	Signage only	Bay Fair BART, Bay Fair Mall	HS	\$4,200
Arcadian Dr	Lake Chabot Rd	Lake Chabot Regional Park	Castro Valley	0.4	0	3a	Signage only	Lake Chabot Regional Park	HS	\$2,400
Arcadian Dr	Ewing Rd	west terminus	Castro Valley	0.3	0	3a	Signage only		HS	\$1,800
Castro Valley Blvd	Westbound-Foothill Blvd	John Dr/Strobridge Ave	Castro Valley	0.4	2	2	None needed			\$0
Castro Valley Blvd	Eastbound-Foothill Blvd	John Dr/Strobridge Ave	Castro Valley	0.4	0	2	Striping, signage & pavement markings in eastbound direction only	retail	H	\$6,000
Castro Valley Blvd	John Dr/Strobridge Ave	Redwood Rd	Castro Valley	1.0	0	2	Striping, signage & pavement markings	Castro Valley Elementary School, Adobe Art Center, Castro Valley Library, retail	H	\$30,000
Castro Valley Blvd	Redwood Rd	Crow Canyon Rd	Castro Valley	1.1	0	3b	Restriping, signage & pavement markings	retail, Castro Valley Library, Earl Warren Park	H	\$86,400
Castro Valley Blvd (E)	Crow Canyon Rd	Five Canyons Pkwy	Castro Valley	0.5	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs			\$3,000
Castro Valley Blvd (E)	Five Canyons Pkwy	Villareal Dr	Castro Valley	0.7	3b	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		M	TBD

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011 Attractors	Priority	Cost Estimate
Castro Valley Blvd (E)	Villarreal Dr	Dublin Canyon Rd	Castro Valley	1.1	2	2	None needed			\$0
Center St	Ray Ave	Castro Valley Blvd	Castro Valley	1.2	0	3a	Signage & sharrows	Creekside Middle School, Vannoy Elementary School, Cull Canyon Regional Recreation Area, retail	H	\$21,600
Center St	Castro Valley Blvd	Grove Way	Castro Valley	0.2	0	2	Striping, signage & pavement markings		H	\$6,000
Center St	Grove Way	San Lorenzo Creek	Castro Valley	0.3	2	2	None needed			\$0
Center St	San Lorenzo Creek	Kelly St (Haward C.L.)	Castro Valley	0.2	0	2	Striping, signage & pavement markings		H	\$6,000
Christensen Lane	Lake Chabot Rd	Parsons Ave	Castro Valley	0.5	0	3a	Signage only	Chabot Elementary School, Castro Valley Community Center	HS	\$3,000
Coehlo Dr	159th Ave	Bay Fair BART	Castro Valley	0.2	0	3a	Signage only	Bay Fair BART, Bay Fair Mall	HS	\$1,200
Crest Ave	Stanton Ave	Miramar Ave	Castro Valley	0.7	0	3a	Signage only		HS	\$4,200
Crow Canyon Rd	Contra Costa county line	Cull Canyon Rd	Castro Valley	7.0	0	2	Striping, signage & pavement markings	Greenridge Park, Bay Trees Park, connection to existing bikeway in Contra Costa County	M	\$210,000
Crow Canyon Rd	Cull Canyon Rd	Castro Valley Blvd	Castro Valley	0.5	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	Earl Warren park, Bay Trees Park		\$3,000
Cull Canyon Rd	Contra Costa county line	Briar Ridge Dr	Castro Valley	4.2	0	3c	Widen to 4-foot min. shoulder & signage	Cull Canyon Regional Recreation Area, Independent Elementary School	M	TBD
Cull Canyon Rd	Briar Ridge Rd	Crow Canyon Road	Castro Valley	0.6	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	Cull Canyon Regional Recreation Area, Bay Trees Park, Canyon Middle School		\$3,600
Elgin St	Bay Fair BART	East 14th St	Castro Valley	1.0	0	3a	Signage only	Bay Fair BART, Bay Fair Mall, East Bay Greenway, retail	HS	\$6,000
Ewing Dr	Proctor Rd	Arcadian Dr	Castro Valley	0.5	0	3a	Signage only	Parsons Park	HS	\$3,000
Fairmont Dr	Foothill Blvd	Lake Chabot Rd	Castro Valley	1.7	0	2	Striping, signage & pavement markings	Hillcrest Knolls Park, Alameda Co Medical Center, Anthony Chabot Regional Park, Alameda County Probation Dept	H	\$51,000
Five Canyons Pkwy	E Castro Valley Blvd	Fairview Ave	Castro Valley	2.2	2	2	None needed	Don Castro Regional Park		\$0
Foothill Blvd	150th Ave	164th Ave/Miramar Ave	Castro Valley	1.1	0	2	Striping, signage & pavement markings	Alameda County Medical Center Fairmont	M	\$33,000

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011 Attractors	Priority	Cost Estimate
Foothill Blvd	164th Ave/Miramar Ave	John Dr	Castro Valley	1.0	2	2	None needed			\$0
Forest Ave	Heyer Ave	Castro Valley Blvd	Castro Valley	0.7	0	3a	Signage only	Marshall Elementary School, Castro Valley Library, retail	HS	\$4,200
Grove Way	Western Blvd	Redwood Rd	Castro Valley	1.6	0	3a	Signage only	retail, Cherryland park, East Bay Greenway, Strobridge Elementary School, Carlos Bee Park, Hayward Area Senior Center	HS	\$9,600
Grove Way	Redwood Road	Castro Valley Blvd	Castro Valley	1.0	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	retail, Castro Valley Adult School, Earl Warren Park, Don Castro Regional Park		\$6,000
Heyer Ave	Redwood Rd	Cull Canyon Rd	Castro Valley	1.1	0	3b	Signage & sharrows	Castro Valley High School, Castro Valley Swim Center, Castro Valley Adult School, Redwood Christian School, Cull Canyon Regional Recreation Area, Bay Trees Park	H	\$19,800
I-238 frontage (new road)	Castro Valley Blvd	Norbridge Ave	Castro Valley	0.3	0	2	Striping, signage & pavement markings	retail	M	\$9,000
John Dr	Foothill Blvd	Castro Valley Blvd	Castro Valley	0.3	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	retail, park-and-ride		\$1,800
Lake Chabot Rd	San Leandro C.L.	Fairmont Dr	Castro Valley	1.8	0	3c	Widen to 4-foot min. shoulder & signage	Anthony Chabot Regional Park, connection to proposed bikeway in San Leandro	L	TBD
Lake Chabot Rd	Fairmont Dr	Castro Valley Blvd	Castro Valley	1.9	0	2	Striping, signage & pavement markings	Castro Valley Community Center, Chabot Elementary School, Anthony Chabot Regional Park, Eden Medical Center, retail	H	\$57,000
Madison Ave	Seven Hills Rd	Heyer Ave	Castro Valley	0.3	0	3a	Signage only	Castro Valley Adult School	HS	\$1,800
Miramar Ave	Foothill Blvd	Stanton Ave	Castro Valley	0.6	0	3a	Signage only		HS	\$3,600
Norbridge Ave	Stanton Ave/Castro Valley Blvd	Tyee Ct	Castro Valley	0.3	0	2	Striping, signage & pavement markings	retail	H	\$9,000
Norbridge Ave	Tyee Ct	Castro Valley Blvd	Castro Valley	0.8	2	2	None needed	Castro Valley BART, Castro Valley Library, retail		\$0

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Palo Verde Rd	Castro Valley Blvd	Dublin Canyon Rd	Castro Valley	0.7	0	3c	Widen to 4-foot min. shoulder & signage	Palomares Elementary School	L	TBD
Parsons Ave	Seven Hills Rd	Somerset Ave	Castro Valley	0.6	0	3a	Signage only		HS	\$3,600
Pinehurst Rd	Contra Costa county line	Redwood Rd	Castro Valley	1.7	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Redwood Regional Park, connection to existing bikeway in Contra Costa County	L	\$10,200
Proctor Rd	Ewing Rd	Redwood Rd	Castro Valley	0.6	0	3a	Signage only	Aiken Senior Center, Parsons Park, Proctor Elementary	HS	\$3,600
Redwood Rd	Skyline Rd	Camino Alta Mira	Castro Valley	10.5	0	3c	Widen to 4-foot min. shoulder & signage	Willow Golf Course, Anthony Chabot Regional Park, Redwood Regional Park, connection to existing bikeway in Oakland	M	TBD
Redwood Rd	Camino Alta Mira	Seven Hills Rd	Castro Valley	0.6	2	2	None needed	Aitken Senior Center, Proctor Elementary School		\$0
Redwood Rd	Seven Hills Rd	Castro Valley Blvd	Castro Valley	1.0	0	3b	Restriping, signage & pavement markings	retail, Castro Valley Adult School, Redwood Christian School, Castro Valley High School, Castro Valley Swim Center	H	\$80,000
Redwood Rd	Castro Valley Blvd	Knox St	Castro Valley	0.9	2	2	None needed	retail, Castro Valley Library, castro Valley BART		\$0
Redwood Rd/A St	Knox St	4th St (Hayward C.L.)	Castro Valley	0.3	0	2	Striping, signage & pavement markings	retail, Hayward Area Senior Center, connection to existing bikeway in Hayward	H	\$9,000
Santa Maria Ave	Seven Hills Rd	Castro Valley Blvd	Castro Valley	1.0	0	3a	Signage only	Castro Valley High School, Castro Valley Swim Center, retail	HS	\$6,000
Seven Hills Rd	Lake Chabot Rd	Madison Ave	Castro Valley	1.7	0	3a	Signage & sharrows	Castro Valley Community Center, Redwood High School, Castro Valley Adult School, Chabot Elementary School	H	\$30,600
Somerset Ave	Stanton Ave	Redwood Rd	Castro Valley	1.0	0	3a	Signage only	Stanton Elementary School, Eden Medical Center, Our Lady of Grace School, Castro Valley High School, Castro Valley Swim Center	HS	\$6,000
Stanton Ave	Crest Ave	Castro Valley Blvd	Castro Valley	1.1	0	3a	Signage & sharrows	Eden Medical Center, retail, Stanton Elementary School	H	\$19,800
Sydney Way	Stanton Ave	Lake Chabot Rd	Castro Valley	0.6	0	3a	Signage only		HS	\$3,600

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011 Attractors	Priority	Cost Estimate
Villareal Dr	E Castro Valley Blvd	Greenville Pl	Castro Valley	1.5	0	2	Signage & pavement markings	Palomares Hills Park, Jensen Ranch Elementary School	L	\$27,000
Walnut Rd	Proctor Rd	Seven Hills Rd	Castro Valley	0.7	0	3a	Signage only	Parsons Park, Castro Valley Community Center	HS	\$4,200
Wilson Ave	Parsons Ave	Redwood Rd	Castro Valley	0.5	0	3a	Signage only	Castro Valley High School, Castro Valley Swim Center	HS	\$3,000
Woodroe Ave	North terminus	Kelly St	Castro Valley	0.3	0	3a	Signage only	Don Castro Regional Park, Woodroe Woods School	HS	\$1,800

Castro Valley

Fairmont Dr	East 14th St	Foothill Blvd	Castro Valley	0.5	0	2	Striping, signage & pavement markings	Bay Fair Mall, Fairmont Linear Park, Hillcrest Knolls Park, Alameda Co Medical Center, Alameda County Probation Dept, Anthony Chabot Regional Park	H	\$15,000
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Cherryland

Blossom Way	Hathaway Ave	Mission Blvd	Cherryland	1.0	0	3a	Signage only	retail, Cherryland Park	HS	\$6,000
East 14th St/Mission Blvd	Lewelling Blvd	Rose St (Hayward C.L.)	Cherryland	0.9	0	2	Striping, signage & pavement markings	retail	H	\$27,000
Grove Way	Meekland Ave	Western Blvd	Cherryland	0.5	0	2	Striping, signage & pavement markings	retail, Cherryland park, East Bay Greenway, Strobridge Elementary School, Carlos Bee Park, Hayward Area Senior Center	H	\$15,000
Hampton Rd	Meekland Ave	Mission Blvd	Cherryland	0.8	0	3a	Signage only	Colonial Acres Elementary School, Meek Park, retail	HS	\$4,800
Mattox Rd	Mission Blvd	Foothill Blvd (SR 238)	Cherryland	0.3	2	2	None needed	retail		\$0
Sunset Blvd	Meekland Ave	Western Blvd	Cherryland	0.5	2	2	None needed	East Bay Greenway, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School		\$0
Western Blvd	Hampton Rd	Sunset Blvd	Cherryland	1.0	0	3a	Signage only	East Bay Greenway, Hayward BART, Cherryland Elementary School, Brenkwitz High School, Hayward Adult School	HS	\$6,000

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011 Attractors	Priority	Cost Estimate
Fairview										
D Street	Hayward C.L.	Fairview Ave/Maud Ave	Fairview	0.8	0	3a	Signage only	San Felipe Park, Sulphur Creek Park, Fairview Park, Fairview Elementary, connection to existing bikeway in Hayward	HS	\$4,800
East Ave	Hayward C.L.	Hackamore Dr	Fairview	1.7	0	3a	Signage only	East Ave Elementary School, Hayward High School, East Avenue Park, connection to existing bikeway in Hayward	HS	\$10,200
Fairview Ave	D St	Hayward C.L. (Woodstock Rd)	Fairview	2.3	0	3a	Signage only	Fairview Elementary School, Fairview Park, Five Canyons Open Space, connection to existing bikeway in Hayward	HS	\$13,800
Hansen Rd	Fairview Ave	East Ave	Fairview	0.7	0	3a	Signage only	East Ave Elementary School	HS	\$4,200
Kelly St	Hayward C.L.	Henry Lane	Fairview	0.7	0	3a	Signage only	Woodroe Woods School, connection to existing bikeway in Hayward	HS	\$4,200
Maud Ave	Kelly St	D St	Fairview	0.5	0	3a	Signage only	Fairview Elementary School, Fairview Park	L	\$3,000
San Lorenzo										
Bandoni Ave	Via Catherine	Bockman Rd	San Lorenzo	1.0	0	3a	Signage only	San Lorenzo Park & Community Center, Bay Elementary	HS	\$6,000
Bartlett Ave	Hesperian Blvd	Royal Ave	San Lorenzo	0.3	0	3a	Signage only	retail, East Bay Arts High School, Royal Sunset High School	HS	\$1,800
Bockman Rd	Grant Ave	Hesperian Blvd	San Lorenzo	1.7	0	3a	Signage only	San Lorenzo Adult School, Bohannon Middle School, Del Ray Park, Del Ray Elementary School, Bay Elementary School, retail	HS	\$10,200
Channel St	Bockman Rd	Grant Ave	San Lorenzo	0.6	0	3a	Signage only	Arroyo High School, Del Ray Park, Del Ray Elementary	HS	\$3,600
Grant Ave	Washington Ave/Via Alamos	Hesperian Blvd	San Lorenzo	0.5	0	3a	Signage & sharrows	retail, Mervin Morris Park, Grant Elementary School, Lewis Rents, Arroyo High School	H	\$9,000

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Grant Ave	500 ft east of road end	Washington Ave/Via Alamos	San Lorenzo	2.0	2	2	Spot Improvement-Replace D11-1 signs with R81(CA) signs	Bay Trail, Sara Lee Foods, Arroyo High School, Mervin Morris Park		\$12,000
Grant Ave Pathway	railroad tracks	Via Seco	San Lorenzo	0.6	1	1	None needed	Mervin Morris Park, Grant Elementary School, Lewis Rents, Arroyo High School		\$0
Hacienda Ave	Via Alamos	Ricardo Ave	San Lorenzo	0.8	0	3a	Signage only	retail, Calvary Lutheran School, Lorenzo Manor Elementary School	HS	\$4,800
Hacienda Ave	Ricardo Ave	Hathaway Ave	San Lorenzo	0.2	0	2	Signage & pavement markings	Lorenzo Manor Elementary School	H	\$3,600
Hathaway Ave	Hacienda Ave	Mero St (Hayward C.L.)	San Lorenzo	0.5	2	2	None needed	Costco Business Center, connection to existing bikeway in Hayward		\$0
Hesperian Blvd	Lewelling Blvd	A Street	San Lorenzo	1.6	0	2	Striping, signage & pavement markings	retail, San Lorenzo Library, Calvary Lutheran School, Bohannon Middle School, San Lorenzo Adult School, Lorenzo Manor Elementary School, East Bay Arts School, John F Kennedy Park, Hayward Executive Airport	H	\$48,000
John Kennedy Park Trail	Via Arriba	Golf Course Dr	San Lorenzo	0.1	0	1	Construct path	Bohannon Middle School, John Kennedy Park, San Lorenzo Adult School	M	\$65,000
Meekland Ave	Lewelling Blvd	Paseo Grande	San Lorenzo	0.2	0	2	Striping, signage & pavement markings	St John School, Colonial Acres Elementary, Cherryland Park, Cannery Park, Hayward Amtrak	H	\$6,000
Meekland Ave	Paseo Grande	A Street	San Lorenzo	1.5	2	2	None needed	St John School, Colonial Acres Elementary, Cherryland Park, Cannery Park, Hayward Amtrak		\$0
Paseo Grande	Via Alamos	Meekland Ave	San Lorenzo	1.2	0	3a	Signage only	retail, San Lorenzo Library, Colonial Acres Elementary School, Mervin Morris Park	HS	\$7,200
Paseo Larga Vista	Grant Ave	Paseo Grande	San Lorenzo	0.3	0	3a	Signage only		HS	\$1,800
Royal Ave	Bartlett Ave	A Street	San Lorenzo	0.3	0	3a	Signage only	East Bay Arts High School, Royal Sunset High School	HS	\$1,800
Via Alamos	Grant Ave	Via Nube	San Lorenzo	1.1	0	3a	Signage only	Arroyo High School, Mervin Morris Park, Grant Elementary School	HS	\$6,600

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011 Attractors	Priority	Cost Estimate
Via Arriba	Paseo Grande	John Kennedy Park	San Lorenzo	0.7	0	3a	Signage only	Bohannon Middle School, John Kennedy Park, San Lorenzo Adult School	HS	\$4,200
Via Catherine	Bockman Rd	San Lorenzo Park	San Lorenzo	0.8	0	3a	Signage only	San Lorenzo Park & Community Center	HS	\$4,800
Via Granada	Lewelling Blvd	Via Toledo	San Lorenzo	0.2	0	3a	Signage only		HS	\$1,200
Via Toledo	Via Granada	Hacienda Ave	San Lorenzo	0.7	0	3a	Signage only		HS	\$4,200
Washington Ave	San Leandro C.L.	Grant Ave	San Lorenzo	0.3	2	2	None needed	Arroyo High School, connection to proposed bikeway in San Leandro		\$0
East County-Sunol										
Calaveras Rd	Paloma Rd	Santa Clara county line	East County-Sunol	9.3	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$55,800
Castlewood Dr	Foothill Rd	Pleasanton-Sunol Rd	East County-Sunol	0.3	0	3c	Widen to 4-foot min. shoulder & signage	Castlewood County Club, CA School of Art & Design	H	TBD
Dublin Canyon Rd	Eden Canyon Rd/Palo Verde Rd	Pleasanton C.L.	East County-Sunol	3.7	2	2	None needed	Rowell Ranch Park, connection to existing bikeway in Pleasanton		\$0
Foothill Rd	Pleasanton C.L. (north of Castlewood Dr)	Castlewood Dr	East County-Sunol	0.4	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	connection to existing bikeway in Pleasanton	L	TBD
Foothill Rd	Castlewood Dr	Kilkare Rd	East County-Sunol	3.5	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
Kilkare Rd/Main St	Foothill Rd	Niles Canyon Rd	East County-Sunol	0.2	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Sunol Glen Elementary School	H	\$1,200
Niles Canyon Rd	Pleasanton-Sunol Rd	Fremont C.L.	East County-Sunol	6.7	0	3c	Widen to 4-foot min. shoulder & signage	Sunol Glen Elementary School, connection to existing bikeway in Fremont	H	TBD
Norris Canyon Rd	Contra Costa county line	Crow Canyon Rd	East County-Sunol	2.1	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
Paloma Rd	Pleasanton-Sunol Rd	Calaveras Rd	East County-Sunol	0.8	0	3c	Widen to 4-foot min. shoulder & signage		M	TBD
Palomares Rd	Palo Verde Rd	Niles Canyon Road	East County-Sunol	9.5	0	3c	Widen to 4-foot min. shoulder & signage	Palomares Elementary School, Stony Brook Park	M	TBD

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
Pleasanton-Sunol Rd	Castlewood Dr	Paloma Rd	East County-Sunol	3.6	0	3c	Widen to 4-foot min. shoulder & signage		M	TBD
Vallecitos Rd	Wetmore Rd	Paloma Rd	East County-Sunol	6.7	0	3c	Widen to 4-foot min. shoulder & signage		M	TBD
East County-W Livermore										
Dublin Blvd	Dublin C.L.	Livermore C.L.	East County-W Livermore	0.8	0	2	Striping, signage & pavement markings	Los Positas College, connection to proposed bikeway in Dublin	H	\$24,000
Stanley Blvd	Pleasanton city limits	Isabel Ave (Livermore C.L.)	East County-W Livermore	2.7	2	2	None needed	Connection to existing bikeway in Pleasanton and proposed bikeway in Livermore		\$0
Stanley Blvd path (Iron Horse Trail)	Pleasanton city limits	Isabel Ave (Livermore C.L.)	East County-W Livermore	2.7	1	1	None needed	Connection to existing bikeway in Pleasanton and proposed bikeway in Livermore		\$0
East County-N Livermore										
Collier Canyon Rd	Contra Costa county line	Livermore C.L.	East County-N Livermore	3.7	0	3c	Widen to 4-foot min. shoulder & signage	Las Positas College	H	TBD
Dagnino Rd/Raymond RD	May School Rd	Ames St	East County-N Livermore	1.3	0	3c	Widen to 4-foot min. shoulder & signage	Christensen Middle School, Christensen Park	M	TBD
Hartford Ave	N Livermore Ave	Lorraine St	East County-N Livermore	1.0	0	3c	Widen to 4-foot min. shoulder & signage	North Livermore Park	M	TBD
Highland Rd	Contra Costa county line	Manning Rd	East County-N Livermore	0.1	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		L	TBD
Laughlin Rd	Brushy Peak Regional Park	Northfront Rd	East County-N Livermore	2.4	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Brushy Peak Regional Park	L	\$14,400
Manning Rd	Highland Rd	N Livermore Ave	East County-N Livermore	1.4	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		L	TBD
May School Rd	N Livermore Ave	Dagagnino Rd	East County-N Livermore	1.3	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
N Livermore Ave	Manning Rd	I-580 (Livermore C.L.)	East County-N Livermore	3.6	3b	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	connection to proposed bikeway in Livermore	L	TBD

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
N. Canyons Pkwy	Livermore C.L.	Livermore C.L. (Lorraine St)	East County-N Livermore	2.2	0	1	Construct path	Las Positas College, North Livermore Park, connection to existing bikeway in Livermore	H	\$1,430,000
Northfront Rd	Laughlin Rd	Greenville Rd	East County-N Livermore	0.6	0	2	Signage & pavement markings	FormFactor	H	\$10,800
Vasco Rd	Contra Costa county line	Dalton Rd (Livermore C.L.)	East County-N Livermore	4.3	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	connection to existing bikeway in Livermore and Contra Costa County	H	TBD
East County-E Livermore										
Altamont Pass Rd	Greenville Rd	Grant Line Rd	East County-E Livermore	8.0	0	3c	Widen to 4-foot min. shoulder & signage	Brushy Peak	M	TBD
Cross Rd	Patterson Pass Rd	Tesla Rd	East County-E Livermore	2.2	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$13,200
East Ave	Vasco Rd	Greenville Rd	East County-E Livermore	1.2	2	2	None needed	Sandia/LLNL		\$0
Grant Line Rd	Altamont Pass Rd	San Joaquin county line	East County-E Livermore	2.1	0	3c	Widen to 4-foot min. shoulder & signage	California Aqueduct Bikeway, connection to proposed bikeway in San Joaquin County	L	TBD
Greenville Rd	Altamont Pass Rd	National Dr	East County-E Livermore	1.0	2	2	Spot Improvement-Add signs and pavement markings			\$18,000
Greenville Rd	National Dr	Patterson Pass Rd	East County-E Livermore	0.7	0	2	Striping, signage & pavement markings	Sandia/LLNL	H	\$21,000
Greenville Rd	Patterson Pass Rd	Tesla Rd	East County-E Livermore	2.1	2	2	None needed	Sandia/LLNL		\$0
Mountain House Rd	Contra Costa county line	Grant Line Rd	East County-E Livermore	4.3	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	California Aqueduct Bikeway, Mountain House Elementary School, connection to proposed bikeway in Contra Costa County	L	\$25,800
North Flynn Rd	I-580	South Flynn Rd	East County-E Livermore	1.3	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$7,800
Patterson Pass Rd	Greenville Rd	San Joaquin county line	East County-E Livermore	5.0	0	3c	Widen to 4-foot min. shoulder & signage	Sandia/LLNL, connection to proposed bikeway in San Joaquin County	H	TBD

Appendix C-2: Recommended Bikeway Network by Community

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
South Flynn Rd	North Flynn Rd	Patterson Pass Rd	East County-E Livermore	2.5	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase		L	\$15,000
East County-S Livermore										
Arroyo Rd	Wetmore Rd	Lake Del Valle	East County-S Livermore	2.9	0	3c	Widen to 4-foot min. shoulder & signage	Lake Del Valle State Recreation Area, Veterans Park, Sycamore Grove Park, VA Palo Alto Healthcare Systems	H	TBD
Del Valle Rd	Mines Rd	Lake Del Valle	East County-S Livermore	2.9	0	3c	Short-term signage only; future widening to 4-foot min. shoulder as volumes increase	Lake Del Valle State Recreation Area	M	\$17,400
Marina Ave	Arroyo Rd	Wente St	East County-S Livermore	1.0	0	3c	Signage only	Advent Christian School	HS	\$6,000
Mines Rd	Tesla Rd	0.3 miles south	East County-S Livermore	0.3	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings		H	TBD
Mines Rd	0.3 miles south of Tesla Rd	Del Valle Rd	East County-S Livermore	3.1	2	2	None needed	Lake Del Valle State Recreation Area		\$0
Mines Rd	Del Valle Rd	Santa Clara county line	East County-S Livermore	16.3	0	3c	Widen to 4-foot min. shoulder & signage	Lake Del Valle State Recreation Area	H	TBD
S Livermore Ave	Concannon Blvd	Tesla Rd	East County-S Livermore	0.5	2	2	None needed			\$0
Tesla Rd	S Livermore Ave	Greenville Rd	East County-S Livermore	2.5	2	2	None needed	Sandia National Laboratory		\$0
Tesla Rd	Greenville Rd	Cross Rd	East County-S Livermore	0.8	0	2	Widen to 4-foot min. shoulder, striping, signage & pavement markings	Sandia/LLNL	H	TBD
Tesla Rd	Cross Rd	San Joaquin county line	East County-S Livermore	8.9	0	3c	Widen to 4-foot min. shoulder & signage	Sandia/LLNL	M	TBD
Vineyard Ave	Isabel Ave	Vallecitos Rd	East County-S Livermore	1.1	0	3c	Widen to 4-foot min. shoulder & signage		L	TBD
Wente St	Livermore C.L.	Marina Ave	East County-S Livermore	0.5	2	2	None needed			\$0

Appendix D: Recommended Pedestrian Projects

Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Appendix D-2: Recommended Pedestrian Projects by Subarea

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Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Streetscape						
Lewelling Blvd./ E. Lewelling Blvd. Improvements Project - Phase II	Lewelling Blvd/ E. Lewelling Blvd from Meekland Ave to East 14th St		Widen (from 2 to 4 lanes) and reconstruct roadway	Ashland	\$10,000	H
East 14th Street/Mission Blvd Streetscape Improvements - Phase II (162nd Ave to E. Lewelling Blvd.)	East 14th St from 162nd Ave to E. Lewelling Blvd	Streetscape	Sidewalk widening, street landscaping and lighting, utilities undergrounding, intersection bulb-outs, drinking fountains, street furnishings, transit stop improvements	Ashland	\$10,000	H
Castro Valley Blvd Streetscape Improvements - Phase II	Castro Valley Blvd from San Miguel to Wisteria	Streetscape	Sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, transit stop improvements	Castro Valley	\$4,500	H
Castro Valley Blvd Streetscape Improvements - Phase III	Castro Valley Blvd from Wisteria to Lake Chabot Rd	Streetscape	Sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, transit stop improvements	Castro Valley	\$4,500	H
Heyer Ave Driveway Bulb-out Project	Heyer Ave from Center St to Cull Canyon Rd	Streetscape	Parking bays	Castro Valley	\$600	L
East 14th Street/Mission Blvd Streetscape Improvements - Phase III (E. Lewelling Blvd. to Rufus Court)	East 14th St/ Mission Blvd from E. Lewelling Blvd to Rufus Court	Streetscape	Sidewalk widening, street landscaping and lighting, utilities undergrounding, intersection bulb-outs, drinking fountains, street furnishings, transit stop improvements	Ashland/ Cherryland	\$13,000	M
East 14th Street/Mission Blvd Streetscape Improvements - Phase III	Mission Blvd from SR 238 to Rufus Court	Streetscape	Underground utilities, widened sidewalks, bulb-outs, trees, lighting	Cherryland	\$8,000	M
Hesperian Streetscape Improvements - Phase I	Hesperian Blvd from I--880 to Via Mercado	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$4,300	H
Hesperian Streetscape Improvements - Phase II	Hesperian Blvd from Via Mercado to Hacienda Ave	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$1,600	H
Hesperian Streetscape Improvements - Phase III	Hesperian Blvd from Hacienda Ave to Bockman Rd	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$722	H
Hesperian Streetscape Improvements - Phase IV	Hesperian Blvd from Bockman Rd to Bartlett	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$982	M
Hesperian Streetscape Improvements - Phase V	Hesperian Blvd from Bartlett to West A	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$596	M

Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Grant Ave Streetscape Improvements	Grant Ave from Via Seco to railroad tracks	Streetscape	walkways and drainage	San Lorenzo	\$1,500	M
Main Street Improvements in Sunol	Main St at Kilkare Rd	Streetscape	Raised crosswalk, textured pavement and island modifications	Sunol	\$1,300	H
Sidewalk/Walkway Gap Closures						
162nd Ave Improvements from Liberty St to Marcella St	162nd Ave from Liberty St to Marcella	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$400	M
166th Ave Improvements from Los Banos St to East 14th St	166th Ave from Los Banos St to East 14th St	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$500	M
Maubert Ave Improvements from Tanager Ave to 162nd Ave	Maubert Ave from Tanager Ave to 162nd Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$800	M
Sidewalk (Curb & Gutter) Repair/Replacement at 165th Ave	165th Ave from East 14th St to Liberty St	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk, landscaping	Ashland	\$894	L
163rd Ave Improvements from Maubert Ave to Helo Drive	163rd Ave from Maubert Ave to Helo Drive	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$400	L
Los Banos Street Improvements from 165th Ave to 170th Ave	Los Banos St from 165th Ave to 170th Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$1,500	L
Lake Chabot Rd Sidewalk	Lake Chabot Rd-Variou locations	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Castro Valley	\$331	H
Stanton Ave Sidewalk	Stanton Ave from Somerset Ave to Castro Valley Blvd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	\$1,167	M
Somerset Ave Sidewalk	Somerset Ave from Lake Chabot Rd to Redwood Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	\$2,000	M
Sidewalk Construction Program for Planning Area 2 - Anita Ave	Anita Ave from Somerset Ave to Castro Valley Blvd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - Santa Maria Ave	Santa Maria Ave from Lorena Ave to Wilson Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - Mabel Ave	Mabel Ave from Redwood Rd to Santa Maria Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - Heyer Ave	Heyer Ave from Center St to Redwood Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - Christensen Lane	Christensen lane from Parsons Ave to Lake Chabot Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L
Sidewalk Construction Program for Planning Area 2 - Marshall Street	Marshall St from Omega Ave to Veronica Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L
Sidewalk Construction Program for Planning Area 2 - Proctor Rd	Proctor Rd from Walnut Rd to Camino Alta Mira	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L
Sidewalk Construction Program for Planning Area 2 - Stanton Ave	Stanton Ave from Somerset Ave to Sheffield Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L

Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Sidewalk (Curb & Gutter) Installation along one side of Orange Ave between Grove Way and I-580	Orange Ave between Grove Way and Interstate I-580	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Castro Valley	\$378	L
Cherryland Sidewalks Project - Phase 3	Meekland from E Lewelling Blvd to Hayward CL/ W. "A" St.	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk, landscaping, drainage	Cherryland		H
Grove Way Improvements from Meekland Ave to Western Blvd	Grove Way from Meekland Ave to Western Blvd	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Cherryland	\$1,500	M
Poplar Ave Improvements from Princeton St to Meekland Ave	Poplar Ave from Princeton St to Meekland Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Cherryland	\$800	M
Sidewalk Construction Program for Planning Area 2 - East Ave	East Ave from Hayward CL to End (East)	Sidewalk/Walkway Gap Closures	Construct sidewalk	Fairview	TBD	M
Sidewalk Construction Program for Planning Area 2 - Maud Ave	Maud Ave from Kelly St to D St	Sidewalk/Walkway Gap Closures	Construct sidewalk	Fairview	TBD	L
Sidewalk Construction Program for Planning Area 2 - D Street	D St from Hayward CL to Fairview Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Fairview	TBD	L
Fairview Ave Pathway	Fairview Ave at Fuller property (25679 Fairview Ave)	Sidewalk/Walkway Gap Closures	Widen pedestrian pathway	Fairview	\$162	L
Via Enrico Sidewalk	Via Enrico from from Washington Ave to Lorenzo Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk on south side	San Lorenzo	\$125	H
Royal Ave Sidewalk	Royal Ave from Hayward CL/ W. "A" St to Bartlett St	Sidewalk/Walkway Gap Closures	Construct sidewalk	San Lorenzo	\$316	M
Garden Ave Improvement from "A" St to Bartlett Ave	Garden Ave from A St to Bartlett Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	\$600	M
Sidewalk Construction Program for Planning Area 2 - Royal Ave	Royal Ave from Perkins to Bartlett St	Sidewalk/Walkway Gap Closures	Construct sidewalk	San Lorenzo	TBD	M
Lupine Way Improvements from Garden Ave to End	Lupine Way from Garden Ave to End (East)	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	\$600	L
West Sunset Blvd Improvement from Garden Ave to Hesperian Blvd	West Sunset Blvd from Garden Ave to Hesperian Blvd	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	TBD	L
Bartlett Ave Improvements from Royal Ave to End	Bartlett Ave from Royal Ave to End (East)	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	\$400	L
Hacienda Ave Sidewalk	Hacienda Ave from Via Sequendo to Interstate I-880	Sidewalk/Walkway Gap Closures	Construct sidewalk	San Lorenzo	\$112	L
Crossing Improvements						
Traffic Signal Projects	Various locations	Crossing Improvements	Install or upgrade signals at various intersections. Ped accommodations	Alameda County	\$188	L
Traffic Signal Timing Project - Castro Valley Blvd	Castro Valley Blvd from Redwood St to Marshall St	Crossing Improvements	Traffic signal timing study to reduce peak period car delay- includes study of peds	Castro Valley	\$20	H
Castro Valley Blvd/ Redwood Rd Intersection Improvements	Castro Valley Blvd at Redwood Rd	Crossing Improvements	Improve safety for pedestrians	Castro Valley	\$800	H
Traffic Signal Project - Castro Valley Blvd @ Wisteria St/ Rutledge Rd	Castro Valley Blvd at Wisteria St/ Rutledge Rd	Crossing Improvements	Install traffic signals. Ped accommodations	Castro Valley	\$300	M

Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Traffic Signal Project - Somerset Ave @ Santa Maria Ave	Somerset Ave at Santa Maria Ave	Crossing Improvements	Install traffic signals. Ped accommodations	Castro Valley	\$300	M
Traffic Signal Project - Stanton Ave @ Strobridge Ave	Stanton Ave at Strobridge Ave	Crossing Improvements	Install traffic signals. Ped accommodations	Castro Valley	\$300	M
Traffic Signal - Lake Chabot Rd @ Laurel Grove Hospital	Lake Chabot Rd Between Castro Valley Blvd and Somerset Ave	Crossing Improvements	Mid-block traffic signal - Ped accommodation	Castro Valley	\$250	M
Traffic Signal Timing Project - Castro Valley Blvd at Crow Canyon Rd/Center St/Grove Way	Castro Valley Blvd at Crow Canyon Rd, Center St, and Grove Way	Crossing Improvements	Current	Castro Valley	\$20	L
Traffic Signal Project - Altamont Pass Rd @ Greenville Rd	Altamont Pass Rd at Greenville Rd	Crossing Improvements	Install traffic signals. Ped accommodations	East County	\$200	H
Traffic Signal Project - Altamont Pass Rd @ North Front Rd	Altamont Pass Rd at North Front Rd	Crossing Improvements	Install traffic signals. Ped accommodations	East County	\$200	M
Traffic Signal Project - Grant Ave @ Channel Street	Grant Ave at Channel St	Crossing Improvements	Install traffic signals. Ped accommodations	San Lorenzo	\$300	M
Safe Routes to School						
Safe Routes to School - Edendale Middle School	16160 Ashland Ave @ East 14th St-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	Ashland	\$17	H
Safe Routes to School - Marshall Elementary School	20111 Marshall St @ Omega Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, bulb-outs, textured pavement, raised crosswalk, improved street lighting	Castro Valley	\$390	H
Safe Routes to School - Castro Valley High School	19400 Santa Maria Ave @ Mabel Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$404	H
Safe Routes to School - Chabot Elementary School	19104 Lake Chabot Rd @ Christensen Lane-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	Castro Valley	\$16	H
Safe Routes to School - Our Lady of Grace (Private)	19920 Anita Ave @ Castro Valley Blvd-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$170	M
Safe Routes to School - Strobridge Elementary School	21400 Bedford Drive @ Grove Way-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$52	M
Safe Routes to School - Vannoy Elementary School	5100 Vannoy Ave @ Center St-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	Castro Valley	\$13	M
Safe Routes to School - Redwood Christian School (Private)	4200 James Ave @ Redwood Rd-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$115	M
Safe Routes to School - Jensen Ranch Elementary School	20001 Carson Lane @ Kit Lane-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks	Castro Valley	\$7	M

Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Safe Routes to School - Canyon Middle School	19600 Cull Canyon Rd @ Heyer Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Construct sidewalks and textured crosswalks, improved street lighting	Castro Valley	\$130	L
Safe Routes to School - Independent Elementary School	21201 Independent School Rd @ Castro Valley Blvd-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$71	L
Safe Routes to School - Proctor Elementary School	17520 Redwood Rd @ Proctor Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	Castro Valley	\$16	L
Safe Routes to School - Camelot School (Private)	2330 Pomar Vista @ Rolando Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$151	L
Safe Routes to School - Lorenzo Manor Elementary School	18250 Bengal Ave @ Hacienda Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Reconstruct sidewalks, pedestrian ramps, textured crosswalks, improved street lighting	Cherryland	\$125	H
Safe Routes to School - Mountain House Middle & Elementary School	3950 Mountain House Road-1/4 to 1/2 mile radius around school	Safe Routes to School	Pedestrian ramps, crosswalks/crossings	East County	\$100	H
Safe Routes to School - Montessori Elementary School (Private)	16292 Foothill Blvd at Miramar Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	El Portal Ridge	\$130	M
Safe Routes to School - Hayward High School	1633 East Ave @ E St-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, pedestrian ramps, improved street lighting	Fairview	\$33	M
Safe Routes to School - East Ave Elementary School	2424 East Ave @ Hansen Drive-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting	Fairview	\$137	M
Safe Routes to School - Fairview Elementary School	23515 Maud Ave @ D St-1/4 to 1/2 mile radius around school	Safe Routes to School	Construct sidewalk, textured crosswalks, improved street lighting	Fairview	\$448	M
Safe Routes to School - Arroyo High School	15701 Lorenzo Ave @ Grant Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	San Lorenzo	\$24	H
Safe Routes to School - Hesperian Elementary School	620 Drew St @ Wagner St-1/4 to 1/2 mile radius around school	Safe Routes to School	Sidewalk reconstruction, pedestrian ramps, textured crosswalks, improved street lighting	San Lorenzo	\$130	H
Safe Routes to School - Bohannon Middle School	800 Bockman Rd @ Via Arriba-1/4 to 1/2 mile radius around school	Safe Routes to School	sidewalks, crosswalks/crossings, improved street lighting	San Lorenzo	\$400	M
Safe Routes to School - Royal Sunset Continuation School	20450 Royal Ave @ W. Sunset Ave/Bartlett Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	San Lorenzo	\$120	M
Safe Routes to School - Calvery Lutheran School (Private)	17200 Via Magdalena @ Hacienda Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Construct sidewalks, pedestrian ramps, textured crosswalks, raised crosswalks, improve street lighting	San Lorenzo	\$75	M
Safe Routes to School - Del Rey Elementary School	1510 Via Sonya @ Via Del Rey-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	San Lorenzo	\$42	L

Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Safe Routes to School - Bay Elementary School	2001 Bockman Rd @ Via Catherine-1/4 to 1/2 mile radius around school	Safe Routes to School	New sidewalks, textured crosswalks, improved street lighting	San Lorenzo	\$210	L
Safe Routes to School - Challenger School (Private)	2005 Via Barrett @ Bockman Rd-1/4 to 1/2 mile radius around school	Safe Routes to School	Reconstruct sidewalks, pedestrian ramps, textured crosswalks, improved street lighting	San Lorenzo	\$20	L
Safe Routes to School - Sunol Glen School	11601 Main Street @ Paloma Way/ Niles Canyon Road-1/4 to 1/2 mile radius around school	Safe Routes to School	Crosswalk improvements, intersection bulb outs, vehicle circulation in parking lot.	Sunol	\$500	H
Transit Access						
Ashland Community Transit Access Project (ACTAP)	159 Ave/Coelho Dr from East 14th St to Bayfair BART	Transit Access	Widen sidewalks, trees, lighting, bulb-outs, way-finding signage, I/S improvements	Ashland	\$1,700	H
AC Transit Castro Valley Transbay Bus Stop Access Improvements	bus stops along Center St, Seven Hill Rd, Lake Chabot Rd	Transit Access	Improved bus stops, access to bus stops	Castro Valley	TBD	H
Castro Valley BART station Pedestrian Wayfinding	Castro Valley BART station-1/4 to 1/2 mile radius of Castro Valley BART station	Transit Access	signage between Castro Valley Blvd to BART station	Castro Valley	TBD	L
Buena Vista Ave Safe Routes to Transit	Buena Vista Ave from Tesla Rd to East Ave	Transit Access	Improved bus stops, access to bus stops	East County	\$146	H
AC Transit San Lorenzo Transbay Bus Stop Access Improvements	bus stops along Hesperian Blvd, Via Grande, Via Alamitos	Transit Access	Improved bus stops, access to bus stops	San Lorenzo	TBD	M
Trail Projects						
Coliseum BART to Bay Trail Connector Study	Coliseum BART Station to Martin Luther King, Jr. Regional shoreline - San Francisco Bay Trail	Trail Projects	Feasibility study - best option for safe ped travel	Alameda County	\$2,400	H
UPRR Oakland Subdivision Corridor Improvement (pathway)	Western Blvd from Hayward CL/Sunset Blvd to San Leandro CL/ Bayfair BART	Trail Projects	Add or improve pedestrian facilities along railroad corridor, high density housing, mixed use developments	Ashland, Cherryland	\$1,834	M
East County Trail Connections	East County connections to existing trails	Trail Projects	trail connections, signage at trailheads	East County	TBD	M
San Lorenzo Creek Trail	San Lorenzo Creek from Mission Blvd. to Meek Estate	Trail Projects	The project includes a multi pathway and serves the County grow opportunity area on East 14th / Mission Blvd.	San Lorenzo	\$10,000	H
Traffic Calming						
Traffic Calming Projects	Various locations	Traffic Calming	Traffic calming improvements, signs and median islands	Alameda County	\$1,325	L
Grove Way Bulb-out and Refuge Island Project	Grove Way from Redwood Rd to Center St	Traffic Calming	Traffic calming - Bulb outs, Refuge Islands	Castro Valley	\$200	H
Buena Vista Ave Improvement Project	Buena Vista Ave from Tesla Rd to East Ave	Traffic Calming	Traffic calming improvements	East County	\$1,000	M

Appendix D-1: Recommended Pedestrian Projects by Improvement Type

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Hillcrest Knolls Walkability Study	Hillcrest Knolls neighborhood Sts	Traffic Calming	Community-based planning process to improve walking access in Hillcrest Knolls	Hillcrest Knolls	\$100	L
Bicycle/Pedestrian Ramp/Shoulder Improvements						
Bicycle/Pedestrian Ramps/ Shoulder Improvement Projects at Various Locations in the Alameda County Unincorporated Areas	Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Sidewalk improvements for pedestrian safety	Alameda County	\$960	L
E Castro Valley Blvd Bike Lanes and Shoulder Widening - Phase II, from Jensen Rd to Villareal Drive	E Castro Valley Blvd from Jensen Rd to Villareal Dr	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders, Class 2 bike lanes	Castro Valley	\$1,500	M
Crow Canyon Rd Safety Improvements - Phase I (Environmental Assessment & Preliminary Engineering)	Crow Cyn Rd from E. Castro Valley Blvd to Alameda/Contra Costa County line	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders, Roadway safety measures	Castro Valley	\$969	L
Crow Canyon Rd Safety Improvements - Phase II (Construction)	Crow Cyn Rd from E. Castro Valley Blvd to Alameda/Contra Costa County line	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders, Roadway safety measures	Castro Valley	\$31,400	L
East County Roadways Widening/ Shoulder Improvement on Doolan Road	Doolan Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	M
East County Roadways Widening/ Shoulder Improvement on Mines Rd	Mines Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
East County Roadways Widening/ Shoulder Improvement on Tesla Rd	Tesla Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
Mines Rd Preliminary Realignment	Mines Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	\$220	L
East County Roadways Widening/ Shoulder Improvement on Calaveras Rd	Calaveras Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	Sunol	TBD	L
East County Roadways Widening/ Shoulder Improvement on Pleasanton-Sunol Rd	Pleasanton-Sunol Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	Sunol	TBD	L

Appendix D-2: Recommended Pedestrian Projects by Community

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Countywide						
Coliseum BART to Bay Trail Connector Study	Coliseum BART Station to Martin Luther King, Jr. Regional shoreline - San Francisco Bay Trail	Trail Projects	Feasibility study - best option for safe ped travel	Alameda County	\$2,400	H
Traffic Signal Projects	Various locations	Crossing Improvements	Install or upgrade signals at various intersections. Ped accommodations	Alameda County	\$188	L
Traffic Calming Projects	Various locations	Traffic Calming	Traffic calming improvements, signs and median islands	Alameda County	\$1,325	L
Bicycle/Pedestrian Ramps/ Shoulder Improvement Projects at Various Locations in the Alameda County Unincorporated Areas	Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Sidewalk improvements for pedestrian safety	Alameda County	\$960	L
Castro Valley Area						
Castro Valley Blvd Streetscape Improvements - Phase II	Castro Valley Blvd from San Miguel to Wisteria	Streetscape	Sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, transit stop improvements	Castro Valley	\$4,500	H
Castro Valley Blvd Streetscape Improvements - Phase III	Castro Valley Blvd from Wisteria to Lake Chabot Rd	Streetscape	Sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, transit stop improvements	Castro Valley	\$4,500	H
Heyer Ave Driveway Bulb-out Project	Heyer Ave from Center St to Cull Canyon Rd	Streetscape	Parking bays	Castro Valley	\$600	L
Lake Chabot Rd Sidewalk	Lake Chabot Rd-Variou locations	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Castro Valley	\$331	H
Stanton Ave Sidewalk	Stanton Ave from Somerset Ave to Castro Valley Blvd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	\$1,167	M
Somerset Ave Sidewalk	Somerset Ave from Lake Chabot Rd to Redwood Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	\$2,000	M
Traffic Signal Timing Project - Castro Valley Blvd	Castro Valley Blvd from Redwood St to Marshall St	Crossing Improvements	Traffic signal timing study to reduce peak period car delay- includes study of peds	Castro Valley	\$20	H
Castro Valley Blvd/ Redwood Rd Intersection Improvements	Castro Valley Blvd at Redwood Rd	Crossing Improvements	Improve safety for pedestrians	Castro Valley	\$800	H
Traffic Signal Project - Castro Valley Blvd @ Wisteria St/ Rutledge Rd	Castro Valley Blvd at Wisteria St/ Rutledge Rd	Crossing Improvements	Install traffic signals. Ped accommodations	Castro Valley	\$300	M
Traffic Signal Project - Somerset Ave @ Santa Maria Ave	Somerset Ave at Santa Maria Ave	Crossing Improvements	Install traffic signals. Ped accommodations	Castro Valley	\$300	M
Traffic Signal Project - Stanton Ave @ Strobridge Ave	Stanton Ave at Strobridge Ave	Crossing Improvements	Install traffic signals. Ped accommodations	Castro Valley	\$300	M

Appendix D-2: Recommended Pedestrian Projects by Community

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Traffic Signal - Lake Chabot Rd @ Laurel Grove Hospital	Lake Chabot Rd Between Castro Valley Blvd and Somerset Ave	Crossing Improvements	Mid-block traffic signal - Ped accommodation	Castro Valley	\$250	M
Traffic Signal Timing Project - Castro Valley Blvd at Crow Canyon Rd/Center St/Grove Way	Castro Valley Blvd at Crow Canyon Rd, Center St, and Grove Way	Crossing Improvements	Current	Castro Valley	\$20	L
Sidewalk Construction Program for Planning Area 2 - Anita Ave	Anita Ave from Somerset Ave to Castro Valley Blvd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - Santa Maria Ave	Santa Maria Ave from Lorena Ave to Wilson Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - Mabel Ave	Mabel Ave from Redwood Rd to Santa Maria Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - Heyer Ave	Heyer Ave from Center St to Redwood Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	M
Sidewalk Construction Program for Planning Area 2 - East Ave	East Ave from Hayward CL to End (East)	Sidewalk/Walkway Gap Closures	Construct sidewalk	Fairview	TBD	M
Sidewalk Construction Program for Planning Area 2 - Christensen Lane	Christensen lane from Parsons Ave to Lake Chabot Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L
Sidewalk Construction Program for Planning Area 2 - Marshall Street	Marshall St from Omega Ave to Veronica Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L
Sidewalk Construction Program for Planning Area 2 - Proctor Rd	Proctor Rd from Walnut Rd to Camino Alta Mira	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L
Sidewalk Construction Program for Planning Area 2 - Stanton Ave	Stanton Ave from Somerset Ave to Sheffield Rd	Sidewalk/Walkway Gap Closures	Construct sidewalk	Castro Valley	TBD	L
Sidewalk Construction Program for Planning Area 2 - Maud Ave	Maud Ave from Kelly St to D St	Sidewalk/Walkway Gap Closures	Construct sidewalk	Fairview	TBD	L
Sidewalk Construction Program for Planning Area 2 - D Street	D St from Hayward CL to Fairview Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk	Fairview	TBD	L
Sidewalk (Curb & Gutter) Installation along one side of Orange Ave between Grove Way and I-580	Orange Ave between Grove Way and Interstate I-580	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Castro Valley	\$378	L
Fairview Ave Pathway	Fairview Ave at Fuller property (25679 Fairview Ave)	Sidewalk/Walkway Gap Closures	Widen pedestrian pathway	Fairview	\$162	L
Safe Routes to School - Marshall Elementary School	20111 Marshall St @ Omega Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, bulb-outs, textured pavement, raised crosswalk, improved street lighting	Castro Valley	\$390	H
Safe Routes to School - Castro Valley High School	19400 Santa Maria Ave @ Mabel Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$404	H
Safe Routes to School - Chabot Elementary School	19104 Lake Chabot Rd @ Christensen Lane-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	Castro Valley	\$16	H

Appendix D-2: Recommended Pedestrian Projects by Community

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Safe Routes to School - Our Lady of Grace (Private)	19920 Anita Ave @ Castro Valley Blvd-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$170	M
Safe Routes to School - Montessori Elementary School (Private)	16292 Foothill Blvd at Miramar Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	El Portal Ridge	\$130	M
Safe Routes to School - Hayward High School	1633 East Ave @ E St-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, pedestrian ramps, improved street lighting	Fairview	\$33	M
Safe Routes to School - Strobridge Elementary School	21400 Bedford Drive @ Grove Way-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$52	M
Safe Routes to School - Vannoy Elementary School	5100 Vannoy Ave @ Center St-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	Castro Valley	\$13	M
Safe Routes to School - East Ave Elementary School	2424 East Ave @ Hansen Drive-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting	Fairview	\$137	M
Safe Routes to School - Fairview Elementary School	23515 Maud Ave @ D St-1/4 to 1/2 mile radius around school	Safe Routes to School	Construct sidewalk, textured crosswalks, improved street lighting	Fairview	\$448	M
Safe Routes to School - Redwood Christian School (Private)	4200 James Ave @ Redwood Rd-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$115	M
Safe Routes to School - Jensen Ranch Elementary School	20001 Carson Lane @ Kit Lane-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks	Castro Valley	\$7	M
Safe Routes to School - Canyon Middle School	19600 Cull Canyon Rd @ Heyer Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Construct sidewalks and textured crosswalks, improved street lighting	Castro Valley	\$130	L
Safe Routes to School - Independent Elementary School	21201 Independent School Rd @ Castro Valley Blvd-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$71	L
Safe Routes to School - Proctor Elementary School	17520 Redwood Rd @ Proctor Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	Castro Valley	\$16	L
Safe Routes to School - Camelot School (Private)	2330 Pomar Vista @ Rolando Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramps, improved street lighting	Castro Valley	\$151	L
AC Transit Castro Valley Transbay Bus Stop Access Improvements	bus stops along Center St, Seven Hill Rd, Lake Chabot Rd	Transit Access	Improved bus stops, access to bus stops	Castro Valley	TBD	H
Castro Valley BART station Pedestrian Wayfinding	Castro Valley BART station-1/4 to 1/2 mile radius of Castro Valley BART station	Transit Access	signage between Castro Valley Blvd to BART station	Castro Valley	TBD	L
Grove Way Bulb-out and Refuge Island Project	Grove Way from Redwood Rd to Center St	Traffic Calming	Traffic calming - Bulb outs, Refuge Islands	Castro Valley	\$200	H

Appendix D-2: Recommended Pedestrian Projects by Community

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Hillcrest Knolls Walkability Study	Hillcrest Knolls neighborhood Sts	Traffic Calming	Community-based planning process to improve walking access in Hillcrest Knolls	Hillcrest Knolls	\$100	L
E Castro Valley Blvd Bike Lanes and Shoulder Widening - Phase II, from Jensen Rd to Villareal Drive	E Castro Valley Blvd from Jensen Rd to Villareal Dr	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders, Class 2 bike lanes	Castro Valley	\$1,500	M
Crow Canyon Rd Safety Improvements - Phase I (Environmental Assessment & Preliminary Engineering)	Crow Cyn Rd from E. Castro Valley Blvd to Alameda/Contra Costa County line	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders, Roadway safety measures	Castro Valley	\$969	L
Crow Canyon Rd Safety Improvements - Phase II (Construction)	Crow Cyn Rd from E. Castro Valley Blvd to Alameda/Contra Costa County line	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders, Roadway safety measures	Castro Valley	\$31,400	L
Eden Area						
Lewelling Blvd./ E Lewelling Blvd. Improvements Project - Phase II	Lewelling Blvd/ E. Lewelling Blvd from Meekland Ave to East 14th St	Streetscape	Widen (from 2 to 4 lanes) and reconstruct roadway	Ashland	\$10,000	H
Hesperian Streetscape Improvements - Phase I	Hesperian Blvd from I--880 to Via Mercado	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$4,300	H
Hesperian Streetscape Improvements - Phase II	Hesperian Blvd from Via Mercado to Hacienda Ave	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$1,600	H
Hesperian Streetscape Improvements - Phase III	Hesperian Blvd from Hacienda Ave to Bockman Rd	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$722	H
East 14th Street/Mission Blvd Streetscape Improvements - Phase II (162nd Ave to E. Lewelling Blvd.)	East 14th St from 162nd Ave to E. Lewelling Blvd	Streetscape	Sidewalk widening, street landscaping and lighting, utilities undergrounding, intersection bulb-outs, drinking fountains, street furnishings, transit stop improvements	Ashland	\$10,000	H
Via Enrico Sidewalk	Via Enrico from Washington Ave to Lorenzo Ave	Sidewalk/Walkway Gap Closures	Construct sidewalk on south side	San Lorenzo	\$125	H
Hesperian Streetscape Improvements - Phase IV	Hesperian Blvd from Bockman Rd to Bartlett	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$982	M
Hesperian Streetscape Improvements - Phase V	Hesperian Blvd from Bartlett to West A	Streetscape	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widenings, traffic calming measures	San Lorenzo	\$596	M
Grant Ave Streetscape Improvements	Grant Ave from Via Seco to railroad tracks	Streetscape	walkways and drainage	San Lorenzo	\$1,500	M

Appendix D-2: Recommended Pedestrian Projects by Community

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
East 14th Street/Mission Blvd Streetscape Improvements - Phase III (E. Lewelling Blvd. to Rufus Court)	East 14th St/ Mission Blvd from E. Lewelling Blvd to Rufus Court	Streetscape	Sidewalk widening, street landscaping and lighting, utilities undergrounding, intersection bulb-outs, drinking fountains, street furnishings, transit stop improvements	Ashland/ Cherryland	\$13,000	M
East 14th Street/Mission Blvd Streetscape Improvements - Phase III	Mission Blvd from SR 238 to Rufus Court	Streetscape	Underground utilities, widened sidewalks, bulb-outs, trees, lighting	Cherryland	\$8,000	M
Cherryland Sidewalks Project - Phase 3	Meekland from E Lewelling Blvd to Hayward CL/ W. "A" St.	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk, landscaping, drainage	Cherryland		H
162nd Ave Improvements from Liberty St to Marcella St	162nd Ave from Liberty St to Marcella	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$400	M
166th Ave Improvements from Los Banos St to East 14th St	166th Ave from Los Banos St to East 14th St	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$500	M
Grove Way Improvements from Meekland Ave to Western Blvd	Grove Way from Meekland Ave to Western Blvd	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Cherryland	\$1,500	M
Royal Ave Sidewalk	Royal Ave from Hayward CL/ W. "A" St to Bartlett St	Sidewalk/Walkway Gap Closures	Construct sidewalk	San Lorenzo	\$316	M
Maubert Ave Improvements from Tanager Ave to 162nd Ave	Maubert Ave from Tanager Ave to 162nd Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$800	M
Poplar Ave Improvements from Princeton St to Meekland Ave	Poplar Ave from Princeton St to Meekland Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Cherryland	\$800	M
Garden Ave Improvement from "A" St to Bartlett Ave	Garden Ave from A St to Bartlett Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	\$600	M
Sidewalk Construction Program for Planning Area 2 - Royal Ave	Royal Ave from Perkins to Bartlett St	Sidewalk/Walkway Gap Closures	Construct sidewalk	San Lorenzo	TBD	M
Lupine Way Improvements from Garden Ave to End	Lupine Way from Garden Ave to End (East)	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	\$600	L
West Sunset Blvd Improvement from Garden Ave to Hesperian Blvd	West Sunset Blvd from Garden Ave to Hesperian Blvd	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	TBD	L
Bartlett Ave Improvements from Royal Ave to End	Bartlett Ave from Royal Ave to End (East)	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	San Lorenzo	\$400	L
Hacienda Ave Sidewalk	Hacienda Ave from Via Sequendo to Interstate I-880	Sidewalk/Walkway Gap Closures	Construct sidewalk	San Lorenzo	\$112	L
Sidewalk (Curb & Gutter) Repair/ Replacement at 165th Ave	165th Ave from East 14th St to Liberty St	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk, landscaping	Ashland	\$894	L
163rd Ave Improvements from Maubert Ave to Helo Dr	163rd Ave from Maubert Ave to Helo Drive	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$400	L
Los Banos Street Improvements from 165th Ave to 170th Ave	Los Banos St from 165th Ave to 170th Ave	Sidewalk/Walkway Gap Closures	New curb, gutter and sidewalk	Ashland	\$1,500	L
Traffic Signal Project - Grant Ave @ Channel Street	Grant Ave at Channel St	Crossing Improvements	Install traffic signals. Ped accommodations	San Lorenzo	\$300	M
Safe Routes to School - Edendale Middle School	16160 Ashland Ave @ East 14th St-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	Ashland	\$17	H

Appendix D-2: Recommended Pedestrian Projects by Community

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Safe Routes to School - Lorenzo Manor Elementary School	18250 Bengal Ave @ Hacienda Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Reconstruct sidewalks, pedestrian ramps, textured crosswalks, improved street lighting	Cherryland	\$125	H
Safe Routes to School - Arroyo High School	15701 Lorenzo Ave @Grant Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Textured crosswalks, improved street lighting	San Lorenzo	\$24	H
Safe Routes to School - Hesperian Elementary School	620 Drew St @ Wagner St-1/4 to 1/2 mile radius around school	Safe Routes to School	Sidewalk reconstruction, pedestrian ramps, textured crosswalks, improved street lighting	San Lorenzo	\$130	H
Safe Routes to School - Bohannon Middle School	800 Bockman Rd @ Via Arriba-1/4 to 1/2 mile radius around school	Safe Routes to School	sidewalks, crosswalks/crossings, improved street lighting	San Lorenzo	\$400	M
Safe Routes to School - Royal Sunset Continuation School	20450 Royal Ave @ W. Sunset Ave/Bartlett Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	San Lorenzo	\$120	M
Safe Routes to School - Calvery Lutheran School (Private)	17200 Via Magdalena @ Hacienda Ave-1/4 to 1/2 mile radius around school	Safe Routes to School	Construct sidewalks, pedestrian ramps, textured crosswalks, raised crosswalks, improve street lighting	San Lorenzo	\$75	M
Safe Routes to School - Del Rey Elementary School	1510 Via Sonya @ Via Del Rey-1/4 to 1/2 mile radius around school	Safe Routes to School	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	San Lorenzo	\$42	L
Safe Routes to School - Bay Elementary School	2001 Bockman Rd @ Via Catherine-1/4 to 1/2 mile radius around school	Safe Routes to School	New sidewalks, textured crosswalks, improved street lighting	San Lorenzo	\$210	L
Safe Routes to School - Challenger School (Private)	2005 Via Barrett @ Bockman Rd-1/4 to 1/2 mile radius around school	Safe Routes to School	Reconstruct sidewalks, pedestrian ramps, textured crosswalks, improved street lighting	San Lorenzo	\$20	L
Ashland Community Transit Access Project (ACTAP)	159 Ave/Coelho Dr from East 14th St to Bayfair BART	Transit Access	Widen sidewalks, trees, lighting, bulb-outs, way-finding signage, I/S improvements	Ashland	\$1,700	H
AC Transit San Lorenzo Transbay Bus Stop Access Improvements	bus stops along Hesperian Blvd, Via Grande, Via Alamitos	Transit Access	Improved bus stops, access to bus stops	San Lorenzo	TBD	M
San Lorenzo Creek Trail	San Lorenzo Creek from Mission Blvd. to Meek Estate	Trail Projects	The project includes a multi pathway and serves the County grow opportunity area on East 14th / Mission Blvd.	San Lorenzo	\$10,000	H
UPRR Oakland Subdivision Corridor Improvement (pathway)	Western Blvd from Hayward CL/Sunset Blvd to San Leandro CL/ Bayfair BART	Trail Projects	Add or improve pedestrian facilities along railroad corridor, high density housing, mixed use developments	Ashland, Cherryland	\$1,834	M
East County Area						
Main Street Improvements in Sunol	Main St at Kilkare Rd	Streetscape	Raised crosswalk, textured pavement and island modifications	Sunol	\$1,300	H
Traffic Signal Project - Altamont Pass Rd @ Greenville Rd	Altamont Pass Rd at Greenville Rd	Crossing Improvements	Install traffic signals. Ped accommodations	East County	\$200	H
Traffic Signal Project - Altamont Pass Rd @ North Front Rd	Altamont Pass Rd at North Front Rd	Crossing Improvements	Install traffic signals. Ped accommodations	East County	\$200	M
Safe Routes to School - Sunol Glen School	11601 Main Street @ Paloma Way/ Niles Canyon Road-1/4 to 1/2 mile radius around school	Safe Routes to School	Crosswalk improvements, intersection bulb outs, vehicle circulation in parking lot.	Sunol	\$500	H

Appendix D-2: Recommended Pedestrian Projects by Community

Project Name	Project Extent	Project Type	Project Description	Community	Estimated Cost (\$000)	Priority
Safe Routes to School - Mountain House Middle & Elementary School	3950 Mountain House Road-1/4 to 1/2 mile radius around school	Safe Routes to School	Pedestrian ramps, crosswalks/crossings	East County	\$100	H
Buena Vista Ave Safe Routes to Transit	Buena Vista Ave from Tesla Rd to East Ave	Transit Access	Improved bus stops, access to bus stops	East County	\$146	H
East County Trail Connections	East County connections to existing trails	Trail Projects	trail connections, signage at trailheads	East County	TBD	M
Buena Vista Ave Improvement Project	Buena Vista Ave from Tesla Rd to East Ave	Traffic Calming	Traffic calming improvements	East County	\$1,000	M
East County Roadways Widening/ Shoulder Improvement on Doolan Road	Doolan Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	M
East County Roadways Widening/ Shoulder Improvement on Mines Rd	Mines Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
East County Roadways Widening/ Shoulder Improvement on Tesla Rd	Tesla Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
East County Roadways Widening/ Shoulder Improvement on Calaveras Rd	Calaveras Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	Sunol	TBD	L
East County Roadways Widening/ Shoulder Improvement on Pleasanton-Sunol Rd	Pleasanton-Sunol Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	Sunol	TBD	L
Mines Rd Preliminary Realignment	Mines Rd-Variou locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	\$220	L

Appendix E: Prioritization Criteria

Appendix E-1: Bikeway Project Prioritization Criteria

Appendix E-2: Pedestrian Project Prioritization Criteria

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Appendix E-1: Bikeway Project Prioritization Worksheet

1. Connection to Activity Centers: *How is access to key destinations improved by this project? The project will provide access to:*

	Total Points Available	Points Assigned
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a. Major employment centers	15	
b. Schools/colleges	10	
c. Libraries/parks/recreational facilities/community & senior centers	5	
d. The project connects to a BART or ACE station or to an existing bus line.	5	
Subtotal	35	

2. Safety: *How does the project improve bicycle safety?*

a. The project includes an intersection or roadway segment with a high number of bicycle collisions.	15	
b. The project provides an alternative to a busy arterial street.	5	
c. The project eliminates a barrier or hazard to bicycle access.	5	
Subtotal	25	

3. Connectivity: *How will the project improve connectivity for bicyclists?*

a. The project bridges a gap in an existing bikeway or completes/extends an existing bikeway.	7	
b. The project is part of a cross county connection or connects to an existing or proposed bikeway in neighboring jurisdiction.	5	
c. The project is located on the countywide or regional network.	3	
Subtotal	15	

4. Project Support: Does this project have the support of the public, and implementing and funding agencies?

a. The project can be implemented without extensive additional planning or study, does not require extensive modifications to implement, or is part of a defined current or future development or redevelopment project.	5	
b. The project can be implemented without coordination with agencies outside the County.	5	
c. The project would be competitive for County, State or Federal funding sources such as Safe-Routes-to-School or Safe-Routes-to-Transit program.	5	
d. The project has community support (i.e. is already included in city, county, or regional adopted planning documents or has been identified or initiated by community input or request.)	10	
Subtotal	25	

Total Score Out of 100 Possible 100

Prioritization of Projects

High Priority: Projects that scored within this category are considered the highest priority for implementation. These projects should receive priority and should be targeted for completion within five years.

Medium Priority: Projects that score within this category are considered moderate priority and should be targeted for completion within 10 years.

Low Priority: Projects that score within this category are considered the lowest relative priority and should be targeted for completion within 10 to 15 years.

Appendix E-2: Pedestrian Project Prioritization Worksheet

	Total Points Available	Points Assigned
1. Connection to Activity Centers: <i>How will the project improve connectivity to key destinations? The project will provide access, particularly within 1/4 mile to:</i>		
a. Schools/colleges	15	
b. Major retail/employment	10	
c. Libraries/parks/recreational facilities/community & senior centers	5	
d. The project is located within 1/2 mile of a BART station.	10	
e. The project connects to and is within 1/2 mile of a bus stop.	5	
Subtotal	45	
2. Safety: <i>How does the project improve pedestrian safety?</i>		
a. The project includes a street with a history of pedestrian collisions.	15	
b. The project improves a pedestrian crossing.	10	
Subtotal	25	
3. Accessibility: <i>Does the project provide access to all parts of the county as well as provide access for all users, including those with disabilities?</i>		
a. The project enhances access and/or removes barriers for seniors or persons with disabilities.	5	
b. The project is located in a community that has been under-served by previous transportation investments or has health disparities when compared to the rest of the County.	5	
Subtotal	10	
4. Project Support: <i>Does this project have the support of the public, and implementing and funding agencies?</i>		
a. The project can be implemented without extensive additional planning or study, extensive modifications, or as part of a defined current or future development or redevelopment project.	4	
b. The project can be implemented without coordination with agencies outside the County.	2	
c. The project would be competitive for County, State or Federal funding sources such as Safe-Routes-to-School or Safe-Routes-to-Transit programs.	4	
d. The project has community support (i.e. is already included in community, county, or regional adopted planning documents or has been identified or initiated by community input or request.)	10	
Subtotal	20	
Total Score Out of 100 Possible		100

Prioritization of Projects

High Priority: Projects that scored within this category are considered the highest priority for implementation. These projects should receive priority and should be targeted for completion within five years.

Medium Priority: Projects that score within this category are considered moderate priority and should be targeted for completion within 10 years.

Low Priority: Projects that score within this category are considered the lowest relative priority and should be targeted for completion within 10 to 15 years.

Appendix F: Funding Sources

Federal

The primary source of federal funding for bicycle and pedestrian facilities is SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU, signed into law in 2005, represents the largest surface transportation investment in our Nation's history. While SAFETEA-LU expired in September 2009, Congress has approved extensions while working on reauthorization legislation for the next funding bill, Moving Ahead for Progress in the 21st Century, or MAP-21. The latest extension continues current funding levels until spring 2012. Specific funding programs under SAFETEA-LU include:

Congestion Mitigation and Air Quality Program (CMAQ): The CMAQ program is a flexible funding source to State and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act within jurisdictions contained in non-attainment areas such as the San Francisco Bay Area. Eligible bicycle and pedestrian projects funded under this program would be projects intended for utilitarian transportation purposes. A 20 percent local or state match is generally required for these funds.

Recreational Trails Program (RTP): Funds are available to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail users. Projects include development of urban trail links, maintenance of existing trails, restoration of trails damaged by use, trail facility development, provision of access for people with disabilities, administrative costs, environmental and safety education programs, acquisition of easements, fee simple title for property, and construction of new trails. These funds are administered by the California State Parks Department. A 20 percent local or state match is generally required for these funds.

Safe Routes to School Program (SRTS): This is a new program provided under SAFETEA-LU and is in addition to the Safe Route to School (SR2S) funding already provided by the State of California. This includes both infrastructure-related and behavioral projects to enable and encourage primary and secondary school children to walk and bicycle to school. Eligible activities include the planning, design, and construction of sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools. 10 – 30 percent must be spent on non-infrastructure-related activities such as public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training, volunteers, and managers of safe routes to school programs. There are no local match requirements for these funds. These funds are administered by Caltrans in conjunction with the State Safe Routes to School (SR2S) program.

Transportation, Community and System Preservation Program (TCSP): The TCSP Program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. These funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that improve the efficiency of the transportation system, reduce the impacts of

Appendix F: Funding Sources

transportation on the environment, reduce the need for costly future investments in public infrastructure, provide efficient access to jobs, services and trade centers, and examine community development patterns and strategies to encourage private sector development. A 20 percent local or state match is generally required for these funds.

National Highway System Program (NHS): NHS funds provide for an interconnected system of principal arterial routes. The goal of the program is to afford access to major population centers, international border crossings, and transportation systems, meet national defense requirements, and serve interstate and inter-regional travel. This travel includes access for bicyclists and pedestrians. Facilities must be located and designed pursuant to an overall plan developed by each metropolitan planning organization (MPO) and state, and incorporated into the RTP. Both state and local governments can apply for NHS funds. A 20 percent local or state match is required for these funds.

Transportation Enhancement Program (TE): The TE Program is a 10 percent fund set aside from the STP. Projects must have a direct relationship to the intermodal transportation system through function, proximity, or impact. This program has 12 activities that are eligible for funding. Two enhancement activities are specifically pedestrian and bicycle related: 1) provision of facilities for bicyclists and pedestrians, and 2) preservation of abandoned railway corridors (including the conversion and use thereof for bicycle or pedestrian trails). Local, regional, and state public agencies, special districts, non-profit and private organizations can apply for TE funds. Cities, counties, or transit operators must sponsor and administer the proposed projects. A 20 percent local match is generally required for these funds.

Highway Safety Improvement Program (HSIP): The HSIP was a new program under SAFETEA-LU to achieve a significant reduction in traffic fatalities and serious injuries on all public roads including bicycle and pedestrian pathways or trails. Both capital improvements and programs are eligible. Example projects include intersection safety improvements, pavement and shoulder widening, an improvement for pedestrian or bicyclist safety or safety of the disabled, elimination of hazards at highway-rail crossings, traffic calming features, traffic control or other warning devices, and improvement of highway signage and pavement markings. A 10 percent local match is generally required for these funds. More information on SAFETEA-LU funding programs can be found at <http://www.fhwa.dot.gov/safetealu/index.htm>

Transit Enhancement: Transit Enhancement funds can be used for bicycle and pedestrian access to mass transportation, including bus shelters, landscaping and other amenities, bicycle storage facilities, and installation of equipment for transporting bicycles on mass transportation vehicles. Regional transportation planning agencies, state, and local agencies may apply for these funds. A 5 percent local match is required for these funds. http://www.fhwa.dot.gov/environment/te/te_provision.htm

Community Development Block Grants: The CDBG program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to): acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated Plan and managing CDBG funds. In adjacent communities, CDBG funds have also been used to fund crossing guards, called "Safe Walk to School Monitors."

www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm

State

The State of California uses both federal sources (such as the Recreational Trails Program) and its own budget to fund pedestrian projects and programs. In some cases, such as Safe Routes to School, Office of Traffic Safety, and Environmental Justice grants, project sponsors apply directly to the State for funding. In others, such as Bay Trail grants, sponsors apply to a regional agency.

The Bicycle Transportation Account (BTA): The BTA is a competitive grant program run by the Caltrans Bicycle Facilities Unit. The projects funded by this program are those that promote or otherwise benefit bicycling for commuting purposes. The fund has grown dramatically in recent years from \$360,000 per year to the more than \$7 million dollars currently available. To be eligible for BTA funds, the City must have a current (no older than 4 years) Bicycle Transportation Plan (BTP) that discusses items (a) through (k) in Section 891.2 of the Streets and Highways Code as listed in **Appendix C**. The City must adopt the BTP and additionally get approval from both the MTC and the Caltrans Bicycle Facilities Unit (BFU). Grant applications are generally due late in the fall.

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Safe Routes to School (SR2S): California was the first state in the country to legislate a Safe Routes to School program with the enactment of AB 1475 in 1999. Eight years later, in 2007, AB 57 extended the program indefinitely with funding provided from the State Highway Account. The purpose of SR2S is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education and encouragement programs aimed at children, parents, and the community.

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Land and Water Conservation Fund: The Land and Water Conservation Fund is a federal program that provides grants for planning, acquiring, and developing outdoor recreation areas and facilities, including trails. The Fund is administered by the California State Parks Department and has been reauthorized until 2015. Cities, counties and districts authorized in these activities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50 percent of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use. The grant process for local agencies is competitive, and forty percent of grants are reserved for Northern California. http://www.parks.ca.gov/?page_id=21360

Office of Traffic Safety (OTS) Grants: The California Office of Traffic Safety distributes federal funding apportioned to California under the National Highway Safety Act and SAFETEA-LU. Grants are used to establish new traffic safety programs and to expand ongoing programs to address deficiencies in current programs. Bicycle and pedestrian safety are included in the list of traffic safety priority areas including activities such as safety programs, education, enforcement, traffic safety and bicycle rodeos, safety helmet distribution, and court diversion programs for safety helmet violators. Eligible grantees are: governmental agencies, state colleges and state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include: potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous grants. http://www.ots.ca.gov/Grants/Program_Information/default.asp

Appendix F: Funding Sources

Environmental Justice (EJ) and Community-Based (CBTP) Transportation Planning Grant Program:

These grant programs are administered by the Caltrans-Office of Community Planning. The EJ program funds planning activities that assist low-income, minority, and Native American communities in becoming active participants in transportation planning and project development. The CBTP program funds coordinated transportation and land-use planning projects that encourage community involvement and partnership supporting livable/sustainable community concepts with a transportation or mobility objective. Examples of past funded projects include Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans, community to school linkage studies or plans, context-sensitive streetscapes or town center studies or plan, and complete streets studies or plans. Grants are available to transit districts, cities, counties, and tribal governments. The grant requires a local match of 10 percent with a five percent in-kind contribution maximum.

<http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp.html>

Environmental Enhancement and Mitigation (EEM) Program: This program was established in 1989 and offers grants to public agencies and non-profit organizations for projects that mitigate the environmental impacts caused by new or modified public transportation facilities. Grants are awarded in the categories of highway landscaping and urban forestry, resource lands, and roadside recreation. Grant applications are accepted annually in the fall of the year. <http://www.resources.ca.gov/eem/>

Regional

Funding for regional pedestrian grant programs comes from a variety of sources, including SAFETEA-LU, the State budget, vehicle registration fees and bridge tolls. Although most regional funds are allocated by regional agencies such as the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD) and the Association of Bay Area Governments (ABAG), there is some flow to county congestion management agencies, such as the Alameda County Transportation Commission (ACTC), which allocate funds to project sponsors.

Safe Routes to Transit (SR2T): The SR2T program is funded by Regional Measure 2, the \$1 bridge toll increase, and is administered by TransForm and the East Bay Bicycle Coalition. SR2T promotes bicycling and walking to transit stations by funding projects and plans that make important feeder trips easier, faster, and safer. SR2T funds may be used for secure bicycle storage at transit stations/stops/pods, safety enhancements for pedestrian and bicycle station access to transit stations/stops/pods, removal of pedestrian and bicycle barriers near transit stations, and system-wide transit enhancements to accommodate bicyclists or pedestrians. The last funding cycle was completed in 2011.

<http://www.transformca.org/campaign/sr2t>

Regional Safe Routes to Schools Program: Like the national and state funded programs, the regional Safe Routes to Schools Program aims to increase the number of children who walk or bicycle to school by funding projects that remove barriers to such activities. Barriers often include lack of infrastructure, unsafe facilities that result in uninviting walking and bicycling conditions, and lack of education and enforcement programs aimed at children, parents and the community at large. In Alameda County, TransForm manages the program which includes seven elementary schools in the Unincorporated Areas: Castro Valley, Cherryland, Colonial Acres, Fairview, Grant, Hillside, and Marshall.

<http://www.transformca.org/sr2s>

Transportation for Livable Communities (TLC): The Metropolitan Transportation Commission (MTC) disburses these planning and capital funds for projects designed to improve pedestrian, bicycle and transit access in existing town centers and near public transit. Only projects located in priority development areas are eligible for TLC funding which includes portions of Ashland, Cherryland, Castro Valley, and San Lorenzo.

http://www.mtc.ca.gov/planning/smart_growth/tlc_grants

Transportation Fund for Clean Air Program (TFCA): This grant program of the Bay Area Air Quality Management District is funded through a \$4 surcharge on motor vehicle registration fees generating approximately \$22 million per year in revenues. TFCA funds are available through two main channels: the Regional Fund and the County Program Manager Fund. The Regional Fund receives about 60 percent of the TFCA revenues and is administered directly by the Air District. In Alameda County, the Program Manager Fund (approximately 40 percent of the TFCA revenues) is administered by the ACTC who distributes 70 percent to cities based on population with the remaining 30 percent available as competitive funds to transit agencies.

<http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA.aspx>

The Bay Trail Project: The Bay Trail Grant program offers competitive grants to local governments, special districts and qualified nonprofit groups to build or design new Bay Trail segments. The program is structured to: speed Bay Trail construction by targeting high-priority, ready to build sections and closing critical gaps; leverage state dollars with significant matching funds and in-kind contributions; foster partnership by encouraging cooperative partnerships and creative design solutions; and employ the California Conservation Corps for construction, landscaping and maintenance where possible. The amount of available funding varies, depending on State bonds and grants to the Bay Trail Project.

<http://baytrail.abag.ca.gov/>

Local

TDA Article 3: Transportation Development Act (TDA) Article 3 funds are available for transit, bicycle and pedestrian projects in California. According to the Act, pedestrian and bicycle projects are allocated two percent of the revenue from a ¼ cent of the general state sales tax, which is dedicated to local transportation. These funds are collected by the State, returned to each county based on sales tax revenues, and typically apportioned to areas within the county based on population. Eligible pedestrian and bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs; and development of comprehensive bicycle or pedestrian facilities plans. <http://www.mtc.ca.gov/funding/STA-TDA/index.htm>

Alameda CTC Bicycle and Pedestrian Measure B Funding: Measure B is a sales tax measure reauthorized by Alameda County voters in 2000. It allows the collection of a ½ cent sales tax devoted to transportation projects and programs, to be collected from 2002 through 2022 with five percent devoted to bicycle and pedestrian improvements. Of this amount, 75 percent goes directly to Alameda County cities and the County, based on population, as local pass-through (monthly) funding. The other 25 percent is allocated to the Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF), which supports planning, projects and programs, including a competitive grant program.

http://www.actia2022.com/app_pages/view/22; http://www.alamedactc.org/app_pages/view/4617

Appendix F: Funding Sources

New Development or Redevelopment: Future new development and redevelopment projects including new roads, road widening and construction projects are one method of providing pedestrian improvements and bike lanes. To ensure that pedestrian and bicycle improvements are included in these projects, it is important that the review process includes an individual (designated bicycle coordinator) or group (BPAC) to monitor the review process.

Assessment Districts: Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to the establishment and use of funds.

Development Fees: Another potential local source of funding are development fees, typically tied to trip generation and traffic impacts as a result of proposed projects.

Open Space District: Local Open Space Districts may float bonds that go to acquiring land or open space easements, which may also provide for some improvements to the local trail and bikeway system.

Non-Traditional Funding Sources

In the search for funding sources, it becomes increasingly necessary to ‘think outside the box’. With the climate change and health benefits afforded by walking and bicycling, there is an even greater opportunity to build partnerships with organizations and non-profits that have a similar interest in improving conditions for pedestrians and bicyclists. Teaming ventures with non-profit organizations will open up sources of private grant and foundation funding that is not open to a public agency.

California Conservation Corps (CCC): The program provides emergency assistance and public service conservation work for government agencies and non-profit organizations. Both urban and rural projects are eligible and selected on the basis of environmental and natural resource benefits and on-the-job training opportunities. The CCC would be effective at reducing project costs.

Rails to Trails Conservancy (RTC): The Conservancy assists rails-to-trails conversions through technical assistance, public education, advocacy, negotiations, legislation and regulatory action.

Grant and Foundation Opportunities: Private foundations provide excellent opportunities for funding specific capital projects or single event programs. Generally to qualify for these types of funds, a Bicycle Advisory Committee or established non-profit group acting in its behalf must exist. In general, private foundations are initially established for specific purposes, e.g. children and youth need, promotion of certain professional objectives, educational opportunities, the arts, and community development. An excellent source of information about foundations and their funding potential can be found in the Foundation Directory, available at many public libraries or on-line at www.fconline.fdncenter.org/

Several foundations to consider are:

- Compton Foundation, Inc.
- Nathan Cummings Foundation
- Ottinger Foundation
- REI Corporate Contribution Programs
- Surdna Foundation, Inc.
- Robert Wood Johnson Foundation
- Bikes Belong Coalition

Adopt-A-Trail/Path Programs: Modeled upon the Southern California program of highway maintenance contributions, this program would post signs to indicate which individual or group has contributed to the development, installation or maintenance of a particular bike facility. Trail construction can also be considered by school or civic groups as a year-long project.

Memorial Funds: These programs are advertised as potential donor projects to be funded via ongoing charitable contributions or funds left to a particular project through a will. Most memorial projects include the location of a memorial plaque at a location specific to the improvement or at a scenic vista point.

Revenue-Producing Operations: As part of the development of a trail or bike path, plans can specifically include the location of a revenue-producing operation adjacent to the proposed improvement. For example, bicycle rental/repair facilities, food and drink establishments, and bike storage facilities would be appropriate uses. The on-going lease revenues from these operations could then be used for trail/path maintenance.

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Appendix G: Public Comments & Responses on the Draft Plan

The Alameda County Public Works Agency conducted an extensive community outreach effort over a four month period. **Table G-1** shows a public meeting comment summary. The most popular comment was in support of adding bike lanes to Fairmont Drive, over 20 comments received.

The following is a summary of public comments received and staff responses in italics. Please note the comments were grouped by chapters, multiple comments, and other comments.

CHAPTER 1: Introduction

No comments received

CHAPTER 2: Goals and Policies

1. COMMENT: Does the Plan address Complete Streets Act?

RESPONSE: Yes

2. COMMENT: Is there is anything in the Plan that references the Complete Streets Act that the state of California passed.

[The County received 5 similar comments from the community regarding whether the County's Plan addressed the Complete Street Act Policy.]

RESPONSE: The Plan addresses Complete Streets; however, additional language was provided clarify the County's Complete Street Policy.

3. COMMENT: ADA Transition Plan should be incorporated into the Plan.

RESPONSE: The County incorporated the ADA Transit Plan into the Goals & Policies and the Pedestrian Network sections.

4. COMMENT: Please re-examine the requirements for new construction to include changing rooms and showers: It would be more appropriate for businesses to decide if that would be good for them as opposed to a requirement. Suggests changing the language to "encourage changing rooms and showers" and not make it a requirement.

[The County received 2 similar comments from residents inquiring about changing rooms and shower requirements for new businesses.]

RESPONSE: Language was modified from "required" to "consider" to be consistent with the Climate Action Plan. School projects were changed to high priority.

Appendix G: Public Comments & Responses on the Draft Plan

5. COMMENT: In the Goals section, pedestrian scale lighting is mentioned; is it different from regular lighting?

RESPONSE: Pedestrian-scale lights improve walkway illumination for pedestrian traffic and enhance community safety and business exposure. Typically, this lighting is positioned over the sidewalk, rather than the street, at about 12 to 15 feet above the sidewalk.

CHAPTER 3: Bicycle Network

6. COMMENT: We are writing to support the proposal by Michael Wallace, member of the San Leandro Bicycle Pedestrian Advisory Committee (BPAC), to put bike lanes on Fairmont Dr. between Foothill Blvd. and Lake Chabot Road in the Ashland area of Alameda County. We understand that the June 21, submission deadline date for changes to the Countywide Bicycle Plan has passed but I hope that you will consider this proposal, nevertheless.

We are familiar with the section of Fairmont Drive and the recent accident involving San Leandro resident, Timothy Bucher. Tim, an experienced cyclist, was struck and killed at approximately 9:40 AM on June 15, 2011, as he rode his bike up Fairmont Dr. east of San Leandro, near the Alameda County Juvenile Justice Center. Tim was riding to the right of the two eastbound vehicle lanes and was struck by an overtaking car that veered out of its lane due to inattentive driving. In our view, this section of Fairmont Dr. lends itself, in the minds of some drivers, to inattentive driving because it is so wide and lightly traveled.

As a result of this tragic accident we have examined proposed cycling corridors in the area and believe that a Class II bike route on Fairmont is the most logical East-West connector for the following reasons:

It is a direct route connecting corridor 35 running through San Leandro to corridor 30 into Castro Valley.

This section of Fairmont is already used by a great number of cyclists.

It is a divided road, two vehicle lanes in each direction. The width, from median to curb, is 36 feet with two 13-foot vehicle lanes and a 10-foot empty lane to their right. There is no parking allowed. The currently empty lane could be marked as a bicycle lane with no modification.

The grade is not excessively steep and is consistent, and the road surface is of high quality. This would allow access by a broad range of cyclists.

There are very few entrances to the roadway, diminishing potential conflicts with cross traffic.

A bike lane would improve safety and could save lives in the future.

We hope that the above points make a strong enough argument for modification of the Countywide Bicycle Plan and that Tim Bucher's death will lead to improvements that will benefit the entire community

[The County received 20 similar comments from East Bay residents that supported bike lanes on Fairmont Drive between Foothill Blvd. and Lake Chabot Road.]

RESPONSE: The Draft Bicycle and Pedestrian Master designates Fairmont Drive between Foothill Blvd. and Lake Chabot Road as a Class II Bike Lane and identifies the project as a high priority.

7. COMMENT: The Alameda CTC BPAC first took public comment on this item, and received the following input: John Ackley, Citizens Watchdog Committee (CWC) member, stated that a friend of his was killed on Fairmont Drive while bicycling this year. The road is wide and lacks bicycle lanes. He said it is exciting to see that the draft plan includes proposed bicycle lanes on this road leading from San Leandro to Castro Valley.

RESPONSE: No Response required.

8. COMMENT: I am an officer in my bicycle club, and I grew up in the Fairview district riding bikes there and at Lake Chabot. Bicycles and pedestrians don't mix. Bicycles in rural canyons don't mix at all. I oppose any widening of rural canyons for bike lanes; would like to see some kind of fee for bicycles (not for the kids, but some kind of bicycle registration fee, so they could help pay for the things that they wanted). If we are going to implement costs, then they should have a stake in it. I would like to see more enforcement of laws for bicyclists – there is currently no enforcement at all by the Alameda County Sheriff; they running of stop signs and lights. The complete disregard from bicyclists happens every day; and most of the accidents (bicycle accidents) should be attributed to their disregard. It is dangerous for the kids to ride bikes in Castro Valley. If you drive out in the canyons, there should be no road rage whatsoever; it should be a calm nice ride. The number one cause of road rage is bicyclists in the canyons. Most bicyclists are not to residents in the rural lands and the canyons. If I'm the only speaker tonight, you should show 100% opposition to bicyclists in rural lands in Castro Valley.

RESPONSE: No response required.

9. COMMENT: After reviewing the Draft Bicycle and Pedestrian Master Plan, the City of Livermore has the following comments. These comments were given to County staff at prior meetings.

The plan proposes bike lanes along East Avenue, between Vasco and Greenville. The Labs took ownership of this segment of East Avenue a few years ago, and the street is no longer open to public traffic. There are security gates on both ends of this segment, limiting traffic to Lawrence Livermore and Sandia Laboratories' staff and visitors.

An existing class I bike/ped facility exists along Isabel Avenue, between Jack London Boulevard and Alden Lane (just south of Concannon Boulevard). This trail connects to the County's trail along Stanley Boulevard. The City plans to extend this trail to Vineyard Avenue.

The plan shows a class III facility proposed along Vineyard Avenue, between Isabel Avenue and Valecitos Road. The City and EBRPD are currently designing a class I facility along this segment of Vineyard Avenue. Future extension of this trail to Sycamore Park is planned but with no funding at this time.

Another missing trail that was constructed this year is a segment along Wente Street, South Livermore Avenue, Tesla Road to Mines Road, where it turns north at Mines Road into the residential development on the north side of Tesla Road and connects to Vasco Road.

There is a class I facility along Vasco Road, between Tesla Road and a point about 500 feet south of East Avenue.

RESPONSE: These comments were incorporated into the bicycle network.

10. COMMENT: Please clarify bike lanes/routes on Marina Avenue

Appendix G: Public Comments & Responses on the Draft Plan

[The County received 3 similar comments from East County residents inquiring about bike lanes on Marina Avenue.]

RESPONSE: The Class II bicycle lanes on Marina Avenue have been suspended and the project is being re-evaluated. The Plan show a proposed Class IIIC bike route on Marina Avenue

11. COMMENT: Re: Marina Ave. bike & pedestrian plan. There already exists a separate bike/pedestrian path 300 yards north along Concannon. Marina Plan not needed. On July 25, 2011 Marina residents met to discuss plans with the county and asked that NO paths be added to Marina.

RESPONSE: The County has suspended plans to install class II bicycle lanes on Marina Ave.

12. COMMENT: Are there bike lanes on Buena Vista?

RESPONSE: There are no bike lanes planned for Buena Vista.

13. COMMENT: At the November 30th public meeting, I suggested that Alameda County consider including not only bicycles but equestrians. Livermore has a rich western heritage; it would be remiss not to include trails that could accommodate equestrians as well as bicycles. This would be consistent with the Livermore Area Recreation and Park District as well as East Bay Park approach.

We regularly share the trail with bicycles at Sycamore and Del Valle parks. It would be wonderful to ride from our home to the parks.

[The County received 7 similar comments from East County residents inquiring about equestrian planning.]

RESPONSE: The County does not operate Trials in the Alameda County Unincorporated Areas; however, the County works closely with East Bay Regional Park District and Livermore Area Regional & Park Districts. The County supports their equestrian policies and programs.

14. COMMENT: Please address EQUESTRIAN PLANS in this pedestrian/bicycle plan

Chapter 3 – Other User Groups: Please include equestrians

RESPONSE: The County does not operate Trials; however, the County works closely with East Bay Regional Park District and Livermore Area Regional Park Districts. The County supports their equestrian policies.

15. COMMENT: Friends of Tesla Park propose: i. Bike paths to Tracy along Tesla and Corral Hollow Roads. Notes the public ownership all along the roadways should help with easement issues that may arise. ii. Tying the Tri-Valley to the Central Valley through multiple bike route/lane connections. iii. Include pedestrian and bike lanes in all widening project plans. iv. Review San Joaquin County's recent improvements to Corral Hollow Road and duplicate on this side of the county line.

RESPONSE: The County does not operate Trials; however, the County works closely with East Bay Regional Park District and Livermore Area Regional Park Districts. The County supports their equestrian policies.

16. COMMENT: i. Bike Trail/Pedestrian Trail combination will present safety issues for pedestrians ii. Need to include some type of safety enforcement for cyclists (i.e., speed limits) iii. Suggests separate pathways: paved for bicycles; compressed sand/gravel for pedestrians iv. Equestrian trail

opportunities: 1. Altamont Pass to the reservoir 2. Work with EBRPD to identify potential locations and connections

RESPONSE: The County does not operate Trails; however, the County works closely with East Bay Regional Park District and Livermore Area Regional Park Districts. The County supports their equestrian policies.

17. COMMENT: Concerned about several issues: i. Bike lanes are only on paved roadways (vs. trails along creeks, flood control channels, etc) ii. Close gaps between jurisdictions where gravel roadways are maintained only to the city lines (i.e., flood control channels along Jack London Blvd. and Arroyo Mocho iv. Consider trails around mining areas v. Add equestrian consideration to the plan (similar to the plan done for the Walnut Creek area)

RESPONSE: The County does not operate Trails; however, the County works closely with East Bay Regional Park District and Livermore Area Regional Park Districts. The County supports their equestrian policies.

18. COMMENT: Need a Parks and Rec. Division to coordinate walking paths/trails equestrian paths and trails, and bicycle/pedestrian paths.

RESPONSE: The County does not operate Trails; however, the County works closely with East Bay Regional Park District and Livermore Area Regional Park Districts. The County supports their equestrian policies.

19. COMMENT: Bicycling and Pedestrian Plan need to add equestrian use also. I routinely ride along roads in bicycle lanes-much safer than riding on shoulders of the roads-which are usually gravel & debris- not good for horses' feet. Marina Avenue & extension of Sycamore Grove-Arroyo Road to the back entrance of Del Valle Recreation area are very important routes to complete. The Marina Avenue Roadway and Arroyo Road, from Wetmore to the back gate of Del Valle are very hazardous roads to walk, bike or ride a horse on. The roads are narrow, 2-lane basically, no shoulders and have overgrown vegetation that make it very, very, hazardous to walk, ride bicycles or walk a horse along them. The overgrown vegetation comes from Marina residents landscaping/trees, etc, which have basically encroached on the tiny existing shoulders. The same lack of shoulders, encroaching vegetation---from Wetmore to entrance of Del Valle.

RESPONSE: The County does not operate Trails; however, the County works closely with East Bay Regional Park District and Livermore Area Regional Park Districts. The County supports their equestrian policies.

20. COMMENT: There are several gaps in the bike lanes/routes along Mines to Tesla ii. South Livermore bike lanes/routes are not complete; also need to address the address "S" curve (1/4 mile from Tesla) iii. Greenville Road: vehicles parked in the bike lanes creating safety issues for cyclists who have to go into traffic to pass. Safety issue also when car doors open and cyclists run into them.

RESPONSE: Upon securing funding, the County will seek to close bicycle gaps on Mines and South Livermore. The County will follow-up with law enforcement regarding cars that are illegally parked in bicycle lanes.

Appendix G: Public Comments & Responses on the Draft Plan

21. COMMENT: i. Supports bike plan ii. Happy to see bike lanes are being proposed east of Greenville iii. Noted the safety issue along Greenville pertaining to roadway width iv. Easement issues regarding widening of Greenville Road

RESPONSE: No response required.

22. COMMENT: Too much traffic along many of the proposed roadways to accommodate both vehicles and bicycles. Specific roadways with potential problems include: i. Altamont Pass and ii. Patterson Pass: There is no room on this roadway for center-line striping. There is definitely no room to add a bike lane. iii. Corral Hollow and Flynn Roads both go down to one lane in some areas. Bike lanes are not feasible.

RESPONSE: The Plan proposes widening the shoulders.

23. COMMENT: Consider a multi-use pathway along Mines Road

RESPONSE: Comment forwarded to Livermore Area Recreation & Park District

24. COMMENT: Need a Rural Road Management Plan

RESPONSE: No response required.

25. COMMENT: Bike lane quality is not consistent; example given: 1. Wheels stop to Tesla: bike lane is same quality as roadway. 2. Patterson Pass Road: bike lane is same quality as roadway. 3. Greenville Road bike lane is deteriorating and has gaps in pavement.

RESPONSE: The Alameda County Public Works Agency maintains Tesla Rd., Patterson Pass Rd. and Greenville Rd. on a regular basis. Roadway wear will vary from place to place.

26. COMMENT: 1. Will you please finish the bicycle lane from Tesla to the first turn about 1/4 mile south?
2. Will you please install "No Parking" signs on the Mines Road south of Tesla? Both of these make bicycling less dangerous in the area!!!

RESPONSE: The County is seeking funding to close bicycle network gaps.

27. COMMENT: Support bike & walking trail along Tesla Road to S.J. Co. border and then cooperation with S.J. Co. to extend trails/paths to Tracy (Livermore-Tracy trail). Coordinate with Tesla Park development.

RESPONSE: Comment forwarded to Livermore Area Recreational & Park District.

28. COMMENT: Patterson Pass: Unsafe to ride on bicycle anytime.

RESPONSE: No response required.

29. COMMENT: My concern has several parts; I have problems with private land taken for any civic purposes. All one-lane roads should not be used for bikes without a full lane for bikes *only* and finally I believe in these times no public money should be used for these projects when our roads are in need of repair and other projects more important to the needs of all cannot seem to be funded.

RESPONSE: No response required.

30. COMMENT: Bike lane gap on Foothill Road south of S. Muirlands and north of Foothill High School. Jack London Road- of quarry land bridge gap justification problems?

RESPONSE: The comment is unclear; therefore, we cannot respond.

31. COMMENT: Bicycling & pedestrian need to add equestrian use also. I routinely ride along roads in bicycle lanes-much safer than riding on shoulders of the roads-which are usually gravel & debris- not good for horses' feet. Marina Avenue & extension of Sycamore Grove-Arroyo Road to the back entrance of Del Valle Recreation area are very important routes to complete. The Marina Avenue Roadway and Arroyo Road, from Wetmore to the back gate of Del Valle are very hazardous roads to walk, bike or ride a horse on. The roads are narrow, 2-lane basically, no shoulders and have overgrown vegetation that make it very, very, hazardous to walk, ride bicycles or walk a horse along them. The overgrown vegetation comes from Marina residents landscaping/trees, etc, which have basically encroached on the tiny existing shoulders. The same lack of shoulders, encroaching vegetation---from Wetmore to entrance of Del Valle.

RESPONSE: The County does not operate Trials; however, the County works closely with East Bay Regional Park District and Livermore Area Regional Park Districts. The County supports their equestrian policies.

32. COMMENT: Support bike & walking trail along Tesla Road to S.J. Co. border and then cooperation with S.J. Co. to extend trails/paths to Tracy (Livermore-Tracy trail). Coordinate with Tesla Park development.

RESPONSE: Comment forward to Livermore Recreational & Park District.

33. COMMENT: Paloma Road (Sunol) the underpass @ I-680 area both directions are a mess and dangerous to riders. This route is used by riders from all over the east bay area as thy route to Calaveras Road.

RESPONSE: The County is working with Caltrans to improve Paloma Road.

34. COMMENT: Please-bike lane over I-580. Foothill Rd and San Ramon Rd.

RESPONSE: Caltrans would be responsible for bicycle lanes over I-580.

35. COMMENT: I would like to see Ashland community with Class II bicycle lane facility along E. 14th Street. Just like Cherryland and Fairmont communities. The County should coordinate with AC Transit service along East 14th.

[The County received 3 similar comments from Ashland and Cherryland residents that supported Class II bike lanes along East 14th / Mission Boulevard.]

RESPONSE: The Plan recommends Class IIIA bike route with sharrows along East 14th Street / Mission Blvd. A Class II bike lane along East 14th Street / Mission Blvd. is not feasible due to insufficient width to add bike lanes, impacts on travel lanes and parking for local businesses. In addition, East 14th Street / Mission Blvd. is a Caltrans roadway facility and the project would have to be vetted by the State prior to any modifications.

36. COMMENT: Thank you for your presentation at the BPAC. We appreciate the opportunity to provide you input, as you well know. I'd like to comment on Fairmont Dr. I believe that while a bike lane would be helpful, it would be more helpful if the speed limit on that road was reduced from its current 50 mph to 35 mph would be safer for cyclists and pedestrians who use that road. As you know the road is wide enough that giving cyclist's room shouldn't be an issue. I read that the motorist who struck the pedestrian admitted to taking her eyes off the road. I am assuming the she was traveling at the posted

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speed. Perhaps if the speed on that road was slower, it might give everyone more chance for survival. My bike club goes over Fairmont regularly. We discussed it soon after the accident. We do not believe a bike lane alone will help.

RESPONSE: The County does not have any plans to modify the speed limit along this roadway. Posted speed limits are established in accordance with state and federal guidelines that provide for speeds that are appropriate for vehicle movement along the roadway. The speed limits are established after assessing motorist speeds. The County is limited to being able to reduce speed limits significantly below the measured speeds and only where identified safety aspects have been identified. Based on the County's most recent study, the existing posted speed limit is appropriate and the speeds measured have been consistent for many years. The County is not able to post the speed limit along this portion of roadway at 35 mph and based on guidelines for establishing speed limits, 35 mph would not be a safe speed due to the prevailing speeds of the majority of motorists on this roadway.

37. COMMENT: Is there is a planned Class II Bicycle Lane connector from Dublin Canyon Road to the West Dublin BART Station?

RESPONSE: City of Pleasanton staff stated that this is planned, but funding is not available to build that route yet.

38. COMMENT: Does the Class IIIB ("wide curb lane/shoulder") designation indicate whether all the roads shown with this classification have wide shoulders or will have shoulders widened?

RESPONSE: Class IIIB bike route have wider curb lanes. Please note the difference between curb lanes and shoulders. Class IIIB is on multi-lane arterials and collector roadways with high traffic volumes where there may not be room to provide bike lanes. Still, conditions for bicyclists can be improved significantly by allocating extra width to the curb lane where bicyclists primarily ride. A wide curb lane (14 to 16 feet of width with no parking in the curb lane and 22 to 24 feet with on-street parking) allows a vehicle to pass bicyclists with at least 2 feet of clearance without changing lanes. This improves the comfort levels of both the bicyclists and the motorists and will also benefit large vehicles such as trucks and buses. To provide the wide curb lane, it may be necessary to narrow inner travel lanes. If parking is allowed, it is also preferable to stripe the parking lane or add parking T's.

39. COMMENT: Looking at map #2 (Central County), there are many proposed bikeways. Is there a prioritization policy in place?

RESPONSE: The prioritization policy and list of high priority bikeway projects is included in Chapter 6. The criteria and how the points were distributed are shown. There is also a list of the projects and the streets that show whether the project is high, medium or low priority. Prioritization for each bikeway project can be found in Appendix C.

CHAPTER 4: Pedestrian Network

40. COMMENT: Several Alameda CTC Bicycle and Pedestrian Advisory Committee members and guests commented that the County needs to provide better sidewalks and pathways for kids to get to school and that installing sidewalks needs to be a number one priority.

RESPONSE: No Response Required.

41. COMMENT: There are many sidewalk deficiencies in Castro Valley at Stanton School and a nearby hospital. The sidewalks are narrow, need maintenance, and there areas that need new sidewalks.

RESPONSE: New sidewalks on Stanton Avenue are included in the Draft Plan and that the County and all school projects are high priority.

42. COMMENT: Is there is a list of all the new sidewalks that are needed to be constructed and a cost estimate for them?

RESPONSE: It will cost roughly \$400 million to add all needed sidewalks in the Unincorporated Areas. The plan contains a list of most the major sidewalk projects in Appendix D.

43. COMMENT: Does the County receives local Measure B pass-through funds, and if any funds are regularly spent on sidewalk installation.

RESPONSE: The County receives Measure B funding and the money is committed to transportation projects.

44. COMMENT: Sidewalks & speed bumps & street lights on Haviland Avenue in Hayward. This should be a higher priority project.

RESPONSE: Sidewalks are being installed on Haviland Ave.

45. COMMENT: I am further reviewing the bike and ped plan for unincorporated areas. I am particularly interested in the details for sidewalk improvements in the Eden area. 1. It would be great if there were a summary of the costs and mileage within each of the three areas. 2. The top four summaries seem to be only a subsection of the project type categories. For example, if I wanted to find out how many Safe routes to School projects there are in the Eden area, the summary does not have that number.

RESPONSE: A detail cost estimate will be developed for each project in the Plan. The summary indicates there are about 50 safe routes to school projects in the Plan.

46. COMMENT: Jim Haussener, Alameda CTC CWC member, discussed the elimination of a pedestrian crossing in Castro Valley near the BART station, as a result of a County/ACTIA project. He requested that ACPWA and the Alameda CTC incorporate pedestrians in project design, instead of pedestrians being an afterthought; that pedestrian access be maintained, even during construction periods; and that any loss of pedestrian crossings should be clearly identified in a project's Environmental Impact Report.

RESPONSE: The County is currently working to resolve the intersection crossing.

CHAPTER 5: Safety and Education

47. COMMENT: Encourage as much recreational biking as possible. The plan offers a business opportunity to bring people to the area for recreational biking; more bike attractive area can be a benefit.

RESPONSE: No response required.

Appendix G: Public Comments & Responses on the Draft Plan

CHAPTER 6: Implementation

48. COMMENT: Funding priority should be addressing roadway issues (vehicles) before proposing/implementing new bike lanes/routes.

RESPONSE: No response required.

49. COMMENT: A portion of the Local Streets and Roads funds should be spent on bicycle and pedestrian needs.

RESPONSE: Local Street and Roads funds are used to improve the roadway conditions for all modes: bicycle, transit, and auto.

50. COMMENT: Is there any coordination on bikeways with the surrounding counties?

RESPONSE: Yes, as part of the outreach process, all jurisdictions neighboring the unincorporated areas received a copy of the draft plan and had the opportunity to comment on the Plan. The County staff looked at other plans that connect to the unincorporated areas of Alameda County. In addition, the County meets with the other jurisdictions on a regular basis.

51. Multiple comments were received with concern about the feasibility of delivering the large number of projects in the High Priority project list within the five year time frame.

RESPONSE: The High Priority bicycle and pedestrian projects identified in Tables 6-1, 6-2, and 6-3 were reviewed based upon comments received and current expectations of funding received. The list of High Priority projects were revised accordingly.

COMMENTS ON MULTIPLE SECTIONS

52. COMMENT: [a] I'm writing to comment on the draft Bicycle and Pedestrian Master Plan. Comments reflect my frame of reference as a Castro Valley resident. As a regular walker, runner, and bicyclist, I believe the current state of infrastructure for these alternative uses is inadequate. Sidewalks are crumbling or nonexistent. Bicycle lanes are extremely scarce. It's clear that pedestrians and bicyclists are considered far lower priority than automobiles. For this reason I fully support the proposed improvements in the Plan and believe they are all valuable. Specifically, these two would go a long way toward improving health and reducing traffic by encouraging bicycling and walking:

- Construction of sidewalks and sidewalk landscaping -- this not only improves pedestrian safety but also beautifies the community. Seven Hills Road is an example of a road in dire need of this type of improvement. The upgrade being made to Castro Valley Blvd is a great model of how roads should look.
- [b] Addition of continuous bicycle lanes on all arterial roads. For example, adding bike lanes to Redwood Road north of Castro Valley Blvd would be a huge benefit to bicyclists traveling north-south through Castro Valley (including people bicycling to BART).

[c] In addition, the Plan's time table is far too timid given its relatively modest scope. Instead of a 5-10 year horizon, I encourage the county's leaders to aggressively implement the Plan over 2-5 years. The

needs of pedestrians and bicyclists are far too often delayed or ignored to the detriment of the entire community.

RESPONSE: [a] No response required. [b] Redwood Road is too narrow for bicycle lanes north of Castro Valley Blvd. [c] The County would like to deliver more Bicycle and Pedestrian improvements projects; however, project funding availability is limited.

53. COMMENT: Please relay by regrets at not being able to make the meeting. I did read the report and I thank Paul and his team for a well-prepared document. I have just a few questions/comments: 1) Minor-Table 1-2 doesn't list Five Canyons Park 2) Page 1-13 and Park and Ride- Grove Way lot has bicycle racks Can we get racks at the John Drive area? 3) Pedestrian projects- I still don't see the area listed that Ms. Hausner brought to our attention- Redwood Road-can't remember if it's from Lesley or farther southern to the BART station- no sidewalk... considering this is for better access to the BART station as well as at the downtown, this should not only be listed but it should have High Priority status 4) Implementation-My question is in regards to funding, priorities, and allocation... I understand that some projects such as the Streetscape have been funded by RDA and those monies are already allocated per area... However, what criterion is used for deciding between high priority projects in different areas... For example, if \$2 million was received in grant funds, how would that be allocated between high priority projects in different areas? It is a % based population, geographic area, other? Or is it based on the individual ratings? [5] In regards to the ratings in Appendix C, is there a table that has the actual points and not just H, M, L? That's it for now.

RESPONSE: 1) Added to the Plan. 2) The County will look into adding bike racks at John Drive. 3) The area surrounding BART is a high priority pedestrian area. 4) Please see Appendix E for project priority. The project that ranks the highest will be selected; however, grant funding criteria may influence project selection. 5) The table with the actual scores was not printed in the plan; however, it is available upon request.

54. COMMENT: 1. MAP #3 Foothill Road-Pleasanton-Sunol-Bike lane blocked by over hanging trees & debris in road-Pleasanton cleans their portion county does not. Why? 2. Niles Canyon- Only thru corridor but "very" dangerous for bikers-Solution? 3. Fix Palomares Rd. where it crosses under 680 for bikers. 4. Tassajara Rd. north to Contra Costa County line-need bike lanes. 5. Signs-Stating Ride with Traffic flows/ in direction of traffic/Ride on Right. 6. On what freeways can be ridden by bicyclist in Alameda County?? 7. On roads with little or no shoulder or bike lanes-post signs stating "caution beware of cyclist ahead".

RESPONSE: 1) County will continue to maintain roadway. 2) The plan proposes widening the shoulders, adding signage and educating motorist and bicyclist about sharing the road. 3) The County is working with Caltrans to improve Palomares Rd. 4) Tassajara Rd is in Dublin, not in Alameda County Unincorporated Area. 6) The law prohibits bicyclist from riding on freeways. 7) The County posts "Share the Road" signs.

55. COMMENT: Requirement for developers: in the Climate Action Plan (CAP) this requirements for developers were limited to projects over a certain size; can this plan coincide with the recommendations in the CAP? Maximize use of public and private resources: development fees; is that a bicycle impact fee for new development? Development impact fees are now approximately double the amount of land costs. Appendix D-2 – pedestrian projects lists safe routes to schools with low to

Appendix G: Public Comments & Responses on the Draft Plan

medium priority. Schools should be listed as a higher priority compared to some other projects. However, the plan is very well put together there is a lot of good work in the plan.

RESPONSE: Language was modified from "required" to "consider" to be consistent with the Climate Action Plan. School projects were changed to high priority.

56. COMMENT: 1) Table 1.2 does not include the Five Canyons Park; 2) the Park n Ride on Grove Way has bicycle racks, can racks be installed at the John Drive area? 3) Pedestrian projects: concerned about crosswalks to and from the BART station; 4) Implementation: What criteria is used to prioritize projects and funding?

RESPONSE: Added Five Canyons Park and Grove Way Park and Ride lot to Table 1.2. Crosswalk near Castro Valley BART will be address by the County. The criteria are shown in Appendix E. Project with the highest score will be selected, unless lower rated project matches funding grant better.

OTHER COMMENTS

57. COMMENT: Great work on the Plan

RESPONSE: No response required.

58. COMMENT: Great job, a step in the right direction. Applaud the agency for their work.

RESPONSE: No response required.

59. COMMENT: 1. The SLVAP map that I saw shows my 20 acre parcel (009A-2100-012-17) with its Eastern 1/3 in the Williamson Act. I believe this is in error. 2. Does the proposed bicycle/pedestrian route come near or onto my parcel? 3. One the SLVAP map, my parcel and a few others are color coded "One mile buffer". What does this mean in terms of use of the parcel, i.e. building a residence, or?

RESPONSE: This Comment was forwarded to the Alameda County Public Works Agency Real Estate Department for a response.

60. COMMENT: There is language for bicycle impact fee; however, this is a draft and that language can be reviewed. Mr. Keener will have to review the priorities on a case by case basis. Schools are a high priority.

RESPONSE: The comment is unclear; therefore, the County cannot respond.

Appendix G: Public Comment Summary – Public Meetings

Meeting Date	Community Group	Number of Attendees	Bicycle Comments	Pedestrian Comments	Other	Total Comments
10/13/2011	Alameda CTC BPAC	12	5	1	2	8
11/17/2011	San Lorenzo Village Homeowners Association	17	2	0	0	2
11/21/2011	Castro Valley Municipal Advisory Council General Purpose Meeting	17	9	3	3	15
11/30/2011	Tri-Valley Area / Rural Roads Committee (Livermore)	30	39	3	13	55
12/01/2011	Fairview Community Meeting	1	0	1	0	1
12/07/2011	Valley Spokesmen	38	9	0	0	9
12/08/2011	Ashland Community Meeting	2	2	1	0	3
12/13/2011	Cherryland Homeowners Association	21	1	0	1	2
12/14/2011	Tri-Valley Area / Rural Roads Committee (Dublin)	5	4	1	1	6
12/15/2011	Alameda CTC BPAC	24	0	3	1	4
1/25/2011	Unincorporated Services Committee	50	4	0	0	4
2/16/2011	Transportation Planning Committee	4	0	0	0	0
TOTAL	-----	221	75	13	21	109

Public Comment Summary – Emails

	Bicycle Comments	Pedestrian Comments	Other Comments	Total Comments
TOTAL	54	12	10	76

Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Area - *Public Comment Summary* (3 13 12)

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Appendix H: Negative Declaration

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EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

February 23, 2012

Paul J. Keener
Alameda County Public Works Agency
399 Elmhurst Street
Hayward, CA 94544

Subject: Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas
SCH#: 2012012050

Dear Paul J. Keener:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on February 22, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012012050
Project Title Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas
Lead Agency Alameda County

Type Neg Negative Declaration

Description The Alameda County Bicycle and Pedestrian Master Plan identifies policies to promote bicycle and pedestrian safety and access throughout Alameda County Unincorporated Areas. It designates bicycle and pedestrian activity corridors that connect major employment centers, transit centers, schools, parks, neighborhoods, and commercial districts throughout Alameda County Unincorporated Areas. The designation of bicycle and pedestrian activity corridor are a planning tool for understanding where physical improvements are most needed and where those improvements would have the most positive impact. The plan also recommends pedestrian design elements to encourage higher standards for pedestrian safety and access in the future County projects.

Lead Agency Contact

Name Paul J. Keener
Agency Alameda County Public Works Agency
Phone 510 670 6452 **Fax**
email
Address 399 Elmhurst Street
City Hayward **State** CA **Zip** 94544

Project Location

County Alameda
City Unincorporated
Region
Lat / Long
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Traffic/Circulation; Landuse

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Board, Region 2; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

Date Received 01/24/2012 **Start of Review** 01/24/2012 **End of Review** 02/22/2012

**Appendix I: Americans with Disabilities Act Transition
Plan for Public Rights-of-Way in
Unincorporated Alameda County**

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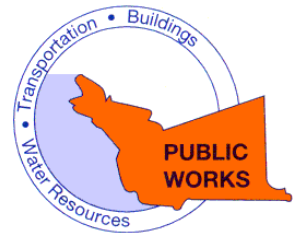
Americans with Disabilities Act Transition Plan for Public Rights-of-Way



Prepared for:
**Alameda County
Public Works Agency**

Submitted by:

Dowling Associates, Inc.



Public Draft

July 2008

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EXECUTIVE SUMMARY

This Americans with Disabilities (ADA) Transition Plan for Public Rights-of-Way is a legally required document that addresses improvement needs relating to disabled access within the public rights-of-way. Public rights-of-way refer to areas of land where all people or goods have the right to pass or travel. It has been developed along with the *2006 Alameda County Pedestrian Master Plan for Unincorporated Areas* so as to ensure that the County will remove accessibility barriers in a timely manner per federal law that is consistent with pedestrian planning in the unincorporated areas of Alameda County.

This Transition Plan addresses sidewalks and curb ramps, giving priority to paths-of-travel that serve facilities covered by the ADA, such as facilities that contain some state and local government offices, transportation, place of public accommodation, and employers. Sidewalks and curb ramps serving other areas should be addressed after these priority facilities and those facilities identified through the complaint process.

ADA Program Components

Responsible Official

Public Works Agency is responsible for implementing the plan by removing the barriers within the public right-of-way.

The Director of Public Works will be responsible for the development and implementation of the County's ADA Transition Plan for Public Rights-of-Way.

Public Review

Opportunities for public input and comments are provided during the public comment item on the agenda of every scheduled public Board of Supervisors meeting.

Hard copies of this ADA Transition Plan would be provided by the Transportation Planning section of the County Public Works Agency and would be available through the mail.

Grievance Procedure

Grievance procedures are required to allow for individuals with disabilities a way to complain about non-complying sidewalks or curb ramps. Citizens are encouraged to identify locations where there are barriers or a lack of accessible walkway facilities. The Public Works Agency is responsible for responding to and addressing citizen complaints regarding sidewalks and pedestrian curb ramps.

These procedures will ensure that the County responds to such complaints in a timely and appropriate manner.

Project Monitoring

The County staff must monitor the construction activity to ensure that the ADA and pedestrian-related codes are being implemented properly.

While the ADA Transition Plan is required by federal law, the goals identified year-to-year require some flexibility in the choice of particular facilities targeted or of the particular solution for an identified access problem, as long as the pace of barrier removal proceeds as scheduled.

As the implementation of individual projects will require further detailed planning and design, budget requests for projects would be submitted each year with review and reprioritization of remaining projects to address overall issues identified in this plan.

Self-Evaluation

The ADA requires the preparation of the Self-Evaluation, which includes an inventory of the existing sidewalks and curb ramps in the community. The inventory effort focused on the Pedestrian Activity Corridors in the unincorporated areas of Alameda County that serve facilities covered by the ADA, such as facilities that contain some state and local government offices, transportation, place of public accommodation, and employers.

Modifications needed to meet ADA program accessibility include:

- Sidewalk
- Curb ramps

Of the fifty miles of roadways inventoried, it was found that most (83%) of the Pedestrian Activity Corridors included sidewalks on at least one side of the street. However, the sidewalks were discontinuous and/or in poor condition in many locations.

Of the 850 corners surveyed, many (64%) of the corners on the Pedestrian Activity Corridors did not provide any curb ramps. Where curb ramps were provided, truncated domes were not included, except at the few ramps that were constructed after the ADA guidelines changed to require truncated domes for all curb ramps.

Recommended Transition Plan

Sidewalks

Annual funding of \$500,000 is recommended for construction to fill sidewalk gaps over the next 20 years through Measure B funds, federal earmarks, and grants, based on the following criteria:

- (1) the priority locations on the Pedestrian Activity Corridors;
- (2) resident requests through the grievance procedure; and
- (3) Safe Routes to School programs.

Curb Ramps

Annual funding of \$100,000 is recommended to install approximately 40 ramps per year using County Pavement Program and Transportation Development Account (TDA) funding, based on the following criteria:

- (1) the priority locations on the Pedestrian Activity Corridors
- (2) resident requests through the grievance procedure; and
- (3) Safe Routes to School programs.

This allocation is in addition to curb ramp installations that are included as part of larger transportation corridor projects.