Alameda County

Bicycle and Pedestrian Master Plan for Unincorporated Areas

April 2012

Spokemore Consulting
Lohnes + Wright

Alameda County
Public Works Agency

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Executive Summary

The Unincorporated Areas of Alameda County represent very diverse environments ranging from the populated communities of West County between the San Francisco Bay and East Bay Hills to the rural communities of East County. The opportunities to bicycle and walk in the Unincorporated Areas differ as much as the landscape. In the urbanized areas of Ashland, Cherryland, and San Lorenzo and the suburban communities of Castro Valley, El Portal Ridge, Fairview, and Hillcrest Knolls, residents have greater opportunities to bicycle and walk to school, work, shopping, and recreation. The shorter travel distances to get to these destinations and opportunities to connect to transit are more conducive for making daily trips by bicycling and or walking. The infrastructure to support bicycling and walking, such as bicycle lanes and sidewalks, are also more readily available in this part of the County. On the other hand, in the more rural areas of East County and Sunol, travel distances to destinations are longer. There is less infrastructure for use by bicyclists and walkers, and the opportunities to connect to transit are limited. However, there are great locations in East County and Sunol for recreational cycling and hiking which attract cyclists from all parts of Alameda County and the Bay Area.

The Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas is guided by the County's vision for safe, attractive, and convenient opportunities for bicycling and walking in the Unincorporated Areas. This includes bicycling and walking for trips to work, school, running errands, and recreating and facilities to accommodate all age groups regardless of their physical abilities.

The plan describes existing conditions for bicycling and walking, identifies needs for capital and program improvements to support these modes, and recommends improvement projects to enhance bicycling and walking in the Unincorporated Areas. High priority projects that meet the short-term needs of the communities are identified. Strategies for education, funding and implementation of the recommended projects and programs are also provided.

Purpose of the Master Plan

This plan was prepared to update the previous bicycle and pedestrian documents[1]. It provides a vision for bicycling and walking in Alameda County as important alternative transportation modes. The plan also identifies implementable projects that will contribute to a more bicycle and pedestrian-friendly environment for the Unincorporated Areas.

[1] *Alameda County Bicycle Master Plan for Unincorporated Areas*, 2007 and *Alameda County Pedestrian Master Plan for Unincorporated Areas*, 2006.

Much has happened since the last updates of the Bicycle Master Plan (2007) and the Pedestrian Master Plan (2006) for the Unincorporated Areas of Alameda County including increased concerns for our health and the impacts of our carbon footprint on the environment. The efforts most notable in affecting how we perceive transportation, and in particular bicycling and walking, are the Alameda County Unincorporated Areas Community Climate Action Plan, the Americans with Disabilities Act Transition Plan for Unincorporated Alameda County, and the Complete Streets Act.

Community Climate Action Plan: In June 2011, the Alameda County Board of Supervisors approved the Alameda County Unincorporated Areas Community Climate Action Plan (CAP). The goal of the CAP is to reduce countywide greenhouse gas emissions 15% by the year 2020. Modifying transportation choices through bicycle infrastructure and transit improvements are key measure to meet the goals of the CAP.

Complete Streets Act: Complete Streets is a national movement to ensure that roadways are consistently designed and operated with all users in mind including bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities. In September 2008, the Complete Streets Act was signed into law in California that requires cities and counties to account for the needs of all roadway users when updating local general plans that address roadways and traffic flows. At the same time, Caltrans revised Deputy Directive 64, an internal policy document that embraces Complete Streets as the policy covering all phases of state highway projects, from planning and construction to maintenance and repair.

ADA Transition Plan: The Americans with Disabilities Act Transition Plan for Unincorporated Alameda County, prepared in 2008, addresses the barriers and improvements needed to ensure disabled access within the public rights-of-way. The Transition Plan further supports the concept of Complete Streets in making roadways usable for all.

In response to these and other concerns, this new plan provides:

- An update of the current plans to reflect current bicyclist and pedestrian demands for healthy exercise, accessibility for all users, and non-polluting transportation in one easy to use resource;
- A vision of bicycling and walking in Alameda County to elevate the importance of alternative transportation modes to connect schools, parks, neighborhoods and commercial districts as part of the planning and development process;
- Bicycle and pedestrian improvement projects for a bicycle and pedestrian-friendly environment for all the communities in unincorporated Alameda County: and
- A competitive edge for the County to secure funding. Many grant providers prefer to award monies to local jurisdictions that have a well-developed process for selecting their projects. For example, the Bicycle Transportation Account (BTA) requires that a jurisdiction have a current (within five years) Bicycle Transportation Plan in place that meets Caltrans' checklist of requirements. This checklist can be found in **Appendix A**.

Connecting Attractors and Generators

The underlying purpose of the bicycle and pedestrian networks developed in this plan is to help people travel by alternative transportation modes. There are many destinations that we travel to on an occasional or daily basis. Typically, these trips are generated from residential areas with destinations for work, school, to run errands, or visit with friends. Trip attractors are the places that we go to or, in other words, the destination of our trip. The bicycle and pedestrian networks are designed to connect the trip generators and attractors.

There are numerous attractors of bicycle and pedestrian traffic within the study area. These include major employment centers, major retail centers, colleges, schools, transit stations, libraries, and recreational facilities. In addition, residents and visitors will want to bicycle and walk to attractors in adjacent jurisdictions such as California State University - East Bay, the Alameda County Offices, Chabot College, Southland Mall, and the many regional parks located in this part of Alameda County. Even though some of these destinations are outside the Unincorporated Areas, it is important that bicycle and pedestrian access is available.

Goals and Policies

The Bicycle and Pedestrian Master Plan contains goals and policies for developing and implementing a bikeway system and pedestrian improvements that meet the County's vision for safe, attractive, and convenient opportunities for bicycling and walking for all types of trips and user groups. This includes trips for work, school, running errands, and recreation accommodating adults, children, seniors, disabled community, and transit users. Goals and policies are defined as the following:

- Goals are broad expressions of long-term vision that guide the plan and express the desired direction of bicycle and pedestrian planning.
- Policies are more specific statements of how to accomplish the vision and identify specific targets to measure the attainment of a specific goal.

The Bicycle and Pedestrian policies reflect the current thinking about the role of bicycling and walking in our communities. The Bicycle and Pedestrian Master Plan for Unincorporated Areas seeks to elevate the importance of bicycling and walking in Alameda County. These goals reflect the desire of these communities to move forward to improve the bicycling and walking environment.

The policies show that bicycling and walking should be encouraged due to their positive impacts on the environment, physical and mental fitness, and neighborhood cohesion.

Special attention was given to access to schools and transit as well as access for seniors and the disabled because students, senior citizens, disabled citizens and transit passengers tend to rely more on walking for transportation purposes. However, improvements to the pedestrian environment benefit all people regardless of their primary mode of travel because everyone is a pedestrian for at least a portion of their journeys. The goals include:

GOAL 1: Improve bicycle and pedestrian access and circulation for all users as a means to meet the goals of the Alameda County Unincorporated Areas Climate Action Plan[2]

GOAL 2: Create and maintain a comprehensive system of bicycle and pedestrian facilities in the local and sub-regional transportation network in order to establish a balanced multi-modal transportation system.

GOAL 3: Maximize the use of public and private resources for implementing bicycle and pedestrian improvements.

[2] The Climate Action Plan (CAP) outlines a course of action to reduce community-wide greenhouse gas emissions generated within the Unincorporated Areas of Alameda County. The CAP recognizes that transforming neighborhoods into places that provide safe and healthy environments where residents can meet their trip needs by foot, bicycle, and public transit is an important component in reducing greenhouse gas emissions.

GOAL 4: Provide a safer bicycling and walking environment

GOAL 5: Promote land uses and urban design that support a pleasant environment for bicycling and walking

GOAL 6: Support agency coordination for the improvement of bicycle and pedestrian access

GOAL 7: Encourage bicycling and walking through education and outreach

Bicycle Network

Although the Unincorporated Areas differ greatly in demographics, land use density, and topography, there is a great potential for bicycling trips because of the favorable climate we enjoy most of the year, close proximity to many destinations in and around much of the Unincorporated Areas, the many parks and rural areas that offer great recreational cycling, and the availability of transit to extend the bicycle trip length.

Bicycle trip purposes can generally be broken down into utilitarian or recreational trips. The biggest difference between these user groups is that while recreational riders may be more interested in the routes leading to parks or other areas of interest, utilitarian riders are looking for the shortest and safest route between two points. Major concerns for all cyclists is sharing the roads with high volume, high speed traffic; narrow travel lanes on many roadways; lack of secure bicycle parking; and poor roadway maintenance.

The recommended bikeway network was developed to:

- Meet the needs of a variety of bicyclist types from experienced and casual adult riders to child cyclists;
- Provide a balance of major and minor roadways that would serve key destinations while providing flexibility in route selection for the variety of bicyclist skill levels; and
- Provide connectivity to key destinations.

The recommended bikeway network is composed of the three basic facility types as described in the Caltrans *Highway Design Manual* including:

- Class I bike paths on a completely separated right-of-way, generally shared with pedestrians.
- Class II bike lanes with a striped lane for one-way bicycle travel on the roadway.
- Class III bike routes which provides for shared use with pedestrians and motor vehicles on the roadway. To meet the specific needs of the Unincorporated Areas, additional Class III designations were designed:
    - Class IIIA rideway for roadways with low traffic volumes and slow traffic.
    - Class IIIB bike routes with wide curb lanes for roadways with high traffic volumes where width is not available for bike lanes.
    - Class IIIC bike routes for rural roadways providing wide shoulders for bicycle use.

The recommended bikeway network includes 250 miles of facility. The bikeways are distributed throughout the Unincorporated Areas and provide connections to local destinations and adjacent cities as well as neighboring counties. The breakdown of the bikeway network by facility type is shown in

Table ES-1. In addition to the bikeway network, recommendations are made for a bicycle rack program, bicycle parking standards/ordinance, signage and wayfinding program, and bikeway route mapping.

Table ES-1: Recommended Bikeway Network by Facility Type (miles)			
Bikeway Classification	**Existing**	**Proposed**	**Total**
Class I Bike Path	3.3	5.3	8.6
Class II Bike Lane	34.2	35.1	69.8
Class IIIA Rideway	0	37.4	36.9
Class IIIB Wide Curb Lane/Shoulder	4.3	5.0	5.0
Class IIIC Rural Route	0.0	129.8	129.8
Total	**41.8**	**212.6**	**250.1**
Note: The discrepancy in total mileage for Class IIIB is due to recommendation to convert existing Class IIIB to Class 2.			

Pedestrian Network

A pedestrian network provides safe and convenient access for all users whether they walk or roll in a wheelchair, have visual impairments, or need a little extra time to cross the street. When designing the pedestrian network, the context of the entire roadway needs to be considered. Facilities must meet the needs of pedestrians of all mobility abilities as well as accommodate other roadway users such as motorists, bicyclists, and transit vehicles. Development of the pedestrian network considered sidewalks, crosswalks, and curb ramps as well as pedestrian amenities such as street trees, benches, and buffer zones separating sidewalks from traffic and buildings.

As with bicycling conditions, the pedestrian environment differed greatly within the diversity of the Unincorporated Areas. The majority of streets in the Unincorporated Areas lacked continuous sidewalks; existing sidewalks were often in need of repair. As would be expected, sidewalks were more commonly found within urban and suburban development. Curb ramps often did not exist and crossing times for many of the multi-lane major arterial was not adequate for many pedestrians.

Recommended pedestrian improvements included:

- Projects recommended in the Americans with Disabilities Act Transition Plan for Public Right-of-Way in Unincorporated Alameda County.
- Streetscape improvement projects for major arterials that include widened sidewalks, curb extensions, bus stop improvements, landscaping, lighting and street furniture.
- Safe Routes to School projects for schools throughout the Unincorporated Areas.
- Sidewalk improvement and construction projects.
- Traffic calming projects to slow traffic speeds and reduce pedestrian crossing distances.
- Construction of multi-use trails that provide recreational opportunities as well as connections to schools and employment.
- Widened shoulders to accommodate both bicyclists and pedestrians on rural roads.

Safety and Education

Existing safety conditions for bicycling and walking in the Unincorporated Areas includes an evaluation of recent collision activity and current safety and education programs available to residents. Additional programs are recommended to improve safety for bicyclists and pedestrians. It should be noted that while improving safety is a high priority in Alameda County, bicycling and walking involve an inherent risk that no improvements can completely eliminate. It is the responsibility of all road users to follow the rules of the road and to treat each other with respect to increase road safety.

Bicycle Collisions

In the three-year period between 2007 and 2009, there have been 89 reported collisions involving bicycles in the Unincorporated Areas. This is an average of 30 incidents per year. This is a decrease from the 2007 Bicycle Plan with an annual average of 37 reported collisions. The 1999 Bicycle Plan showed an annual average of 50 reported collisions. While this overall is good news, it is unclear whether this decrease is due to increased safety measures, reduced driving due to the recession, reduced number of collisions reported to the police, or other factors.

Pedestrian Collisions[3]

In the three-year period between 2007 and 2009, there have been 72 reported collisions involving pedestrians in the Unincorporated Areas. This is an average of 24 incidents per year. This is a decrease from the 2006 Pedestrian Plan which reported an annual average of 42 pedestrian-involved collisions per year.

Safety and Education Programs

The safe interaction between pedestrian, bicyclists, and motorists hinges on a shared understanding of the basic rules and responsibilities for travel on public roads. Communities and schools can play a lead role in promoting this understanding through educational programs and other initiatives that encourage safe, responsible behavior by all road users. The following bicycle and pedestrian safety and education programs are currently available in the Unincorporated Areas:

- Bike to Work Day
- Bicycle Safety Classes
- Walkable Neighborhoods for Seniors (WN4S)
- Safe Routes to Transit
- School Crossing Guard Program
- Neighborhood Traffic Calming Program
- Alameda County Share the Road Program
- Safe Routes to School Program

[3] Photos in upper right corner and above middle courtesy of www.pedbikeimages.org/Mike Cynecki

Implementation

The implementation plan for bicycle and pedestrian improvements used a series of criteria to prioritize the recommended projects. The criteria differed somewhat for bicycles and pedestrians based upon the unique needs and requirements of each mode. The criteria included:

Bicycle Prioritization Criteria

1. Connection to Activity Centers
2. Safety
3. Connectivity
4. Project Support

Pedestrian Prioritization Criteria

1. Connection to Activity Centers
2. Safety
3. Accessibility
4. Project Support

Based upon the resulting priority score, each project was further classified with a High, Medium, and Low priority rating. These ratings are defined as:

- **High Priority**: Projects that have the highest priority for implementation and targeted for completion within five years.
- **Medium Priority**: Projects that have moderate priority for implementation and targeted for completion within ten years.
- **Low Priority**: Projects that have the lowest relative priority and targeted for completion within 10 to 15 years.

High Priority bicycle projects resulted in two separate lists: 1) Projects that scored highest in the priority ranking; and 2) 'Signage Only' projects that could be implemented for relatively little investment in resources. The 'Signage Only' projects were recognized as a cost-effective opportunity to implement many miles of bikeway with the limited resources available.

A total of 22 High Priority bicycle projects and 47 'Signage Only' bicycle projects were identified. A total of 30 High Priority pedestrian projects were selected.

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Chapter 1: INTRODUCTION

The Unincorporated Areas of Alameda County represent very diverse communities ranging from older, urbanized areas along the San Francisco Bay to suburban residential communities in the East Bay hills to the rural communities of East County and Sunol. In the urbanized areas of Ashland, Cherryland, and San Lorenzo and the suburban communities of Castro Valley and Fairview, residents have greater opportunities to bicycle and walk to schools, recreation, transit stops, employment centers, and commercial districts in their community. Shorter travel distances and connections to transit are more compatible with these modes; in addition, supportive infrastructure, such as bicycle lanes and sidewalks, are available. In the more rural areas of East County and Sunol, the distance to travel to destinations is longer and the infrastructure to support bicycling and walking is not as well-developed. Throughout most of the Unincorporated Areas, there are a significant number of regional recreation areas and trails including the San Francisco Bay Trail, Bay Area Ridge Trail, Anthony Chabot Regional Park, Lake Chabot Regional Park, Don Castro Regional Recreation Area, and Garin Regional Park, which provide ample opportunities for recreational bicycling and walking.

Overall, the residents of Alameda County currently bicycle and walk for many of their daily trips. Recent surveys[4] show that two percent of trips in Alameda County are made by bicycle and almost 12 percent of trips are made by walking. This is higher than the regional average of one percent for bicycling and 10 percent for walking.

This plan covers unincorporated communities of Ashland, Cherryland, Castro Valley, El Portal Ridge, Fairview, Hillcrest Knolls, San Lorenzo, and Sunol as well as the large, rural area in the eastern part of the county referred to as East County. In addition, there are small communities/neighborhoods of Unincorporated Areas that are entirely surrounded by the cities of Dublin, Pleasanton, and Livermore which are also included in this plan. The Unincorporated Area is spread throughout Alameda County as shown in **Figure 1-1**.

[4] *Alameda Countywide Strategic Pedestrian Plan*, 2006.

Purpose of the Master Plan

Much has happened since the last updates of the Bicycle Master Plan (2007) and the Pedestrian Master Plan (2006) for the Unincorporated Areas of Alameda County including increased concerns for our health and the impacts of our carbon footprint on the environment. The efforts most notable in affecting how we perceive transportation, and in particular bicycling and walking, are the Alameda County Unincorporated Areas Community Climate Action Plan, the Americans with Disabilities Act Transition Plan for Unincorporated Alameda County, and the Complete Streets Act.

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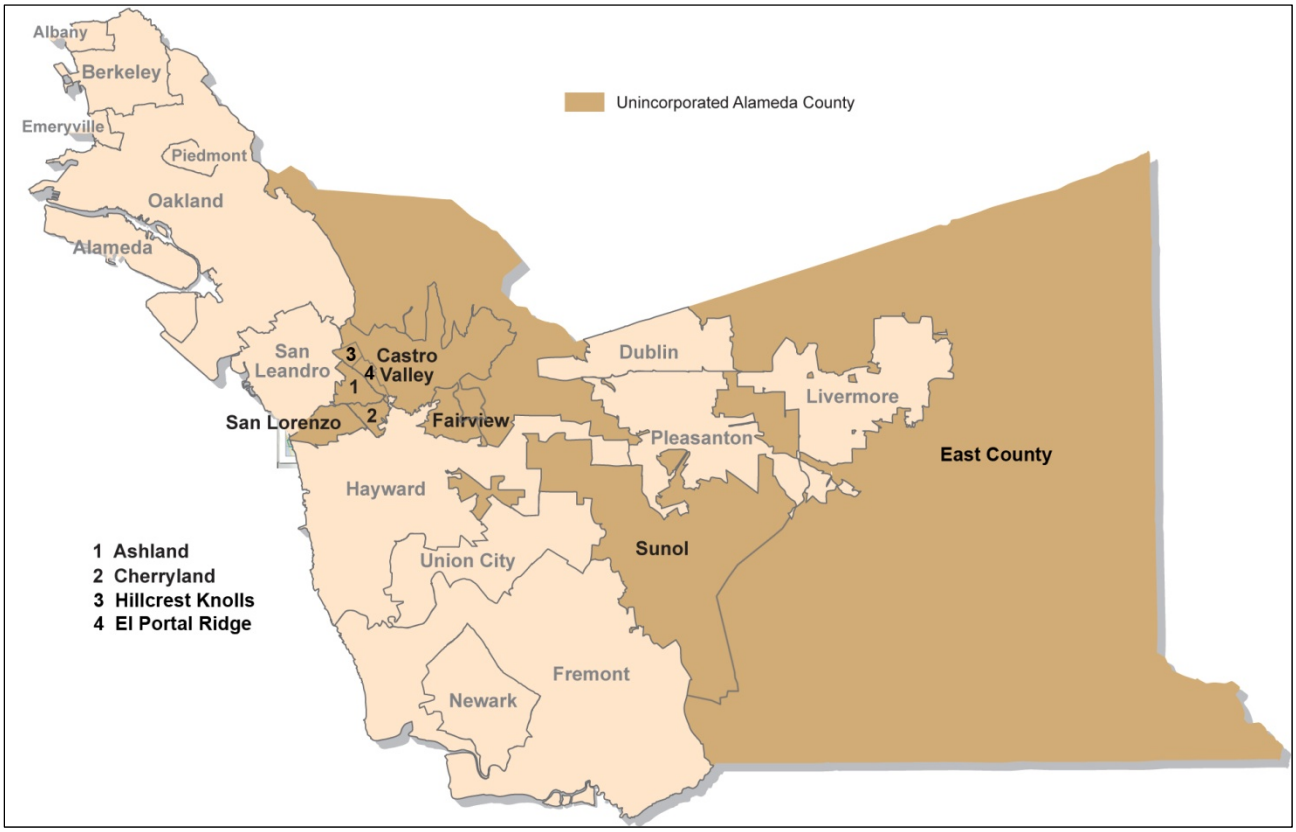
In response to these and other concerns, this new plan will provide:

- An update of the current plans to reflect current bicyclist and pedestrians demands for healthy exercise, accessibility for all users, and non-polluting transportation in one easy to use resource;
- A vision of biking and walking in Alameda County to elevate the importance of alternative transportation modes to connect schools, parks, neighborhoods and commercial districts as part of the planning and development process;
- Bicycle and pedestrian improvement projects for a bicycle and pedestrian-friendly environment for all the communities in unincorporated Alameda County; and
- A competitive edge for the County to secure funding. Many grant providers prefer to award monies to local jurisdictions that have a well-developed process for selecting their projects. For example, the Bicycle Transportation Account (BTA) requires that a jurisdiction have a current (within five years) Bicycle Transportation Plan in place that meets Caltrans' checklist of requirements. This checklist can be found in **Appendix A**.

The overall goal of creating a bicycle and pedestrian-friendly environment for the Unincorporated Areas of Alameda County is to promote bicycle and pedestrian safety and access in more livable communities. This includes streets that are attractive to bicyclists and pedestrians with an increase in vitality and interaction among community members and local businesses. This first step of increasing bicycling and walking activity on local roadways can help bring a neighborhood together and greatly enhance the quality of life as well as ultimately increase the value of adjacent properties.

Figure 1-1: Unincorporated Alameda County



Benefits of Bicycling and Walking

Bicycling and walking are active, healthy, non-polluting, traffic reducing, and fun forms of transportation. Increased levels of walking and bicycling can help to alleviate some of the negative effects of growth, including traffic congestion, air pollution, energy consumption, noise pollution, and degradation of the environment.

The increasing public health concern over obesity has put bikable and walkable communities on the forefront of planning. County health statistics indicate that 18% of adults in Alameda County are obese and another 34% are overweight. A preponderance of evidence supports the link of physical activity and obesity with diabetes, heart disease, and stroke. Increased physical activity on a regular basis can lower risks of developing coronary heart disease, stroke, high blood pressure, and colon cancer by half.

Why Bike?

It is estimated[5] that more than 50 percent of daily trips in the San Francisco Bay Area are less than three miles in length. This includes trips for work, school, shopping, and recreation. Bicycling offers a great

[5] Metropolitan Transportation Commission, *Transportation 2035 Plan for the San Francisco Bay Area, Travel Forecasts Data Summary*, December 2008, Table D.6.

alternative to driving for trips of three miles or less. Bicycling is especially valuable as a connection to transit, expanding the transit coverage area and number of potential riders. Bicycling is particularly suitable as an access mode to BART stations where auto parking is at a premium. A convenient and safe network of bicycle facilities will help make bicycling more attractive for these short trips.

The social, health, and economic benefits of bicycling are particularly valuable to commuters. Encouraging commuters to bicycle to work will provide them with healthy exercise while addressing the problems of vehicular congestion, fuel consumption, and rising transportation costs. The fostering of a bicycling culture among commuters requires the establishment of safe, direct, efficient, and attractive routes to business districts and employment centers.

Why Walk?

Walking is the most basic form of transportation. Most travelers walk during some portion of their journey whether it is for the whole trip from home to school or work, as a part of their trip to connect to transit, or to make the final connections from their car to final destination. Pedestrians have the same basic needs as all other travelers: direct, continuous, and safe routes to/from their destinations. Nevertheless, pedestrians do have unique needs such as shorter travel distances and personal security/safety.

Walkable neighborhoods also make communities more livable and improve the quality of life for all ages. As the roadways in Alameda County become more congested, walking provides an alternative to the automobile and supports public transit services. The walkable neighborhood is especially valuable to students who can then safely walk to school and to seniors who need better connections to transit and local destinations.

A complete pedestrian network of sidewalks, walkways, and trails provides an additional mobility option for residents of and visitors to the Unincorporated Areas. Individuals will be encouraged to walk as the convenience of walking increases. Consequently, individuals then will lead more active and healthy lives in a more safe and attractive environment.

Relationship to Other Plans

The purpose of reviewing other plans and policies for the study area and surroundings is to ensure that the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas is consistent with both the policy direction and physical networks established in these documents. This includes plans for areas within the Unincorporated Areas and for countywide and regional documents.

The current policy direction for bicycle and pedestrian planning for the Unincorporated Areas can be found in the Eden Area Livability Initiative, Redevelopment Agency plans, Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way, Alameda County Unincorporated Areas Community Climate Action Plan, and the Alameda County General Plan. As part of the General Plan, the County also conducted a number of specific plans for targeted areas such as Castro Valley and East County. Regional land use, transportation, and environmental planning efforts and processes were reviewed for possible coordination opportunities when developing this plan.

The Eden Area Livability Initiative has developed a set of principles to guide future planning efforts in the Eden Area. These principles provide a vision for the Eden Area, which includes all unincorporated communities between the San Francisco Bay, Castro Valley and Pleasanton Ridge.

The ADA Transition Plan for Unincorporated Alameda County addresses the barriers and improvements needed to ensure disabled access within the public rights-of-way. This Transition Plan specifically addresses sidewalks and curb ramps, giving priority to travel routes that serve facilities that contain government offices, transportations, places of public accommodations, and employers.

The Community Climate Action Plan (CAP) outlines a course of action to reduce community-wide greenhouse gas (GHG) emissions generated within the Unincorporated Areas of Alameda County. The CAP intends to provide clear guidance to County staff regarding when and how to implement key provisions of the plan, demonstrate Alameda County's commitment to comply with State GHG reduction efforts, and inspire residents and businesses to participate in community efforts to reduce GHG emissions

The Alameda County General Plan consists of a number of elements, both geographical and functional. Policies that relate to bicycle and pedestrian planning were typically found under Transportation or Circulation, Urban Design, Land Use, Open Space and Recreation, Resource Conservation, Open Space, and Agriculture Element (ROSA), and/or Public Utilities, Facilities and Services elements. Within the policy context, this Pedestrian Master Plan serves to develop pedestrian policies to make the General Plans consistent and develops one set of policies.

The Alameda County General Plan is geographically divided into the following three area plans that include land use and transportation:

- Castro Valley Plan, last amended April 4, 1985, draft revised plan dated July 2010.
- East County Area Plan, adopted May 5, 1994, last amended November 2000.
- Eden Area Plan, adopted November 3, 1983, draft revised plan dated March 2010.

Bicycle and pedestrian planning and implementation in the Unincorporated Areas are the responsibility of several County agencies. The Public Works Agency is responsible for the review and approval of bicycle and pedestrian facilities; however, the Community Development Agency and the Redevelopment Agency are responsible for planning. Inter- and intra-agency coordination will be a key part of the bicycle and pedestrian planning process.

There are several statewide and regional agencies and policies that also have an influence on bicycle and pedestrian planning in and around the Unincorporated Areas. These include:

- California Complete Streets Act[6] which requires cities and counties to account for the needs of all road users when updating the part of a local general plan that addresses roadways and traffic flows.
- Caltrans Deputy Directive 64 (Complete Streets Program) which reflects changing priorities and challenges whereby Caltrans "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."
- Metropolitan Transportation Commission (MTC) which prepares regional bicycle and pedestrian plans, is responsible for the Complete Streets (Routine Accommodation) Program, and disburses Transportation Development Act (TDA) Article 3, Transportation for Livable Communities (TLC), Regional Bicycle Program (STP-CMAQ), Safe Routes to School, and Safe Routes to Transit funds.

[6] Assembly Bill 1358 was signed into law on September 2008 and took effect on January 1, 2011.

- Alameda County Transportation Commission (Alameda CTC) which prepares the Countywide Bicycle and Pedestrian Plans, addresses connectivity across jurisdictional lines within the County, and disburses the Measure B Bicycle and Pedestrian Safety passthrough and discretionary funds.
- East Bay Regional Park District (EBRPD) which manages 65 regional parks and 29 regional trails within Alameda and Contra Costa counties.
- Livermore Area Recreation & Park District (LARPD) which serves both the City of Livermore and surrounding Unincorporated Areas and is responsible for many trails both within and outside the city limits of Livermore.
- Hayward Area Recreation and Park District (HARD) which has several existing and proposed unpaved hiking/biking trails in the western Unincorporated Area.
- San Francisco Bay Trail which is charged with developing a 500-mile network of bicycling and hiking trails that will encircle San Francisco and San Pablo Bays.
- The Bay Area Ridge Trail Council whose mission is to create a continuous 550+-mile trail for hikers, mountain bicyclists, and equestrians along the ridgelines overlooking San Francisco Bay.

This bicycle and pedestrian plan has been coordinated with the existing plans of the adjacent cities and towns as well as the plans of Alameda County, and regional and multi-jurisdictional agencies. This coordination was done to identify where the bikeways and trails complement or conflict with the facilities proposed for the Unincorporated Areas. The existing and proposed bikeways and trails in these plans which overlap or connect to the Unincorporated Areas are shown in **Chapter 3** in **Figures 3-3a to 3-3f**.

A list of these plans is presented below:

Agency	Latest Plan
City of Dublin Bikeways Master Plan	2007
City of Hayward Bicycle Master Plan	2007
City of Livermore Bikeways and Trails Master Plan	2002 (under revision) Map 2011
City of Pleasanton Pedestrian and Bicycle Master Plan	2009
City of San Leandro Bicycle and Pedestrian Master Plan	2011
City of Union City Pedestrian and Bicycle Master Plan	2006
East Bay Greenway Study	2008
Alameda Countywide Bicycle Plan	2006
Alameda Countywide Strategic Pedestrian Plan	2006
East Bay Regional Park District Master Plan	1997 (under revision)
Hayward Area Recreation and Park District Master Plan	2006
Livermore Area Recreation & Park District Master Plan	2008
San Francisco Bay Trail Maps	2010
Bay Area Ridge Trail Project Maps	2009
MTC Pedestrian Districts Study	2006
Regional Bicycle Plan for the San Francisco Bay Area	2009

Community Involvement in Development of the Plan

On October 20, 2011, the DRAFT Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas was released for public review and staff conducted a very extensive public outreach process. The Plan was available for public review at the Alameda County Public Works Agency website at www.acgov.org/pwa. Copies of the draft plans were also available at the Dublin, Livermore, San Lorenzo and Castro Valley public libraries.

The Public Works Agency have conducted 12 public meetings over a four months period to gather comments from the communities on the Bicycle and Pedestrian Master Plan, before submitting the final plan and environmental document to the Board of Supervisors for approval. The Public Works Agency presented the Bicycle and Pedestrian Master Plan to the following groups:

- Alameda County Transportation Commission Bicycle Pedestrian Advisory Committee (Oct. 13, 2011)
- San Lorenzo Village Homeowners Association (November 17, 2011)
- Castro Valley Municipal Advisory Committee General (November 21, 2011)
- Tri-Valley Area / Rural Road Committee (Livermore) (November 30, 2011)
- Fairview Community Meeting (December 1, 2011)
- Valley Spokesmen (December 7, 2011)
- Ashland Community Meeting (December 8, 2011)
- Cherryland Homeowners Association (December 13, 2011)
- Tri-Valley Area / Rural Road Committee (Dublin) (December 14, 2011)
- Alameda County Transportation Commission Bicycle Pedestrian Advisory Committee (Dec 15, 2011)
- Unincorporated Services Committee (January 25, 2012)
- Transportation Planning Committee (February 16, 2012)

The County received over 100 public comments from residents, local businesses, schools, government agencies, elected officials and community groups throughout the County. The comments and responses are included in **Appendix G**.

Environmental Review of the Bicycle and Pedestrian Master Plan

The County prepared a Negative Declaration for the Bicycle and Pedestrian Master Plan for Unincorporated Areas. It was circulated on January 24, 2012 for public comment.

Based upon an Environmental Initial Study prepared pursuant to the California Environmental Quality Act (CEQA), the Public Works Agency concluded that no significant environmental impacts would result from the Bicycle and Pedestrian Master Plan.

The State Clearinghouse submitted the Alameda County Bicycle and Pedestrian Master Plan Negative Declaration to selected state agencies for review. The review period closed on February 22, 2012; no comments were received. The Bicycle and Pedestrian Master Plan complies with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (CEQA). The CEQA Negative Declaration is included in **Appendix H**.

Setting

Land Use

The land use patterns in many of these urban communities support and encourage bicycling and walking. In Alameda County, the "3 Ds" – high residential densities, a diversity of uses, and transit-oriented design – converge mainly along the arterials, such as Hesperian Boulevard, East 14th Street, and Castro Valley Boulevard where commercial and office areas, transit routes, libraries, hospitals, and schools exist. These communities are served by the Castro Valley BART station, Bayfair BART station, and Hayward BART station.

Many of these communities are primarily residential with commercial uses along major transportation corridors, such as Mission Boulevard in Ashland and Cherryland, Castro Valley Boulevard in Castro Valley, Foothill Boulevard in El Portal Ridge and Hillcrest Knolls, Hesperian Boulevard in San Lorenzo, and East Avenue in Livermore. Most of these urbanized communities have local activity centers, such as schools, senior centers, and parks that draw from the surrounding neighborhood.

In East County and Sunol, the rural character with low residential densities and little or no public transit service results in longer walking distances and limited pedestrian facilities. However, these communities offer many opportunities for walking for recreation or for health and fitness.

While much of the western areas are developed, most of the eastern Unincorporated Areas have rural land uses, yet the roadways still experience significant use by both motor vehicles and bicyclists. The western Unincorporated Areas, particularly San Lorenzo and Castro Valley, are, in essence, suburbs with schools, employers, and housing tracts. The eastern areas are essentially on the periphery of Dublin, Pleasanton, and Livermore. The roadways serve the residents and employees of these communities as they are arriving and leaving as well as people residing elsewhere who come to the area by car or bike for its scenic qualities and recreational opportunities.

The Alameda County Public Works Agency (PWA) is responsible for maintaining and improving all roadways in the Unincorporated Areas. Thus, a complete street approach will help the PWA in its efforts to safely and equitably provide bicycle and pedestrian facilities as well as implement roadway projects that are community-friendly in a consistent manner throughout the Unincorporated Areas.

Attractors and Generators

The underlying purpose of the bicycle and pedestrian networks developed in this plan is to get people where they want to go. There are many destinations that we travel to on a daily or less frequent basis. Typically, the trip generator is the home. From home, trips are made to work, school, to run errands, visit with friends, or search out other places of entertainment. Residential neighborhoods are the key trip generators. Trip attractors are the places that we go to or, in other words, the destinations of our trips. The bicycle and pedestrian networks are designed to connect the trip generators and attractors.

There are numerous attractors of bicycle and pedestrian traffic within the study area. They are depicted in **Figures 3-3a to 3-3f** in **Chapter 3** and include major employment centers, major retail centers, colleges, schools, transit stations, libraries, and recreational facilities. In addition, due to the geographic configuration of the Unincorporated Areas, residents and visitors will want to bicycle and walk to attractors in adjacent jurisdictions such as California State University - East Bay, the Alameda County Offices, Chabot College, Southland Mall, and the many regional parks located in this part of Alameda County. Even though some of these destinations are outside the Unincorporated Areas, it is important that bicycle and pedestrian access is available.

Major Retail Areas

Major retail in the Unincorporated Areas is found along East 14th Street, Hesperian Boulevard, and Castro Valley Boulevard. There is also a concentration of retail at the Redwood Road/Grove Way intersection. The Bayfair Mall in San Leandro and Costco Business Center in Hayward are located directly adjacent to the Unincorporated Areas.

Major Employment Centers

The major employers or employment centers with more than 300 employees within or directly adjacent to the Unincorporated Areas of Alameda County are listed below.[7] They include:

- Alameda County Medical Center Fairmont, Castro Valley
- Eden Hospital Medical Center, Castro Valley
- Castro Valley High School, Castro Valley
- Sara Lee Foods, San Lorenzo
- San Lorenzo Unified School District, San Lorenzo
- Hayward Executive Airport, Hayward
- Costco, Hayward
- FormFactor, Livermore
- Las Positas College, Livermore
- Costco, Livermore
- TechPark @ North Canyons, Livermore
- Marathon Business Park, Livermore
- VA Palo Alto Healthcare Systems, East County (south of Livermore)
- Lawrence Livermore National Laboratory, East County (east of Livermore)
- Sandia National Laboratory, East County (east of Livermore)

Schools

K-12 students in the Unincorporated Areas are served by six different public school districts including:

- Castro Valley Unified School District
- Hayward Unified School District
- Livermore Valley Joint Unified School District
- Pleasanton Unified School District
- San Lorenzo Unified School District
- Sunol Glen Unified School District

The public schools, listed below in **Table 1-1**, serve students from the Unincorporated Areas and are located both within and adjacent to the Unincorporated Areas. There are three colleges in and near the Unincorporated Areas: California State University – East Bay in Hayward, Chabot College in Hayward, and Las Positas College in Livermore.

[7] U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), 2009.

Table 1-1: Public Schools Attended by Students in the Unincorporated Areas

School	Location	School District
Elementary Schools		
Alisal	Pleasanton	PUSD
Altamont Crk	Livermore	LVJUSD
Arroyo Seco	Livermore	LVJUSD
Bay	San Lorenzo	SLUSD
Castro Valley	Castro Valley	CVUSD
Chabot	Castro Valley	CVUSD
Cherryland	Cherryland	HUSD
Colonial Acres	San Lorenzo	SLUSD
Croce	Livermore	LVJUSD
Del Rey	San Lorenzo	SLUSD
East Avenue	Fairview	HUSD
Fairview	Fairview	HUSD
Grant	San Lorenzo	SLUSD
Hesperian	Ashland	SLUSD
Hillside	Ashland	SLUSD
Independent	Castro Valley	CVUSD
Jensen Ranch	Castro Valley	CVUSD
Junction Ave	Livermore	LVJUSD
Lorenzo Manor	San Lorenzo	SLUSD
Marshall	Castro Valley	CVUSD
Palomares	Castro Valley	CVUSD
Proctor	Castro Valley	CVUSD
Rancho Las Positas	Livermore	LVJUSD
Stanton	Castro Valley	CVUSD
Strobridge	Castro Valley	HUSD
Sunol Glen	Sunol	SGUSD
Vannoy	Castro Valley	CVUSD

School	Location	School District
Middle Schools		
Bohannon	San Lorenzo	SLUSD
Canyon	Castro Valley	CVUSD
Christensen	Livermore	LVJUSD
Creekside	Castro Valley	CVUSD
East Avenue	Livermore	LVJUSD
Edendale	Ashland	SLUSD
Harvest Park	Pleasanton	PUSD
High Schools		
Amador Valley	Pleasanton	PUSD
Arroyo	San Lorenzo	SLUSD
Castro Valley	Castro Valley	CVUSD
East Bay Arts	San Lorenzo	SLUSD
Hayward	Hayward	HUSD
Livermore	Livermore	LVJUSD
Redwood	Castro Valley	CVUSD
Royal Sunset	San Lorenzo	SLUSD
San Lorenzo	Ashland	SLUSD
Adult Education		
Amador Valley	Pleasanton	PUSD
Castro Valley	Castro Valley	CVUSD
Hayward	Hayward	HUSD
Livermore	Livermore	LVJUSD
San Lorenzo	San Lorenzo	SLUSD

CVUSD – Castro Valley Unified School District
HUSD – Hayward Unified School District
LVJUSD – Livermore Valley Joint Unified School District
PUSD – Pleasanton Unified School District
SLUSD – San Lorenzo Unified School District
SGUSD – Sunol Glen Unified School District

Parks

Parks and recreational facilities in the Unincorporated Areas are managed by the Hayward Area Recreation & Park District (HARD), East Bay Regional Park District (EBRPD), Livermore Area Recreation & Park District (LARPD) and California State Parks Department.

The major regional parks are: Anthony Chabot Regional Park, Bethany Reservoir State Recreation Area, Brushy Peak Regional Preserve, Carnegie State Vehicular Recreation Area, Don Castro Regional Recreation Area, Cull Canyon Regional Recreation Area, Del Valle Regional Park, Five Canyons Open Space, Garin Regional Park, Hayward Regional Shoreline, Lake Chabot Regional Park, Lake Del Valle State Recreation Area, Mission Peak Regional Preserve, Pleasanton Ridge Regional Park, Shadow Cliffs Regional Recreation Area, and Sunol Regional Wilderness.

Local parks listed by community include:

Table 1-2: Local Parks in the Unincorporated Areas	
Ashland	Ashland Park, Fairmont Linear Park, Edendale Park
Castro Valley	Bay Trees Park, Carlos Bee Park, Castro Valley Park and Community Center, Deerview Park, Earl Warren Park, Fairmont Terrace Park, Five Canyons Park, Greenridge Park, Hillcrest Knowles Park, Palomares Hills Park, Parsons Park
Cherryland	Cherryland Park, Meek Park
Fairview	East Avenue Park, Fairview Park, San Felipe Park, Sulphur Creek Park
San Lorenzo	Del Rey Park, Hesperian Park, Mc Conaghy Park, Mervin Morris Park, San Lorenzo Park and Recreation Center
East County	Augustin-Bernal Park, Rowell Ranch Rodeo Park, Sycamore Grove Park

Community/Senior Centers

Community and/or senior centers located in the Unincorporated Areas include the Adobe Art Center, Castro Valley Swim Center, and Aitken Senior and Community Center in Castro Valley; the San Lorenzo Community Center and Arroyo Swim Center in San Lorenzo; and the Hayward Area Senior Center. The Robert Livermore Community and Senior Center in Livermore is located in close proximity to the Unincorporated Areas.

Libraries

There are two branches of the Alameda County Library system located in the Unincorporated Areas: one in Castro Valley (on Norbridge Avenue between Castro Valley Boulevard and Redwood Road) and one in San Lorenzo (on Paseo Grande near Hesperian Boulevard). Other libraries in adjacent communities but in close proximity to the Unincorporated Areas include the Hayward Main Library, San Leandro South Branch Library, Dublin County Library, and three branches of the Livermore Public Library (Civic Center, Rincon, and Springtown).

Transportation

Public transportation service in the Unincorporated Areas is provided by Altamont Commuter Express (ACE), Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit District (BART), and Livermore Amador Valley Transit Authority (Wheels). When compared to other parts of Alameda County,

transit service area coverage, service frequency, and hours of service are limited, particularly in the East County. Bicycling and walking provide valuable connections to transit while transit extends the range of the bicycling or walking trip. Consequently, these connections were considered in the development of this plan. Opportunities for bicycle parking and carrying bicycles onboard transit vehicles are included.

Altamont Commuter Express (ACE)

ACE provides commuter rail service between San Joaquin County and San Jose with service through Livermore and Pleasanton. While the ACE stations are not located in the Unincorporated Areas, the Vasco and Livermore stations are relatively close. Currently, ACE service is limited to weekday commute service with three trains in the morning commute to San Jose and three return trains to San Joaquin County in the evening. Bicycles can be carried on the trains with a capacity of 34 bicycles per train or left in one of the lockers provided on each platform.

Alameda-Contra Costa Transit District (AC Transit)

AC Transit buses serve the unincorporated communities of Ashland, Cherryland, San Lorenzo, Castro Valley, Fairview, and Hillcrest Knolls although the coverage area, service frequency and hours of service are limited. Bus stops are generally located every few blocks. However, bus pads and shelters are not common in these areas (there are currently 17 bus shelters in the Unincorporated Areas), providing many opportunities to improve access to and at bus stops. Although there are numerous bus stops in the Unincorporated Areas, there is no major AC Transit terminal or a multi-modal transfer station. All AC Transit buses have front-mounted racks with a capacity of two bicycles. The MCI commuter coaches used on select Transbay routes have the capacity for an additional two bicycles in the cargo bays when front racks are full. Provided that they do not block seats or aisles, folding bicycles are allowed onboard at any time. AC Transit does not explicitly allow non-folding bicycles onboard any buses, but does give the driver discretion to allow bikes onboard when the racks are full. Local, Transbay and All-Nighter bus service is provided via the routes described below in **Table 1-3**.

Amtrak

Capitol Corridor Amtrak service is available at the Hayward Amtrak Station located in close proximity to the Unincorporated Areas at Meekland Avenue and A Street. Capitol Corridor service connects Sacramento to San Jose with stops in other Bay Area communities along the way. Connections to BART can be made at the Richmond and Coliseum/Oakland Airport stations. Not all Capitol Corridor trains stop at the Hayward Station; however, seven trains per day (including weekends and holidays) provide service to Hayward in each direction from approximately 7 a.m. to 8 p.m. on weekdays and from 8am to 8 pm on weekends and holidays.

All Capitol Corridor trains are equipped with a limited number of bicycle racks (three per car) to bring a bicycle onboard as unboxed, carry-on baggage. Folding bicycles can also be carried onboard and stored in luggage storage areas at the end of the car.

Table 1-3: AC Transit Service in the Unincorporated Areas

Route #	Route Description	Headway (minutes)	Days of operation
32	Two-way loop service between Hayward and Castro Valley BART stations through Cherryland, Ashland, and Castro Valley	60	daily
48	Service between Hayward and Bay Fair BART stations through Castro Valley	60	weekday
85	Service between San Leandro and South Hayward BART stations through San Lorenzo	60	daily
89	Service between the San Leandro and Bay Fair BART stations with some connections to the Alameda County Juvenile Justice Center	60	daily
93	Two-way loop between Hayward and Bay Fair BART stations through San Lorenzo, Ashland, and Cherryland	60	daily
94	Service connecting Hayward BART, CSU East Bay and parts of Fairview	50	weekday peak hours
95	Service between Hayward BART and Fairview	30	daily
97	Service between Bay Fair and Union City BART stations with service in San Lorenzo	20-30	daily
99	Service between Bay Fair and Fremont BART stations on East 14th Street/Mission Boulevard through Cherryland	30-40	daily
801	All-Nighter service on East 14th Street/Mission Boulevard through Cherryland	60	daily
NX4	Transbay service in Castro Valley	30	weekday peak hours
S	Transbay service in San Lorenzo	30-60	weekday peak hour

Bay Area Rapid Transit District (BART)

BART service to the Unincorporated Areas is provided at the Castro Valley and Bay Fair BART stations. The Castro Valley BART Station is located in the center of Castro Valley near I-580 and Redwood Road. The Bay Fair BART Station is located off Hesperian Boulevard at the western edge of Ashland bordering with San Leandro. The Hayward BART and Dublin/Pleasanton BART stations are in close proximity to the Unincorporated Areas.

The Castro Valley BART Station is served by the Dublin/Pleasanton-Daly City Line with daily service at 20-minute headways. Bicycle racks and keyed bicycle lockers are available at the station; these lockers are for a single-user and require a rental agreement. Many stations have a wait list for these lockers. Bicycles can be carried onboard the trains during off-peak hours on weekdays and anytime on weekends where space permits. Bicycles are also allowed during peak commute hours in the reverse-commute direction. Bicycles are not allowed in the first car of the train. According to the 2008 BART Station Profile Study, approximately 14 percent of patrons walk to the station and 2 percent bicycle.

The Bay Fair BART Station is served by the Dublin/Pleasanton-Daly City, Fremont-Daly City, and Richmond-Fremont lines with daily service at 20-minute headways. Bicycle racks and keyed bicycle lockers are available at the station. On the Richmond-Fremont lines, bicycles can be brought onboard

at anytime except on crowded trains. For the Dublin/Pleasanton-Daly City and Fremont-Daly City lines, bicycles can be brought onboard the trains during off-peak hours on weekdays and anytime on weekends where space permits. Bicycles are also allowed during peak commute hours in the reverse-commute direction. Bicycles are not allowed in the first car of the train. According to the 2008 BART Station Profile Study, approximately 16 percent of patrons walk to the station and 2 percent bicycle.

Wheels

Wheels bus service in the East County is provided by the Livermore Amador Valley Transit Authority. All Wheels buses have front-mounted racks with a capacity of two bicycles. If the bike racks are full, bicycles may be brought onboard at the discretion of the driver. Folding bicycles are welcome onboard at any time.

Wheels service in the East County is primarily focused on the Livermore and Vasco ACE Stations, Las Positas College, and Sandia/Lawrence Livermore National Labs (LLNL). Consequently, these routes do not travel in the Unincorporated Areas except for portions of Stanley Boulevard. The routes in close proximity and within the Unincorporated Areas are shown below in **Table 1-4**.

Table 1-4: Wheels Bus Service in and around the Unincorporated Areas

Route #	Route Description	Headway (minutes)	Days of operation
Tri-Valley Rapid	Service between Dublin/Pleasanton and West Dublin/Pleasanton BART stations and Sandia/LLNL	10-15	weekday
10	Service on Stanley Boulevard between the Dublin/Pleasanton BART Station and Sandia/LLNL	40	daily
11	Service connecting Livermore Transit Center to Greenville Road	Timed to ACE train in peak hour & 3 midday loops	weekday
12	Service connecting Dublin/Pleasanton BART Station to Las Positas College	30-weekdays/60-weekends	daily

Park and Ride

There are two park-and-ride lots in Castro Valley operated by Caltrans and served by the AC Transit Transbay NX4 bus line. These lots are located on John Drive near Foothill Boulevard and on Center Street near Grove Way. The Center Street lot has bicycle racks and lockers.

There are three park-and-ride lots in Livermore at varying distances from the Unincorporated Areas. The Livermore Park-and Ride Lot, operated by Caltrans, is located on Portola Avenue near Alviso Place. No transit connections or bicycle parking are provided. The park-and-ride lot at the Livermore ACE Station provides bicycle racks. Finally, the BART Park-and-Ride lot, located at East Airway Boulevard and Rutan Drive, is served by Wheels Route 12. No bicycle parking facilities are available.



Chapter 2: Goals and Policies

The Bicycle and Pedestrian Master Plan contains goals and policies for developing and implementing a bikeway system and pedestrian improvements that meet the County's vision for the Unincorporated Areas with safe, attractive and convenient opportunities for bicycling and walking for all types of trips and user groups. This includes trips for work, school, running errands, and recreation accommodating adults, children, seniors, disabled community, and transit users. Goals and policies are defined as the following:

- Goals are broad expressions of long-term vision that guide the plan and express the desired direction of bicycle and pedestrian planning.
- Policies are more specific statements of how to accomplish the vision and identify specific targets to measure the attainment of a specific goal.

The Bicycle and Pedestrian policies reflect the current thinking about the role of bicycling and walking in our communities. While County staff has always endeavored to design and operate roadways for safe and efficient access for all users, the advent of Complete Streets gives even greater weight to these in accommodating all travel modes. Following the direction of the County and of the Complete Streets Act, this Bicycle and Pedestrian Master Plan seeks to elevate the importance of bicycling and walking in Alameda County.

The policies show that bicycling and walking should be encouraged due to their positive impacts on the environment, physical and mental fitness, and neighborhood cohesion.

Special attention was given to school, senior center, disabled and transit access because pupils, senior citizens, disabled citizens and transit passengers tend to rely on walking for transportation purposes. However, improvements to the pedestrian environment benefit all people regardless of their primary mode of travel because everyone is a pedestrian for at least a portion of their journeys.

Specific bicycle and pedestrian projects and programs that would implement these policies are recommended in the implementation plan (**Chapter 6**).

GOAL 1: Improve bicycle and pedestrian access and circulation for all users as a means to meet the goals of the Alameda County Unincorporated Areas Climate Action Plan[8]

Policy 1.1: Work to ensure that all streets in the Unincorporated Areas are bicycle and pedestrian-friendly providing access for all users, particularly disabled users, seniors, transit users, and children.

Policy 1.2: Provide safe and appropriate bicycle and pedestrian accommodations for every type of trip.

Policy 1.3: Encourage bicycling and walking as alternatives to the automobile to reduce transportation-related greenhouse gas emissions.

Policy 1.4: Provide reasonable accommodations for bicyclists and pedestrians where natural or man-made barriers restrict access.

Policy 1.5: Implement safe and convenient bicycle and pedestrian connections to transit stops and stations including appropriate bicycle parking facilities.

Policy 1.6: Provide multi-use trails in rural and open space areas.

Policy 1.7: Update the Bicycle and Pedestrian Master Plan for Unincorporated Areas for adoption by the Board of Supervisors every five years to identify future and existing needs and provide specific recommendations for facility and program improvements and phasing.

Policy 1.8: Develop design guidelines for bicycle and pedestrian facilities as part of the Plan which shall be used by the Public Works Agency to implement the Plan.

GOAL 2: Create and maintain a comprehensive system of bicycle and pedestrian facilities in the local and sub-regional transportation network in order to establish a balanced multi-modal transportation system.

Policy 2.1: Continue to support and execute Complete Streets policies in the planning, design, construction, operation, and maintenance of the entire roadway right-of-way to enable safe access for all users in the rural, suburban, and urban Unincorporated Areas. Complete streets are for drivers, pedestrians, bicyclists, and transit riders, as well as for older adults, children, and people with disabilities.

Policy 2.2: Designate appropriate bicycle and pedestrian facilities to effectively link major activity centers, including transit stations, schools, parks, and employment and shopping centers to encourage bicycling and walking as an alternative to driving.

Policy 2.3: Create and maintain a safe, convenient, and effective bicycle network that maximizes bicycle use for commuting, recreation, and local transportation.

[8] The Climate Action Plan (CAP) outlines a course of action to reduce community-wide greenhouse gas emissions generated within the Unincorporated Areas of Alameda County. The CAP recognizes that transforming neighborhoods into places that provide safe and healthy environments where residents can meet their trip needs by foot, bicycle, and public transit is an important component in reducing greenhouse gas emissions.

Policy 2.4: Provide bicycle parking at public use buildings, retail areas, employment centers, transit centers, recreational facilities and other areas that may attract bicycle traffic.

Policy 2.5: Identify and implement improvement projects which provide connections to areas frequented by pedestrians such as schools, retail and employment centers, parks, community/senior centers, and libraries.

Policy 2.6: Designate appropriate bicycle and pedestrian facilities on routes linking schools, after-school child care facilities, libraries, parks, trails, and recreational sites to facilitate the mobility of school-age children.

Policy 2.7: Eliminate gaps and improve sub-standard conditions on the identified Bicycle Network and Pedestrian Activity Corridors.

Policy 2.8: Routinely maintain bicycle and pedestrian facilities and amenities.

GOAL 3: Maximize the use of public and private resources for implementing bicycle and pedestrian improvements.

Policy 3.1: Establish priorities for the allocation of public funds for bicycle and pedestrian improvements, balancing the needs of commuter and recreational bicyclists and pedestrians.

Policy 3.2: The County shall pursue public and private funding sources for bicycle and pedestrian projects, such as SAFETEA-LU, Transportation Development Act (TDA) Article 3, Transportation Funds for Clean Air (TFCA), Regional Measure 2, Alameda County Measure B, Bicycle Transportation Account (BTA), non-profit organizations, foundations, and development fees.

Policy 3.3: Pursue multi-jurisdictional funding applications with other County agencies, neighboring cities, private entities, and other potential partners such as health agencies, school districts, law enforcement, East Bay Regional Park District, AC Transit, and BART.

GOAL 4: Provide a safer bicycling and walking environment

Policy 4.1: Monitor bicycle and pedestrian-involved collisions in the Unincorporated Areas and target the high incidence locations for bicycle and pedestrian improvements.

Policy 4.2: Plan, design, and construct bicycle and pedestrian facilities to meet or exceed guidelines for bicycle and pedestrian safety.

Policy 4.3: Use research programs to address specific safety issues.

Policy 4.4: Work with law enforcement officials on education and enforcement programs that increase safety awareness of all road users for bicyclists and pedestrians and that reduce bicycle and pedestrian-involved collisions.

Policy 4.5: Institute comprehensive bicycle and pedestrian planning, design, and operations training programs for planners and engineers.

Policy 4.6: Design roadway crossings to maximize bicyclist and pedestrian safety.

Policy 4.7: Provide bicycle and pedestrian-scale lighting on bicycle routes and pedestrian walkways, on trails and within urban and suburban areas, where lighting is currently lacking and desired by the community.

GOAL 5: Promote land uses and urban design that support a pleasant environment for bicycling and walking

Policy 5.1: Promote use of the bicycling, transit, ridesharing, and walking through land use and transportation planning.

Policy 5.2: Design new development and redevelopment projects to facilitate bicycle and pedestrian access, reduce bicycling and walking trip lengths, and avoid adverse impacts to the bicycle and pedestrian safety, access, and circulation.

Policy 5.3: Consider options for commercial and industrial development projects to include bicycle storage facilities for employees and customers, shower/locker areas, and other facilities identified in this plan for employees that commute by bicycle. This could include on-site facilities or services available through local partnerships. Encourage including bicycle parking and shower/locker areas in new construction or major remodel projects.

Policy 5.4: Provide for bicyclist and pedestrian access to public use buildings, such as schools, libraries and senior centers.

Policy 5.5: Adopt sidewalk design guidelines and provide pedestrian amenities to create a more comfortable and pleasant walking environment in high pedestrian activity areas.

Policy 5.6: Work with transit providers (e.g., AC Transit, BART, Wheels, ACE, and Amtrak) to improve transit stops and stations and create a more pleasant and comfortable and safe waiting environment.

Policy 5.7: Require that all traffic impact studies and analyses of proposed street changes address impacts on bicycling and pedestrian transportation. Specifically, the following should be considered:

- Consistency with General Plan and the Bicycle and Pedestrian Master Plan policies;
- Impact on the existing and future Bicycle and Pedestrian Master Plan Bikeway System;
- Permanent travel pattern or access changes including the degree to which bicycle and pedestrian travel patterns are altered or restricted due to any change to the roadway network; and
- Conformity to accepted bicycle and pedestrian facility design standards and guidelines.

Policy 5.8: Ensure that roadway design includes bicycle and pedestrian elements that are consistent with the goals and recommendations of this plan and does not compromise bicycle and pedestrian travel (e.g., narrowing of a curb lane that will compromise bicycle travel, eliminating of pedestrian roadway crossings, widening pedestrian roadway crossings, or providing a double right-turn lane particularly where the second lane is a shared through-right lane.)

GOAL 6: Support agency coordination for the improvement of bicycle and pedestrian access

Policy 6.1: Coordinate bicycle and pedestrian planning efforts between the Public Works Agency, Community Development Agency, Public Health, Law Enforcement, School Districts, and other County and local agencies (e.g., East Bay Regional Park District, Hayward Area Recreation and Park District, Livermore Area Recreation & Park District, Alameda County Flood Control and Water Conservation District, Zone 7) as well as agencies outside of Alameda County's jurisdiction. Coordination related to access to/from transit stops and stations should be coordinated with transit agency providers such as AC Transit, BART, Wheels, ACE and Amtrak.

Policy 6.2: Maximize use of public and private resources in establishing bicycle and pedestrian facilities.

Policy 6.3: Consider the needs of bicyclists for smooth and level pavement through County street and road maintenance practices

Policy 6.4: Incorporate bicycle facilities in roadway improvement projects, and on roadways designed for bicycle routes such as widenings, overlays, and restripings, to the extent feasible and not limited to those described in this plan, recognizing that there may be compromises involved for each mode of travel.

Policy 6.5: Encourage the Congestion Management Agency (CMA) to include bicycle facilities in the list of exempt projects whose implementation may exceed Congestion Management Program (CMP) and level of service (LOS) standards.

Policy 6.6: Coordinate this Plan and its implementation with the Alameda Countywide Bicycle and Pedestrian Plan including the defined countywide bicycle network.

Policy 6.7: Coordinate this Plan and its implementation with adjacent counties for connectivity across county lines.

GOAL 7: Encourage bicycling and walking through education and outreach

Policy 7.1: Support bicycling and walking as an alternative to the automobile and as a means to reduce greenhouse gas emissions, consumption of non-renewable energy resources, and congestion while increasing mobility choices and livability of our communities.

Policy 7.2: Promote fitness and health benefits of active transportation, i.e. bicycling and walking.

Policy 7.3: Support strategies to increase activity levels of County residents through encouragement of bicycle and walking activities.

Policy 7.4: Encourage County employees and residents to use bicycling and walking for transportation.

Policy 7.5: Develop and disseminate bicycle and pedestrian safety materials working with other agencies as appropriate including educational materials for school age children distributed to elementary and middle schools.

Policy 7.6: Provide information to all street network users of their rights and responsibilities targeting not only cyclists and pedestrians but also motorists, transit drivers, and law enforcement officials.

Policy 7.7: Install directional signage and provide bicycling and walking maps to encourage these activities.

Policy 7.8: Engage law enforcement officials in identifying strategies to improve safety for bicyclists and pedestrians.

Policy 7.9: Work with transit providers (e.g., AC Transit, BART, Wheels, ACE, Amtrak) to increase accessibility on board transit vehicles to bicycle users, especially during peak commute hours and to provide secure Class I parking at stations.




Chapter 3: Bicycle Network

This chapter describes the bicycle network for the Unincorporated Areas of Alameda County which includes both the network of bikeways and bicycle support facilities, such as bicycle parking and signage. The bicycle network was developed following the goals and objectives presented in **Chapter 2**. The primary considerations were to serve all existing and potential users, to improve safety, and to connect all attractors and generators with direct and convenient routes.

An important aspect to serving attractors and generators is the ability to access key destinations in neighboring communities through links to the bikeway networks of adjacent jurisdictions. Since much of the Unincorporated Areas abuts the incorporated cities of San Leandro, Hayward, Dublin, Pleasanton, and Livermore, and, to a lesser extent, Union City and Oakland, these connections are critical to providing connectivity in the region. The bikeways in adjacent communities and regional bikeways designated through the Unincorporated Areas are discussed at the end of this chapter.

The bikeway network was developed based upon:

- **Types of Bicyclists:** This plan recognizes that there are many types of bicyclists with varying skills and levels of comfort in terms of riding in traffic. While they can be loosely categorized as experienced adults, casual adults, and child cyclists, there are many gradations of cycling competency and just as many opinions as to what makes an ideal bikeway. Some experienced cyclists eschew bike lanes; some cyclists will ride on busy roads only if bike lanes are provided; some will ride in bike lanes all the time; and some will ride in bike lanes only if parallel residential roads are unavailable. Child cyclists often do not have the motor skills nor experience to safely navigate the busier streets. The proposed network should consider the needs of all types of bicyclists providing of combination of arterial routes, bike lanes, local streets, and bike paths. The trip purpose is also a key factor in determining route selection. Bicycle trips are generally categorized as utilitarian, such as for commuting to work or school, or as recreational trips.
- **Major versus Minor Roads:** Recognizing that some cyclists prefer the most direct route regardless of its official status as a bikeway, this plan includes all major arterials in the study area. Some of these roads have or are proposed to have bike lanes, while others have severe right-of-way restrictions making it very difficult to provide bike lanes, at least in the short-term. All of these roads, however, are included as part of the bicycle network. By being a part of the bikeway network, the roads may be eligible for minor improvements that will improve bicycle safety, convenience, and/or travel time. Minor improvements might include upgrading drainage grates,

providing signal detectors sensitive to bicycles, signal retiming for safe bicycle clearance intervals, restriping for wider curb lanes, construction of paved shoulders, and wayfinding. In addition, as part of the bikeway network, roadways will be prioritized for funding opportunities as well as for routine County maintenance.

This plan also identifies routes that traverse the study area and have lower speeds and traffic volumes. These routes will be more attractive to casual or novice cyclists who are intimidated by roadways with high traffic volumes and/or high speeds.

- **Continuity and Connectivity:** In some areas of the County, there is more than one parallel roadway which provides nearly equal access through that section of the County. Rather than including all these parallel roads, they were evaluated based upon their ability to provide a continuous facility for bicyclists and provide access to key destinations. In addition, alternative routes were evaluated based upon their potential to meet funding criteria as described in **Appendix B.** In other areas of the County, particularly the rural and hilly areas to the east, there is only one road between Point A and Point B. All such roads were included in the bicycle network.

Bikeway Classifications

The bikeway classifications described below were used in building the bikeway network. These include both Caltrans standard bikeway classifications and bikeway categories customized for this plan.

The bikeway classifications do not necessarily distinguish between routes used primarily for transportation and those used for recreation. Many routes that may seem to be primarily recreational are indeed used for commuting or other transportation purposes. Just as roadways are built and maintained for motorists without regard to trip purpose, the recommended routes described in this plan will undoubtedly be used for both transportation and recreation. It is acknowledged that some routes may be more often used by transportation than recreation or vice versa. The importance of this distinction between transportation and recreational routes lies in the matching of proposed projects to the funding sources appropriate to the type of project; some funding sources are limited only for bicycle transportation projects while others are designated for recreational facilities. The discussion of prioritization criteria and funding sources in **Chapter 6** will consider these funding criteria.

Standard Classifications

Chapter 1000 of the Caltrans Highway Design Manual (HDM) describes the three types of bicycle facilities. The HDM definition is presented in italics.

Class I Bike Path. *Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.*

Bike paths are an important component of every bikeway network. Some are long enough and well-located enough to provide a car-free environment for a large portion of a bicycling trip. Other bike paths are used to close gaps in a route such as connecting two dead-end roads or traversing parks.

Bike paths are popular with casual bicyclists and families with children, and they can be popular with experienced bicyclists if well-designed and located convenient to their route. However, their popularity with slow cyclists and non-bicyclists such as joggers, parents with baby strollers, people walking their dogs, etc., limits the usefulness of the bike path to the cyclists who ride over 15 mph. Serious bicyclists can rarely ride as fast on a bike path as they can on city roads due both to the design of the bike path and the high

numbers of slower users. The width of the bike path should be increased depending on the number and stratification of the users.

Class II Bike Lane. *Provides a striped lane for one-way bike travel on a street or highway.*

The bike lane is for the exclusive use of bicycles with certain exceptions. For instance, right-turning vehicle must merge into the bike lane prior to turning and pedestrians are allowed to use the bike lane when there is no adjacent sidewalk.

Bike lanes should be used when Average Daily Traffic Volumes (ADTs) exceed a certain threshold, e.g., 4,000 vehicles per day (vpd). Below this traffic volume, if there is not adequate width for lane sharing, there should be adequate gaps in oncoming traffic for motor vehicles to pass bicyclists by crossing over the centerline.

The HDM specifies the minimum width for bike lanes under three conditions: next to a curb where on-street parking is allowed; next to a curb where on-street parking is prohibited; and on roadways without curb and gutter where infrequent parking is handled off the pavement. It also states that widths wider than the minimums should be provided "wherever possible for greater safety." Bike lanes are marked with striping, signage (R81 (CA)), and pavement markings as shown in **Figure 3-1**.

Figure 3-1: Class II bike lane (above); Colored bike lane (below)

Colored Bike Lanes: Colored bike lanes are considered a way to guide bicyclists through complex intersections as well as to make motorists aware that they are crossing a bike lane. Studies of colored bike lane applications in Portland, Oregon[9] have shown that the colored bike lanes have a positive effect in the number of motorists yielding to bicyclists and bicyclists following the path marked by the colored bike lanes. On the downside, it was also reported that bicyclists were less vigilant while traveling along the colored bike lanes, perhaps signifying an increased 'false' sense of security. Colored bike lanes are being used by many jurisdictions and have recently received an interim approval by the Federal Highway Administration (FHWA).

[9] Portland's Blue Bike Lanes, City of Portland, Office of Transportation, 1999 http://www.portlandonline.com/transportation/index.cfm?a=58842&c=34772.

Class III Bike Route. *Provides for shared use with pedestrian or motor vehicle traffic.*

Class III bike routes have traditionally been used to designate anything from low volume residential roads that have no need for bike lanes to arterials with heavy traffic volumes where widening to provide bike lanes would be infeasible. For planning purposes, this plan has developed subcategories to more accurately describe the conditions on the "Bike Route". Bike routes are marked with signage (D11-1) as shown in **Figure 3-2**.

Figure 3-2: Class III bike route signage (left) and Sharrow (right)

In addition, the "Shared Lane" or "Sharrow" marking is a recent tool available for use on Class III facilities[10]. Its purpose is to reinforce to motorists that bikes belong on the roadway, encourage safe passing of bicyclists by motorists, to indicate to bicyclists the appropriate place to ride in the lane next to parked cars to avoid being hit by a car door, and to discourage wrong-way bicycling. Sharrows are not recommended for use on roadways with speed limits above 35 mph except where there is bicycle travel and the right-hand traffic lane is too narrow to allow automobiles to safely pass bicyclists. Sharrows should not be used on shoulders or designated bike lanes. Sharrows are often used to mitigate the transition from a Class II bike lane to Class III bike route or for getting bicycles through short narrow segments of roadway or complicated intersections.

Bikeway Categories for Alameda County Unincorporated Areas

The following bikeway categories are included in this plan to expand on the standard Caltrans bikeway classifications. They provide greater detail on the roadway conditions and types of improvement envisioned for the designated bicycle facilities. The following categories are used to describe the bikeway network for this plan:

- **Class I - Bike** path (paved): *Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.* (Standard Caltrans definition)
- **Class IA - Unpaved trail with bikes allowed:** In the Unincorporated Areas, particularly in the eastern part of the County, there are many unpaved trails that are open to bicycling even though they are not built to Caltrans Class I standards. The Bay Area Ridge Trail and trails within the East Bay Regional Park District (EBRPD) and Livermore Area Recreation & Park District (LARPD) generally fall into this category.
- **Class II - Bike lane:** *Provides a striped lane for one-way bike travel on a street or highway.* (Standard Caltrans definition)
- **Class III- Bike route:** *Provides for shared use with pedestrian or motor vehicle traffic.* (Standard Caltrans definition)

[10] In the FHWA MUTCD 2009 Edition, the "Shared Lane" marking can also be used on roadways without on-street parking to assist bicyclists with lateral positions in lanes that are too narrow for a motor vehicle and bicycle to travel side by side in the same traffic lane. This addition was also adopted in the California MUTCD January 2012.

- **Class IIIA - Bike route with low traffic volumes and slow traffic (Rideway):** Many of the roadways that have been included in the bikeway network are predominately residential roads. They generally make excellent bike routes because traffic volumes are low and vehicle speeds are slow.

  Class IIIA bike routes may also be used on residential streets with higher traffic volumes or travel speeds greater than 25 mph, but where there is no room to widen the road to provide a Class II bike lane or Class IIIB wide curb lane. In these cases, bicycling conditions are improved significantly if the vehicular traffic is slowed via traffic calming measures. Traffic calming would benefit not only the bicyclists but also the residents of these roads. For example, unwarranted STOP signs can be removed and replaced by traffic calming techniques to slow traffic such as roundabouts or speed humps. Re-orienting STOP signs to require stopping by cross-traffic, thereby giving right-of-way to travel on the bike route also helps to encourage bicycling. Slower traffic speeds makes the street much more attractive to casual bicyclists and child bicyclists. Palo Alto and Berkeley have implemented such roads as Bicycle Boulevards. Specific traffic calming measures will not be identified for proposed bike routes as part of this study. The Alameda County Neighborhood Traffic Calming Program report should be referenced for appropriate strategies and procedures for implementing these techniques.

- **Class IIIB - Bike Route with Wide Curb Lanes:** On multi-lane arterials and collector roadways with high traffic volumes, 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.

- **Class IIIC - Rural Bike Route with Wide Shoulders:** The Unincorporated Areas have many miles of rural roadway, particularly in East County; rural roads are generally two-lane without curb and gutter, have little demand for on-street parking, and travel through areas with agricultural uses, park lands, and with little or no development. Paved shoulders generally provide good riding surfaces for bicyclists on these rural roads when they are kept clear of debris and are of adequate width. In fact, some bicyclists prefer shoulders to official bike lanes. Shoulders of at least four feet in width are recommended.

  While it is the goal of the County to provide 4-foot minimum shoulders on all rural roads, it may take many years to find the funds to retrofit all the existing miles of roadway. In the short-term, where traffic volumes are below 2,000 vpd, roads with narrow shoulders (i.e., only an edge line) are generally acceptable from a bicyclist's point of view since the amount of oncoming and passing traffic is minimal. According to research by others, a road with 24 feet of pavement including shoulders could accommodate traffic volumes of up to 1,760 vpd and still be compatible with bicycle travel. Still, others suggest that 12-foot shared lanes on rural roads are acceptable to experienced bicyclists if traffic volumes are under 2,000 vpd and sight distance is adequate. Therefore, it is suggested that low volume rural roads can be implemented as Class IIIC rural bike routes with only the addition of signage. As traffic volumes increase on these roadways to levels above 2,000 vpd, 4-foot minimum shoulders should be provided.

Existing Conditions

Existing and Future Bicycle Commuter Population

According to journey to work data from the 1990 and 2000 U.S. census and the 2005-2009 American Community Survey, less than 0.5 percent of residents in the unincorporated western Alameda County commute to work by bicycle[11]. This is significantly lower than the Bay Area average of 1.8 percent[12]. As shown in **Table 3-1**, the community with the highest bicycle commute percentage is Ashland at 0.8 percent.

There are many factors that will influence a person's decision to commute by bicycle with the availability of safe and convenient facilities and distance to the workplace ranking among the most important. Communities that have made significant investments in their bicycle infrastructure have been rewarded with an increased bicycle commute mode share. For example, the City of Berkeley has experienced an increase in the bicycle mode share from 5.2 percent to 6.0 percent from the 1990 U.S. census to the 2000 U.S. census (an increase of almost 15 percent). Further increases for Berkeley to 7.2 percent are estimated in the 2005-2009 American Community Survey (another 20 percent increase from year 2000 data).

Since census data does not specify how far people travel to their jobs, distance to the workplace can perhaps be best defined by commute time. A reasonable commute time regardless of mode is about 30 minutes. A nine-minute car trip is approximately equivalent to a 30 minute bike ride; this translates into about 6 miles for a bike trip. The 2000 U.S. census data indicates that an average of 7.2 percent of residents in the unincorporated western Alameda County live within nine minutes of their workplace. Assuming that 25 percent of those living within a comfortable bike riding distance would actually bicycle if this plan were fully implemented, the bicycle commute percentage would potentially increase to an average of 1.8 percent representing a significant increase in the bicycle commute mode share. See **Table 3-1**.

What the U.S. census does not measure is the number of people who use their bicycle for other transportation trips such as shopping, errands, or visiting friends. The 2000 Metropolitan Transportation Commission (MTC) Bay Area Travel Survey revealed that in the Bay Area, 1.3 percent of home-based shopping trips are also made by bicycle, as are 2.5 percent of social/recreational trips and 3.8 percent of school trips. Overall, 22 percent of all bicycle trips are work trips, 26 percent of bike trips are shopping trips, 12 percent are school trips, and 40 percent are social/recreational trips or family/personal business trips.

Table 3-1: Commute to Work Data (Census 2000) for Western Unincorporated Alameda County

	Percent Bike to Work	Percent Live within Nine Minutes of Work	Potential Percent of Bicycle Commuters
Ashland	0.8%	7.6%	1.9%
Castro Valley	0.1%	7.9%	2.0%
Cherryland	0.5%	6.5%	1.6%
Fairview	0.1%	3.6%	0.9%
San Lorenzo	0.5%	6.9%	1.7%
Average	**0.3%**	**7.2%**	**1.8%**

[11] *U.S. Census Bureau, Census 2000, Means of Transportation to Work for Workers 16 Years and Over*
[12] *2000 Metropolitan Transportation Commission (MTC) Bay Area Travel Survey*

Existing Bikeway Network

Since the 2007 Bicycle Master Plan for Unincorporated Areas was adopted, several bicycle facilities have been implemented. There are now almost 42 miles of bicycle facilities in the Unincorporated Areas. These are predominantly Class II bike lanes. A summary of existing facility types is shown below in **Table 3-2** and illustrated in **Figures 3-3a to 3-3f**.

A listing of existing bikeway facilities by location is presented in **Table 3-3**. Shaded entries denote new or improved facilities since the 2007 Plan. Bike lanes on parts of East Castro Valley Boulevard and on Five Canyons Parkway were constructed as part of the Centex Homes development in Five Canyons. Other bike lanes were installed as part of the roadway improvements associated with the Castro Valley BART Station. Other bikeway projects were completed with grant funds or as part of normal public works roadway resurfacing projects.

Appendix C includes the complete inventory of existing and proposed bikeways sorted alphabetically by roadway and again by location. The bikeways are described in detail by facility length, specific recommended improvements needed for implementation, attractors served, implementation priority, and estimated conceptual cost. The geographical areas used to locate the bikeway projects include:

- Ashland
- Castro Valley (includes El Portal Ridge and Hillcrest Knolls)
- Cherryland
- Fairview
- San Lorenzo
- East County-Sunol
- East County-North of Livermore
- East County-West of Livermore
- East County-East of Livermore
- East County-South of Livermore

Table 3-2: Existing Bikeways in the Unincorporated Areas (miles)

	Western County	Eastern County	Total
Class 1 Bike Path	0.6	2.7	3.3
Class 2 Bike Lane	16.9	17.3	34.2
Class 3 Bike Route	0.7	3.6	4.3
TOTAL	**18.2**	**23.6**	**41.8**

Spot Improvements

Most of the bicycle facilities in the Unincorporated Areas meet or exceed the standard Caltrans design requirements for Class II bike lanes and Class III bike routes. However, some of the bikeways would benefit from low cost, minor improvements to meet the design standards as well as to better define the bikeway network and improve its effectiveness. The majority of the spot improvements require exchanging the D11-1 Bike Route signs for the R81 (CA) Bike Lane signs on designated bike lanes. The recommended spot improvements by facility are noted in **Table 3-3**.

Table 3-3: Existing Bikeways in the Unincorporated Areas by Location

Roadway	Limits	Community	Length	Bikeway Type	Spot Improvements
164th Ave	East 14th St to Foothill Blvd	Ashland	0.5	Class II	√
167th Ave	East 14th St to Foothill Blvd	Ashland	0.4	Class II	√
Castro Valley Blvd	Westbound-Foothill Blvd (SR 238) to John Dr/Strobridge Ave	Castro Valley	0.4	Class II	
East Castro Valley Blvd	Crow Canyon Rd to Five Canyons Pkwy	Castro Valley	0.5	Class II	√
East Castro Valley Blvd	Five Canyons Pkwy to Villareal Dr	Castro Valley	0.7	Class IIIB	
East Castro Valley Blvd	Villareal Dr to Dublin Canyon Rd	Castro Valley	1.1	Class II	
Center St	Grove Way to San Lorenzo Creek	Castro Valley	0.3	Class II	
Crow Canyon Rd	Cull Canyon Rd to Castro Valley Blvd	Castro Valley	0.5	Class II	
Cull Canyon Rd	Briar Ridge Rd to Crow Canyon Rd	Castro Valley	0.6	Class II	√
Dublin Canyon Rd	Eden Canyon Rd/Palo Verde Rd to Pleasanton C.L.	East County-Sunol	3.7	Class II	
East Ave	Vasco Rd to Greenville Rd	East County-E of Livermore	1.2	Class II	
Five Canyons Pkwy	E Castro Valley Blvd to Fairview Ave	Castro Valley	2.2	Class II	
Foothill Blvd	164th Ave/Miramar Ave to John Dr	Castro Valley	1.0	Class II	√
Grant Ave	500 ft east of road end to Washington Ave/Via Alamitos	San Lorenzo	2.0	Class II	√
Grant Ave Pathway	Railroad tracks to Via Seco	San Lorenzo	0.6	Class I	
Greenville Rd	Altamont Pass Rd to National Dr	East County-E Livermore	1.0	Class II	√
Greenville Rd	Patterson Pass Rd to Tesla Rd	East County-E Livermore	2.1	Class II	
Grove Way	Redwood Road to Castro Valley Blvd	Castro Valley	1.0	Class II	√
Hathaway Ave	Hacienda Ave to Mero St (Hayward C.L.)	San Lorenzo	0.5	Class II	
John Dr	Foothill Blvd to Castro Valley Blvd	Castro Valley	0.3	Class II	√

Table 3-3: Existing Bikeways in the Unincorporated Areas by Location

Roadway	Limits	Community	Length	Bikeway Type	Spot Improvements
Lewelling Blvd	Hesperian Blvd to Meekland Ave	Ashland/San Lorenzo	0.7	Class II	
Mattox Rd	Mission Blvd to Foothill Blvd (SR 238)	Ashland	0.3	Class II	√
Meekland Ave	Paseo Grande to A Street	San Lorenzo	1.5	Class II	
Mines Rd	0.3 miles south of Tesla Rd to Del Valle Rd	East County-S of Livermore	3.1	Class II	√
N Livermore Ave	Manning Rd to I-580 (Livermore C.L.)	East County-N of Livermore	3.6	Class IIIB	
Norbridge Ave	Tyee Ct to Castro Valley Blvd	Castro Valley	0.8	Class II	
Redwood Rd	Camino Alta Mira to Seven Hills Rd	Castro Valley	0.6	Class II	√
Redwood Rd	Castro Valley Blvd to Knox St	Castro Valley	0.9	Class II	√
S Livermore Ave	Concannon Blvd to Tesla Rd	East County-S of Livermore	0.5	Class II	
Stanley Blvd	Pleasanton C.L. to Isabel Ave (Livermore C.L.)	East County-W of Livermore	2.7	Class II	
Stanley Blvd path (Iron Horse Trail)	Pleasanton C.L. to Isabel Ave (Livermore C.L.)	East County-W of Livermore	2.7	Class I	
Sunset Blvd	Meekland Ave to Western Blvd	Cherryland	0.5	Class II	
Tesla Rd	S Livermore Ave to Greenville Rd	East County-S of Livermore	2.5	Class II	
Washington Ave	San Leandro C.L. to Grant Ave	San Lorenzo	0.3	Class II	
Wente St	Livermore C.L. to Marina Ave	East County-S of Livermore	0.5	Class II	

Shaded entries denote new or improved facilities since the 2007 Plan.

Needs Assessment

The purpose of reviewing the needs of bicycle users is threefold: (1) planning a system that must serve all user groups; (2) quantifying future usage and benefits to justify expenditures of limited resources; and (3) pursuing competitive funding. Below is an overview of some of the issues and needs to be addressed to make the Unincorporated Areas more bicycle-friendly. The comments in this chapter are based on review of existing conditions and support the goals and objectives established in **Chapter 2**.

Although the Unincorporated Areas differ greatly in demographics, land use density, and topography, there is a great potential for bicycling trips because of the:

- Favorable climate throughout most of the year;
- Sections of the study area that are densely developed and provide numerous destinations within the bicycle trip length;
- Numerous parks, rural areas, and some water channels that have potential for Class I bike paths; and
- Availability of transit to extend the bicycle trip length.

Bicycle trip purposes can generally be broken down into utilitarian or recreational trips. The biggest difference between these user groups is that while recreational riders may be more interested in the routes leading to parks or other areas of interest, utilitarian riders are looking for the shortest and safest route between two points.

Utilitarian Bicyclists

Utilitarian bicyclists typically fall into one of three categories: (1) adults commuting to work; (2) children riding to school; and (3) persons shopping or running other errands. The millions of dollars that have been spent nationwide to increase the number of people bicycling to make these trips has been met with some success. The needs of utilitarian bicyclists are summarized below.

- Utilitarian bicyclists typically seek most the direct and fastest route available; regular adult commuters often preferring to ride on arterials rather than side streets.
- Destinations for utilitarian trips are generally located on arterial streets. Consequently, most utilitarian cyclists would prefer to be given bike lanes or wider curb lanes on these arterial streets rather than be directed to lower volume side streets.
- Commute periods typically coincide with peak traffic volumes and congestion, increasing the exposure to potential conflicts with vehicles.
- Places to safely store bicycles are of paramount importance to all utilitarian cyclists. Bicycle commuters will prefer long-term secure parking while shoppers and those running errands will happily utilize bicycle racks for short-term parking.
- Major concerns include changes in weather (rain), riding in darkness, personal safety, and security.
- Utilitarian bicyclists generally prefer routes where they are required to stop as few times as possible, thereby, minimizing delays.

- Many younger students (ages 7-11) use sidewalks for riding to schools or parks, which is acceptable in areas where pedestrian volumes are low and driveway visibility is high. Older students (ages 12-14) who consistently ride at speeds over 10 mph should be directed to riding on streets whenever possible.
- Signal controls that function for bicyclists are a significant concern for bicyclists.
- Facilities maintenance has also been identified numerous times as a significant concern, for bicyclists.

Recreational Bicyclists

The needs of recreational bicyclists in the Unincorporated Areas must be considered in planning the bicycle network as their needs often differ from utilitarian cyclists. Currently, Alameda County is attractive for recreational cycling in the East County area, but strong potential exists for increasing this activity in the Western County area as well. A large number of children, adults, and retired people enjoy cycling for its own sake. Additionally, during tourist season, many tourists enjoy bicycling to enjoy the pleasant weather and beautiful scenery that the area has to offer. Recreational bicycling typically falls into one of four categories: (1) bicycling for exercise; (2) bicycling to non-utilitarian destinations such as parks, entertainment centers, or to meet with friends; (3) touring on long distance treks or to events; or (4) general sightseeing.

Specific needs and patterns for recreational bicyclists are:

- Directness of the route is typically less important than routes with fewer traffic conflicts.
- Many recreational riders are less experienced at riding in traffic and generally prefer lower volume roadways. Consequently, adjacent vehicle speeds and traffic volumes are important factors to be considered, especially along Class III bike routes.
- Visual interest, shade, protection from weather, benches, restrooms, drinking fountains, moderate gradients or other “comfort” features can elevate the experience for recreational cyclists.
- Recreational bicyclists may not be local to the area and can benefit from wayfinding to nearby attractions and to follow the more circuitous routes.
- People exercising or touring often prefer a circular routes rather than having to retrace their steps.

Recommended Bicycle Network

This section describes the recommended bikeway network for the Unincorporated Areas of Alameda County. At full build-out, this network would provide a total of 250 miles of bikeway. This includes a total of almost 213 miles of new bikeway facilities in addition to the 42 miles currently in place. **Table 3- 4** shows the number of existing and proposed miles for each bikeway classification. The network is shown in **Figures 3-3a to 3-3f**.

The bikeway network for the Unincorporated Areas is designed to connect the neighborhoods where people live to the places they work, shop, recreate, or go to school. An emphasis is placed on regional bikeway and transit connections centered around the major activity centers found in or adjacent to the Unincorporated Areas including:

- Major employment centers
- Schools
- Major retail center
- District centers
- Civic buildings such as libraries, community centers
- Neighborhood parks and regional recreational areas
- BART, ACE, and Amtrak stations
- Major bus routes and stops

Table 3-4: Recommended Bikeway Network by Facility Type (miles)

Bikeway Classification	Existing	Proposed	Total
Class I Bike Path	3.3	5.3	8.6
Class II Bike Lane	34.2	35.1	69.8
Class IIIA Rideway	0	37.4	36.9
Class IIIB Wide Curb Lane/Shoulder	4.3	5.0	5.0
Class IIIC Rural Route	0.0	129.8	129.8
Total	**41.8**	**212.6**	**250.1**

Note: The discrepancy in total mileage for Class IIIB is due to recommendation to convert existing Class IIIB to Class 2.

The recommended bikeway projects are listed below by improvement type. These projects are further described in **Appendix C** by roadway segment including facility length, specific recommended improvements needed for implementation, attractors served, implementation priority, and estimated conceptual cost.

Spot Improvements

The spot improvements listed below in **Table 3-5** identify the existing bike lanes that need low cost, minor improvements such as additional signing or striping. The majority of these spot improvements entail exchanging the existing D11-1 Bike Route signs for the appropriate R81 (CA) Bike Lane signs.

Table 3-5: Recommended Spot Improvements for Existing Bike Lanes

Roadway	From	To	Community	Spot Improvement
164th Ave	East 14th St	Foothill Blvd	Ashland	Add bike lanes from Liberty St to Foothill Blvd
167th Ave	East 14th St	Foothill Blvd	Ashland	Add bike lanes from Liberty St to Foothill Blvd; replace D11-1 with R81 (CA) signs
Castro Valley Blvd (E)	Crow Canyon Rd	Five Canyons Pkwy	Castro Valley	Replace D11-1 with R81 (CA) signs
Crow Canyon Rd	Cull Canyon Rd	Castro Valley Blvd	Castro Valley	Replace D11-1 with R81 (CA) signs
Cull Canyon Road	Briar Ridge Rd	Crow Canyon Road	Castro Valley	Replace D11-1 with R81 (CA) signs
Foothill Blvd	164th Ave/Miramar Ave	John Dr	Castro Valley	Replace D11-1 with R81 (CA) signs
Grant Ave	500 ft east of road end	Washington Ave/Via Alamitos	San Lorenzo	Replace D11-1 with R81 (CA) signs
Greenville Rd	Altamont Pass Rd	National Dr	East County-E of Livermore	Add signs and pavement markings-shoulder lane
Grove Way	Redwood Road	Castro Valley Blvd	Castro Valley	Replace D11-1 with R81 (CA) signs
John Dr	Foothill Blvd	Castro Valley Blvd	Castro Valley	Replace D11-1 with R81 (CA) signs
Mattox Rd	Mission Blvd	Foothill Blvd (SR 238)	Cherryland	Add sharrows or other treatment on approach to Mission Blvd
Mines Rd	0.3 miles south of Tesla Rd	Del Valle Rd	East County-S of Livermore	Add R81 (CA) signs and maintenance
Redwood Rd	Castro Valley Blvd	Knox St	Castro Valley	Replace D11-1 with R81 (CA) signs
Redwood Rd	Camino Alta Mira	Seven Hills Rd	Castro Valley	Replace D11-1 with R81 (CA) signs

New Class 1 Bike Paths

The new Class 1 Bike Paths listed below in **Table 3-6** are recommended to provide bicycle access to otherwise underserved areas.

Table 3-6: Class I Bike Path Additions to the Bikeway Network

Roadway	From	To	Length	Community
North Canyons Pkwy	Livermore C.L.	Livermore C.L. (Lorraine St)	2.2	East County-N of Livermore
John Kennedy Park Trail	Via Arriba	Golf Course Dr	0.1	San Lorenzo
Union Pacific Railroad Oakland Subdivision Pathway	Bay Fair BART Station	A Street	3.0	Ashland/Cherryland

New Class 2 Bike Lanes

At minimum, the Class II Bike Lane projects listed below in **Table 3-7** will require the addition of signage, striping, and pavement markings. More significant improvements may include roadway restriping and/or narrowing of travel lanes or shoulder widening.

Table 3-7: Class II Bike Lane Additions to the Bikeway Network

Roadway	From	To	Length	Community
150th Ave	Foothill Blvd	Freedom Ave	0.1	Castro Valley
Ashland Ave	East 14th St	Lewelling Blvd	1.2	Ashland
Castro Valley Blvd	Eastbound-Foothill Blvd	John Dr/Strobridge Ave		Castro Valley
Castro Valley Blvd	John Dr/Strobridge Ave	Redwood Rd	1.0	Castro Valley
Castro Valley Blvd	Five Canyons Pkwy	Villareal Dr	0.7	Castro Valley
Center St	Castro Valley Blvd	Grove St	0.2	Castro Valley
Center St	Creek	Kelly St (Hayward C.L.)	0.2	Castro Valley
Crow Canyon Rd	Contra Costa county line	Cull Canyon Rd	7.0	Castro Valley
Dublin Blvd	Dublin C.L.	Livermore C.L.	0.8	East County-W of Livermore
East 14th St/Mission Blvd	Lewelling Blvd	Rose St (Hayward C.L.)	0.9	Cherryland
Fairmont Dr	East 14th St	Lake Chabot Rd	2.2	Castro Valley
Foothill Blvd	150th Ave	164th Ave/Miramar Ave	1.1	Castro Valley
Foothill Rd	Pleasanton C.L. (north of Castlewood Dr)	Castlewood Dr	0.4	East County-Sunol
Greenville Rd	National Dr	Patterson Pass Rd	0.7	East County-E of Livermore
Grove Way	Meekland Ave	Western Blvd	0.5	Cherryland
Hacienda Ave	Ricardo Ave	Hathaway Ave	0.2	San Lorenzo
Hesperian Blvd	Lewelling Blvd	A Street	1.6	San Lorenzo

Table 3-7: Class II Bike Lane Additions to the Bikeway Network

Roadway	From	To	Length	Community
Highland Rd	Contra Costa county line	Manning Rd	0.1	East County-N of Livermore
I-238 frontage (new road)	Castro Valley Blvd	Norbridge Ave	0.3	Castro Valley
Lake Chabot Rd	Fairmont Dr	Castro Valley Blvd	1.9	Castro Valley
Lewelling Blvd	Meekland Ave	Mission Blvd	0.7	Ashland
Manning Rd	Highland Rd	N Livermore Ave	1.4	East County-N of Livermore
Meekland Ave	Lewelling Blvd	Paseo Grande	0.2	San Lorenzo
Mines Rd	Tesla Rd	0.3 miles south	0.3	East County-S of Livermore
Norbridge Ave	Stanton Ave/Castro Valley Blvd	Tyee Ct	0.3	Castro Valley
N Livermore Ave	Manning Rd	I-580 (Livermore C.L.)	3.6	East County-N of Livermore
Northfront Rd	Laughlin Rd	Greenville Rd	0.6	East County-N of Livermore
Redwood Rd/A St	Knox St	4th St (Hayward C.L.)	0.3	Castro Valley
Tesla Rd	Greenville Rd	Cross Rd	0.8	East County-S of Livermore
Vasco Rd	Contra Costa county line	Dalton Rd-(Livermore C.L.)	4.3	East County-N of Livermore
Villareal Dr	E Castro Valley Blvd	Greenville Pl	1.5	Castro Valley

New Class IIIA Bike Routes with Low Traffic Volumes and Slow Traffic (Rideway)

The Class IIIA Bike Route projects presented below in **Table 3-8** can be implemented with the addition of bike route signage. In some locations, the addition of sharrows is also recommended.

Table 3-8: Class IIIA Bike Route Additions to the Bikeway Network

Roadway	From	To	Length	Community
159th Ave	East 14th St	Coelho Dr	0.7	Castro Valley
Arcadian Dr	Lake Chabot Rd	Lake Chabot Regional Park	0.4	Castro Valley
Arcadian Dr	Ewing Rd	west terminus	0.3	Castro Valley
Bandoni Ave	Via Catherine	Bockman Rd	1.0	San Lorenzo
Bartlett Ave	Hesperian Blvd	Royal Ave	0.3	San Lorenzo
Blossom Way	Hathaway Ave	Mission Blvd	1.0	Cherryland
Bockman Rd	Grant Ave	Hesperian Blvd	1.7	San Lorenzo
Center St	Ray Ave	Castro Valley Blvd	1.2	Castro Valley
Channel St	Bockman Rd	Grant Ave	0.6	San Lorenzo
Christensen Lane	Lake Chabot Rd	Parsons Ave	0.5	Castro Valley
Coehlo Dr	159th Ave	Bay Fair BART	0.2	Castro Valley
Crest Ave	Stanton Ave	Miramar Ave	0.7	Castro Valley

Table 3-8: Class IIIA Bike Route Additions to the Bikeway Network

Roadway	From	To	Length	Community
D Street	Hayward C.L.	Fairview Ave/Maud Ave	0.8	Fairview
East Ave	Hayward C.L.	Hackamore Dr	1.7	Fairview
Elgin St	Bay Fair BART	East 14th St	1.0	Castro Valley
Ewing Dr	Proctor Rd	Arcadian Dr	0.5	Castro Valley
Fairview Ave	D St	Hayward C.L. (Woodstock Rd)	2.3	Fairview
Forest Ave	Heyer Ave	Castro Valley Blvd	0.7	Castro Valley
Grant Ave	Washington Ave/Via Alamitos	Hesperian Blvd	0.5	San Lorenzo
Grove Way	Western Blvd	Redwood Rd	1.6	Castro Valley
Hacienda Ave	Via Alamitos	Ricardo Ave	0.8	San Lorenzo
Hampton Rd	Meekland Ave	Mission Blvd	0.8	Cherryland
Hansen Rd	Fairview Ave	East Ave	0.7	Fairview
Kelly St	Hayward C.L.	Henry Lane	0.7	Fairview
Madison Ave	Seven Hills Rd	Heyer Ave	0.3	Castro Valley
Maud Ave	Kelly St	D St	0.5	Fairview
Miramar Ave	Foothill Blvd	Stanton Ave	0.6	Castro Valley
Parsons Ave	Seven Hills Rd	Somerset Ave	0.6	Castro Valley
Paseo Grande	Via Alamitos	Meekland Ave	1.2	San Lorenzo
Paseo Larga Vista	Grant Ave	Paseo Grande	0.3	San Lorenzo
Proctor Rd	Ewing Rd	Redwood Rd	0.6	Castro Valley
Royal Ave	Bartlett Ave	A Street	0.3	San Lorenzo
Santa Maria Ave	Seven Hills Rd	Castro Valley Blvd	1.0	Castro Valley
Seven Hills Rd	Lake Chabot Rd	Madison Ave	1.7	Castro Valley
Somerset Ave	Stanton Ave	Redwood Rd	1.0	Castro Valley
Stanton Ave	Crest Ave	Castro Valley Blvd	1.1	Castro Valley
Sydney Way	Stanton Ave	Lake Chabot Rd	0.6	Castro Valley
Via Alamitos	Grant Ave	Via Nube	1.1	San Lorenzo
Via Arriba	Paseo Grande	John Kennedy Park	0.7	San Lorenzo
Via Catherine	Bockman Rd	San Lorenzo Park	0.8	San Lorenzo
Via Granada	Lewelling Blvd	Via Toledo	0.2	San Lorenzo
Via Toledo	Via Granada	Hacienda Ave	0.7	San Lorenzo
Walnut Rd	Proctor Rd	Seven Hills Rd	0.7	Castro Valley
Western Blvd	Hampton Rd	Sunset Blvd	1.0	Cherryland
Wilson Ave	Parsons Ave	Redwood Rd	0.5	Castro Valley
Woodroe Ave	North terminus	Kelly St	0.3	Castro Valley

New Class IIIB Bike Routes with Wide Curb Lanes/Shoulders

To provide the wide curb lanes or wide shoulders for the Class IIIB Bike Route projects, shown below in **Table 3-9**, would generally require either widening or restriping of the roadway or shoulder to gain the width needed for implementation of a wide curb lane or shoulder. In all cases, the projects would require signage.

Table 3-9: Class IIIB Bike Route Additions to the Bikeway Network

Roadway	From	To	Length	Community
Castro Valley Blvd	Redwood Rd	Crow Canyon Rd	1.1	Castro Valley
East 14th St/Mission Blvd	150th Ave (San Leandro C.L.)	Lewelling Blvd	1.8	Ashland
Heyer Ave	Redwood Rd	Cull Canyon Rd	1.1	Castro Valley
Redwood Rd	Seven Hills Rd	Castro Valley Blvd	1.0	Castro Valley

New Class IIIC Rural Bike Routes

The improvements needed to implement the Class IIIC Bike Routes included in **Table 3-10** range from signage only for the lower volume roadways to widening for 4-foot minimum shoulders on the roads with higher traffic volumes.

Table 3-10: Class IIIC Bike Route Additions to the Bikeway Network

Roadway	From	To	Length	Community
Altamont Pass Rd	Greenville Rd	County line	8.0	East County-E of Livermore
Arroyo Rd	Wetmore Rd	Lake Del Valle	2.9	East County-S of Livermore
Calaveras Rd	Paloma Rd	Santa Clara county line	9.3	East County-Sunol
Castlewood Dr	Foothill Rd	Pleasanton-Sunol Rd	0.3	East County-Sunol
Collier Canyon Rd	Contra Costa county line	Livermore C.L.	3.7	East County-N of Livermore
Cross Rd	Patterson Pass Rd	Tesla Rd	2.2	East County-E of Livermore
Cull Canyon Rd	Contra Costa county line	Briar Ridge Dr	4.2	Castro Valley
Dagnino Rd/ Raymond Rd	May School Rd	Ames St	1.3	East County-N of Livermore
Del Valle Rd	Mines Rd	Lake Del Valle	2.9	East County-S of Livermore
Foothill Rd	Castlewood Dr	Kilkare Rd	3.5	East County-Sunol
Grant Line Rd	Altamont Pass Rd	San Joaquin county line	2.1	East County-E of Livermore
Hartford Ave	N Livermore Ave	Lorraine St	1.0	East County-N of Livermore
Kilkare Rd/Main St	Foothill Rd	Niles Canyon Rd	0.2	East County-Sunol
Lake Chabot Rd	San Leandro C.L.	Fairmont Dr	1.8	Castro Valley
Laughlin Rd	Brushy Peak Regional Park	Northfront Rd	2.4	East County-N of Livermore

Table 3-10: Class IIIC Bike Route Additions to the Bikeway Network				
Roadway	**From**	**To**	**Length**	**Community**
Marina Ave	Arroyo Rd	Wente St	1.0	East County-S of Livermore
May School Rd	N Livermore Ave	Dagagnino Rd	1.3	East County-N of Livermore
Mines Rd	Del Valle Rd	Santa Clara county line	16.3	East County-S of Livermore
Mountain House Rd	Contra Costa county line	Grant Line Rd	4.3	East County-E of Livermore
Niles Canyon Rd	Pleasanton-Sunol Rd	Fremont C.L.	6.7	East County-Sunol
Norris Canyon Rd	Contra Costa county line	Crow Canyon Rd	2.1	East County-Sunol
North Flynn Rd	I-580	South Flynn Rd	1.3	East County-E of Livermore
Palo Verde Rd	Castro Valley Blvd	Dublin Canyon Rd	0.7	Castro Valley
Paloma Rd	Pleasanton-Sunol Rd	Calaveras Rd	0.8	East County-Sunol
Palomares Rd	Palo Verde Rd	Niles Canyon Road	9.5	East County-Sunol
Patterson Pass Rd	Greenville Rd	San Joaquin county line	5.0	East County-E of Livermore
Pinehurst Rd	Contra Costa county line	Redwood Rd	1.7	Castro Valley
Pleasanton-Sunol Rd	Castlewood Dr	Paloma Rd	3.6	East County-Sunol
Redwood Rd	Skyline Rd	Camino Alta Mira	10.5	Castro Valley
South Flynn Rd	North Flynn Rd	Patterson Pass Rd	2.5	East County-E of Livermore
Tesla Rd	Cross Rd	San Joaquin county line	8.9	East County-S of Livermore
Vallecitos Rd	Wetmore Rd	Paloma Rd	6.7	East County-Sunol
Vineyard Ave	Isabel Ave	Vallecitos Rd	1.1	East County-SE Livermore

Major Bike Paths and Trail Connections

These proposed projects are being developed by the Alameda County Public Works Agency in conjunction with other agencies to enhance bicycling and walking in the Unincorporated Areas.

- **Coliseum BART to Bay Trail Connector:** The Bay Trail is a planned 550+ mile continuous biking and hiking path encircling San Francisco Bay. This project would fill a gap in the City of Oakland between the Coliseum/Oakland Airport BART Station and the Martin Luther King, Jr. Regional Shoreline connecting bicyclists and pedestrians with BART, Amtrak, AC Transit, and the Oakland Coliseum complex, as well as increase public access to the Bay Trail.

  The Public Works Agency will continue to work with the Alameda County Transportation Commission (Alameda CTC), ABAG, the City of Oakland, UPRR, and the Alameda County Flood Control and Water Conservation District on the advancement of this project.

- **Union Pacific Railroad Corridor:** A Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Study was recently completed to develop and examine future transportation alternatives (pedestrian, bicycle, transit, and rail) along the Union Pacific Railroad Corridor between the Fruitvale BART Station in the City of Oakland and the Union City BART Station in the City of Union City. The corridor is approximately 18 miles long.

This Project provides an opportunity to convert the railway corridor into a multi-use pathway that would link these communities. The pathway would greatly benefit area residents enhancing transportation options for the local communities. It would also provide specific connections to Cherryland and Hesperian Elementary schools in the Unincorporated Area; Brenkwitz High School, Hayward Adult School, and Hayward BART Station in Hayward; and the Bay Fair Mall and Bay Fair BART Station in San Leandro. The estimated project cost is $102.5 million including land acquisition. By maximizing existing funding opportunities, a shortfall of $36.5 million remains to complete the funding plan and leverage other available funding sources.

The Alameda County Public Works Agency, Alameda County Transportation Commission (Alameda CTC), San Francisco Bay Area Rapid Transit District (BART) and the Cities of Oakland, San Leandro, Hayward, and Union City are closely working in consortium to improve transportation access along this Corridor (long-term project).

- **East Bay Greenway:** The East Bay Greenway is a proposed multi-use trail that would run along the BART corridor from East Oakland to the Hayward BART Station. It will include safe paths for pedestrians and bicyclists in addition to well-designed recreational facilities such as parks, exercise equipment, and picnic areas. This twelve mile long greenway will connect many neighborhoods in the East Bay. By linking together the many smaller parks, schoolyards, bike trails, and community destinations, the East Bay Greenway will create new opportunities for recreation, public health, sustainability, and community pride.

  The East Bay Greenway will transform this section of the BART corridor into an attractive bike and pedestrian corridor with landscaping, benches, play areas, lighting, landscaping, art work, and other services and amenities. The plan will convert the BART right-of-way underneath the elevated tracks into a public amenity that positively influences the neighborhoods it now cuts through and divides. The centerpiece of the Greenway will be a bike and pedestrian path running the length of the elevated BART tracks. The corridor will be transformed into a space that connects East Bay area residents in healthier, safer, more accessible, more vibrant, and stronger communities.

- **San Lorenzo Creek Greenway:** The San Lorenzo Creek Greenway will provide parks, open space, and recreational opportunities connecting the San Francisco Bay Trail, the Bay Area Ridge Trail, and the Iron Horse Trail via a 17-mile connector trail and parkway along natural and engineered portions of San Lorenzo Creek. The Greenway would provide a pedestrian and bicycle route, link regional resources, restore natural elements of the riparian corridor, create parks and rest areas, reestablish viable anadromous fisheries, provide opportunities for education, and improve water quality by inspiring community stewardship of the creek and watershed.

  A bike path along San Lorenzo Creek would provide a good recreation facility as well as provide transportation potential to those bicyclists more comfortable on off-street facilities. The San Lorenzo Creek corridor was considered as a pedestrian trail; however, due to community opposition, the project is on hold and may be revisited at a later date. While there is a service road parallel to the creek on some sections, there are severe right-of-way constraints on other sections.

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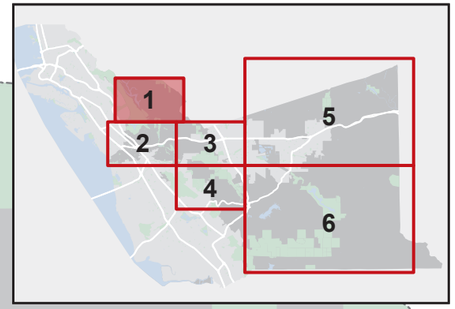
FIGURE 3-3a: MAP 1

Alameda County
Public Works Agency

Unincorporated Areas Bicycle Plan

2012



Attractors & Generators

- Amtrak Station
- BART Station
- ACE Station
- School/University
- Hospital/Medical Center
- Senior/Community Center
- Library
- Other Major Employer (with 300+ employees)

Unincorporated Areas Bicycle Network

Existing	Proposed	
		Class I
		Class II
		Class IIIA - Rideway
		Class IIIB - Wide Curb Lane
		Class IIIC - Rural Route
		Bikeways & Trails By Others
		ACTC 2006 Countywide Bicycle Network

- Major Retail/Commercial Area
- Unincorporated Areas
- Incorporated Areas

Redwood Regional Park
Pinehurst Rd
Redwood Regional Park
Peninsula Rd
Redwood Rd
Bay Ridge Trail
Skyline Blvd
Leona Regional Open Space Park
Keller Ave
Phaeton Dr
Hansom Dr
Surrey Ln
Keller Ave
Sage Rd
OAKLAND
Elysian Fields Dr
Sigourney Ave
Golf Links Rd
Knowland Park
Scotia Ave
Stacy St
Dunkirk Ave
Shetland Ave
Grass Valley Rd
Skyline Blvd
Malcolm Ave
Elvesta St
Ethrick St
Moraga St
Turner Ave
Golf Links Rd
580
MacArthur Blvd
Covington Dr
Mitchell Ave
Lewis Ave
Superior Ave
Diehl Ave
Dutton Ave
Oakes Blvd
Glen Dr
St Mary Ave
Marlow Dr
Big Burn Rd
Brown Ranch Rd
Callahan Rd
Kaiser Creek Rd
Miller Rd
Riley Ridge Rd
Anthony Chabot Regional Park
Redwood Rd
Miller Rd
Bay Ridge Trail
Redwood Rd
Anthony Chabot Regional Park
Cull Canyon Rd
Rifle Range Rd
Bay Ridge Trail
Cull Canyon Rd
Cull Canyon Regional Recreation Area
Columbia Dr
Bellina Canyon Rd
Crow Canyon Rd
Norris Canyon Rd
Crow Canyon Rd
Norris Canyon Rd

0 0.5 1 Kilometer
0 0.5 1 Mile

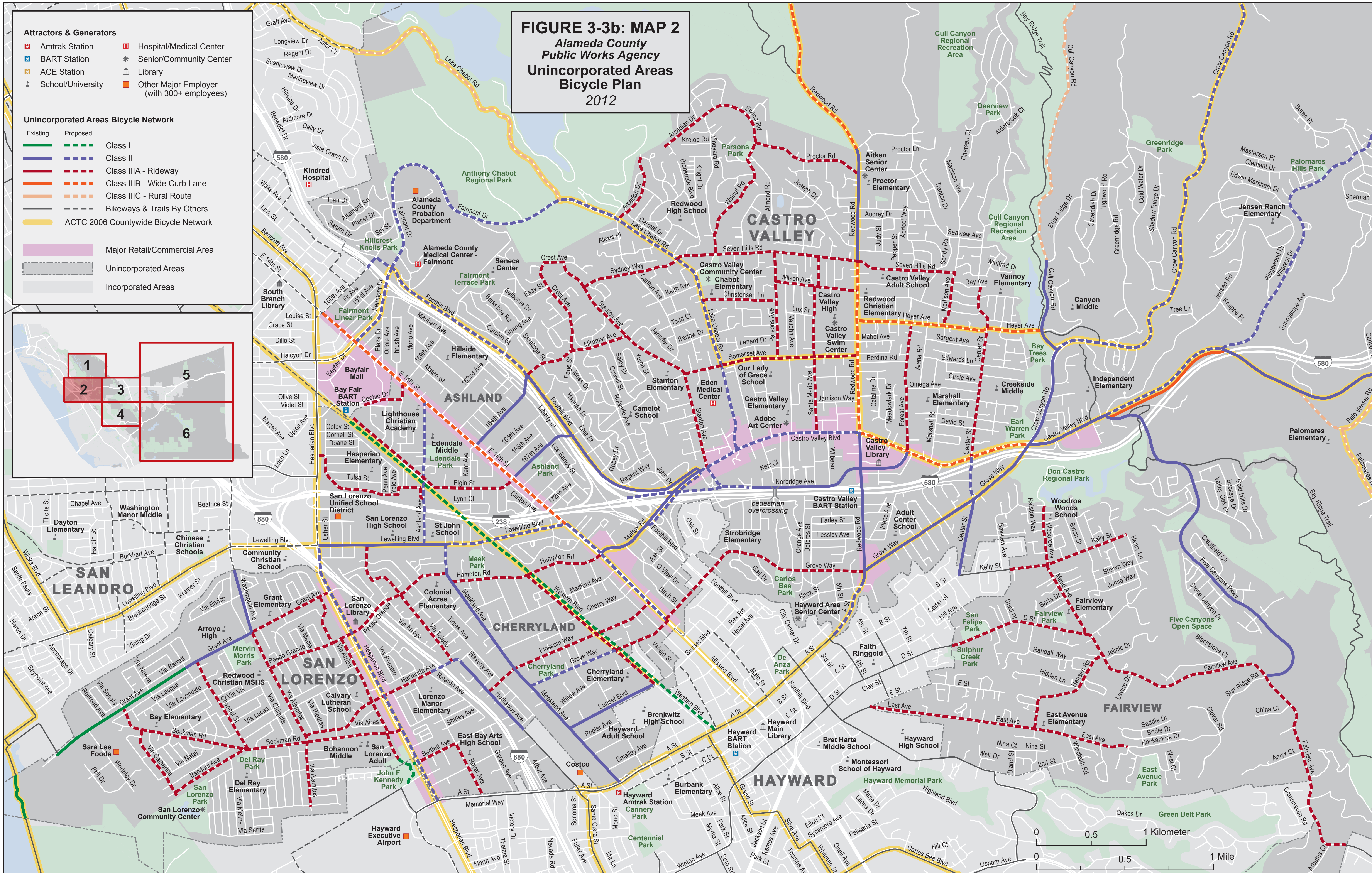


FIGURE 3-3b: MAP 2
Alameda County Public Works Agency
Unincorporated Areas Bicycle Plan
2012

FIGURE 3-3c: MAP 3

Alameda County
Public Works Agency

Unincorporated Areas Bicycle Plan

2012

Attractors & Generators

- Amtrak Station
- BART Station
- ACE Station
- School/University
- Hospital/Medical Center
- Senior/Community Center
- Library
- Other Major Employer (with 300+ employees)

Unincorporated Areas Bicycle Network

Existing	Proposed	
		Class I
		Class II
		Class IIIA - Rideway
		Class IIIB - Wide Curb Lane
		Class IIIC - Rural Route
		Bikeways & Trails By Others
		ACTC 2006 Countywide Bicycle Network

- Major Retail/Commercial Area
- Unincorporated Areas
- Incorporated Areas

1 2 3 4 5 6

CASTRO VALLEY

DUBLIN

PLEASANTON

Dublin Hills Regional Park
Rowell Ranch Rodeo Park
Pleasanton Ridge Regional Park
Dougherty Hills Park
Dublin Swim Center Park
Kolb Park
Shannon Park
Dolan Park
Mape Park
Dublin Library
Dublin Sports Grounds
Moller Park
Muirwood Park
Val Vista Park
Oakhill Park
Valley Trails Park
Pleasanton Sports & Recreation Park
Woodthrush Park
Hansen Park
Del Prado Park
Harvest Park
Meadowlark Park
Adobe Park

West Dublin/ Pleasanton BART Station
Pleasanton ACE Station

Eden Canyon Rd
Hollis Canyon Rd
Dublin Canyon Rd
Palomares Rd
Cowing Rd
Sunol Ridge Trail
Foothill Rd
Stoneridge Dr
Laurel Creek Dr
Stoneridge Mall Rd
Johnson Dr
Franklin Dr
Southwick Dr
Rhoda Ave
San Ramon Rd
Valencia St
Kilnish Ave
Cardiff Dr
Village Pkwy
Stagecoach Rd
Brighton Dr
Tamarack Dr
Amador Valley Blvd
Penn Dr
Eden St
Dougherty Rd
Brittany Dr
Creekside Dr
Regio Dr
Silvergate Dr
Stewart Dr
Amarillo Rd
Crown Cir
Hansen Dr
Bellen Dr
Regional St
Amador Plaza Rd
York Dr
Maple Dr
Sierra Ct
Sierra Ln
Dublin Blvd
St. Patrick Way
Maywood Dr
Forest Hill Dr
Flagstone Dr
Mason St
Denker Dr
Hopyard Rd
Gibraltar Dr
Las Positas Blvd
Parkside Dr
Mohr Ave
Skylark Way
Holland Dr
Payne Rd
Dorman Rd
Muirwood Dr
Lakewood St
Valley Trails Dr
Valley Ave
Crestline Rd
Greenwood Rd
Black Ave
Harvest Rd
Camino Segura
Via Espada
Via Quito
Paseo Santa Cruz
Koll Center Pkwy
Rose Ave
Division St
Lyticwood Dr
Bernal Ave

580 680

0 0.5 1 Kilometer
0 0.5 1 Mile

FIGURE 3-3d: MAP 4

Alameda County
Public Works Agency

Unincorporated Areas Bicycle Plan

2012

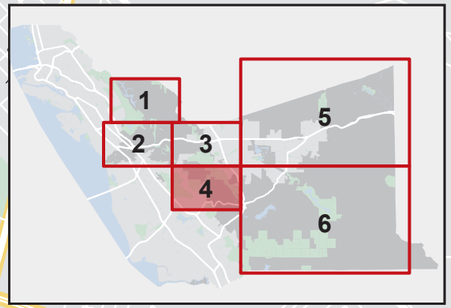
Attractors & Generators

- Amtrak Station
- BART Station
- ACE Station
- School/University
- Hospital/Medical Center
- Senior/Community Center
- Library
- Other Major Employer (with 300+ employees)

Unincorporated Areas Bicycle Network

Existing	Proposed	
		Class I
		Class II
		Class IIIA - Rideway
		Class IIIB - Wide Curb Lane
		Class IIIC - Rural Route
		Bikeways & Trails By Others
		ACTC 2006 Countywide Bicycle Network

- Major Retail/Commercial Area
- Unincorporated Areas
- Incorporated Areas



Palomares Rd
Vogel Ln
Fairview Ave
Garin Regional Park
Pleasanton Ridge Regional Park
Augustin-Bernal Park
Bernal Ave
PLEASANTON
Foothill Rd
Laguna Creek Ln
Lagoon Rd
680
Case Ave
Centennial Park
Sunol Blvd
Castlewood Dr
Castlewood Rd
Golf Rd
Arlington Dr
Kilkare Rd
Pleasanton Sunol Rd
Sunol Ridge Trl
Manor Dr
Hillside Ave
Carver Ln
Stony Brook Park
Niles Canyon Rd
C St
B St
A St
Main St
Sunol Glen Elementary
Paloma Rd
SUNOL

0 0.5 1 Kilometer

0 0.5 1 Mile

FIGURE 3-3e: MAP 5

Alameda County
Public Works Agency

Unincorporated Areas Bicycle Plan

2012

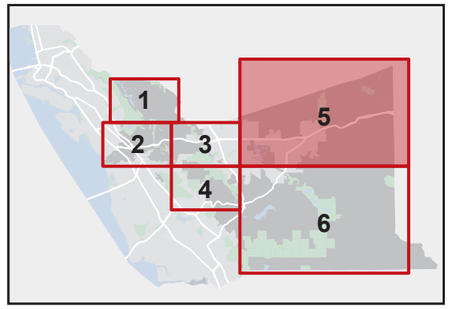
Attractors & Generators

- Amtrak Station
- BART Station
- ACE Station
- School/University
- Hospital/Medical Center
- Senior/Community Center
- Library
- Other Major Employer (with 300+ employees)

Unincorporated Areas Bicycle Network

Existing	Proposed	
		Class I
		Class II
		Class IIIA - Rideway
		Class IIIB - Wide Curb Lane
		Class IIIC - Rural Route
		Bikeways & Trails By Others
		ACTC 2006 Countywide Bicycle Network

- Major Retail/Commercial Area
- Unincorporated Areas
- Incorporated Areas



DUBLIN
PLEASANTON
LIVERMORE
Tassajara Rd
Fallon Rd
Croak Rd
Dublin Blvd
Doolan Rd
Collier Canyon Rd
Las Positas College
TechPark@ North Canyons
Canyon Pkwy
Portola Ave
Cayetano Park
Costco
Airway Blvd
Fairlands Park
Martin Ave
El Charro Rd
Mohr Ave
Orloff Park
Busch Rd
Valley Ave
Stanley Blvd
Shadow Cliffs Regional Recreation Area
Vineyard Ave
Vine St
1st St
Manning Rd
Hartman Rd
Hartford Ave
May School Rd
Livermore Ave
Kitty Hawk Rd
Jack London Blvd
Pine St
Rincon Branch Library
May Nissen Park
Hagemann Park
Valley Memorial
Isabel Ave
Max Baer Park
Concannon Blvd
Arroyo Rd
Bess Ave
Marina Ave
Adventist Christian School
Wente St
Vasco Rd
Brushy Peak
Dyer Rd
Degnino Rd
Raymond Rd
Ames St
Lorraine St
Dalton Ave
Christensen Middle
Christensen Park
North Livermore Park
Wattenburger Park
Springtown Branch Library
Laughlin Rd
Northfront Rd
FormFactor
Las Positas Rd
Brisa St
National Dr
Marathon Business Park
Vasco ACE Station
Patterson Pass Rd
Lawrence Livermore National Laboratory
Lupin Way
Tex Spruiell Park
Big Trees Park
Robert Livermore Park
Livermore ACE Station
East Ave
Greenville Rd
Sandia National Laboratory
Livermore Public Library
Our Savior Lutheran School
Robertson Park
Tesla Rd
Reuss Rd
Mines Rd
Altamont Pass Rd
Byron Hwy
Bruns Rd
Kelso Rd
Mountain House Rd
Mountain House Elementary
Christensen Rd
Bethany Reservoir State Recreation Area
Grant Line Rd
North Flynn Rd
South Flynn Rd
Midway Rd
Cross Rd
580
P St
N St
L St
U St
1st St

0 1 2 Kilometers
0 1 2 Miles

FIGURE 3-3f: MAP 6

Alameda County Public Works Agency

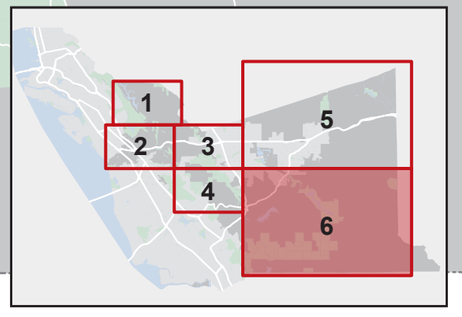
Unincorporated Areas Bicycle Plan

2012

PLEASANTON
LIVERMORE
SUNOL
Bernal Ave
Vineyard Ave
Isabel Ave
Vallecitos Rd
Wetmore Rd
Ravenswood Park
Arroyo Rd
Hansen Rd
Holdener Park
Holmes St
Sycamore Grove Park
Arroyo Rd
VA Palo Alto Healthcare Systems
Greenville Rd
Mines Rd
Crane Ridge Rd
Tesla Rd
Carnegie State Vehicular Recreation Area
Little Valley Rd
Pleasanton Sunol Rd
680
Paloma Rd
Vargas Rd
Lake Del Valle State Recreation Area
Del Valle Rd
Mendenhall Rd
Indian Creek Rd
Calaveras Ave
Welch Creek Rd
Hayfield Rd
Sunol Regional Wilderness
Geary Rd
Mission Peak Regional Preserve
Camp Ohlone Regional Park

0 1 2 Kilometers

0 1 2 Miles



Attractors & Generators

- Amtrak Station
- BART Station
- ACE Station
- School/University
- Hospital/Medical Center
- Senior/Community Center
- Library
- Other Major Employer (with 300+ employees)

Unincorporated Areas Bicycle Network

Existing	Proposed	
		Class I
		Class II
		Class IIIA - Rideway
		Class IIIB - Wide Curb Lane
		Class IIIC - Rural Route
		Bikeways & Trails By Others
		ACTC 2006 Countywide Bicycle Network

- Major Retail/Commercial Area
- Unincorporated Areas
- Incorporated Areas

Future Development-Induced Bicycle Network Revisions

The bicycle network described above was developed assuming today's traffic volumes, speeds, and development patterns. However, it is possible that over the next 10 to 50 years, major changes could take place that would affect the roadways and bicycling conditions. The frontage along a major arterial may be redeveloped resulting in an opportunity to acquire more right-of-way with which to provide bike lanes or at least wider curb lanes. Development projects may be approved within or adjacent to unincorporated roadways that would dramatically increase traffic volumes on roads such as Palomares Road. In this case, the existing shoulder widths would not be adequate and the development would need to provide wider shoulders to better accommodate bicyclists on the roadway. The following list identifies those routes that, at this point in time, seem the most likely to have long-term recommendations that are different from the recommendations described above:

- Center Street
- Crow Canyon Road
- Dublin Canyon Road/East Castro Valley Boulevard
- Fairview Avenue
- Hathaway Avenue
- Hesperian Boulevard
- Lake Chabot Road
- Mission Boulevard
- Meekland Avenue
- Palomares Road
- Redwood Road
- At-grade crossings of UPRR tracks
- New I-880 overpass for bicycles between Hacienda and A Street

Bicycle Support Facilities

This section describes the elements beyond the bikeway network that are essential for bicycling to be a successful and practical mode of transportation in the Unincorporated Areas: bicycle parking, showers, signage, mapping, and inter-modal connections. While often referred to as "support facilities," without them, bike usage is hampered. With these support facilities, bicycling is encouraged and the public's awareness of bicycling for transportation is increased. In some cases, such as lack of safe parking, may make the difference between making the trip by bicycle or not.

Bicycle Parking

Secure bicycle parking is a necessity for promoting bicycle use especially for utilitarian trips. People are less likely to cycle to work, school or shop without a safe place to store their bicycle. Currently, bicycle parking in the Unincorporated Areas is located at schools, libraries, BART stations, and recreational facilities. All of the schools in the San Lorenzo and Castro Valley Unified School Districts have bicycle racks for use by students and staff. Upgrades to the East Avenue Elementary School, part of the Hayward Unified School District, will include a bike cage with bicycle racks. Bicycle racks are also found at the Castro Valley library. Both the Castro Valley and Bay Fair BART stations have bicycle racks and lockers. The lockers are currently rented for individual use but expect to be upgraded to electronic lockers in the near future. Many recreational facilities also provide bicycle racks including:

- Adobe Art Center, Castro Valley
- Jack Holland Sr. Park, Ashland

- Castro Valley Swim Center, Castro Valley
- Kenneth C. Aitken Community Center, Castro Valley
- Ashland Community Center, Ashland
- Bay Trees Park, Castro Valley
- San Felipe Park, Fairview
- Sulphur Creek Nature Center, Fairview

The type of bicycle parking provided at a destination should reflect the type of parking demand expected at the location, i.e. whether facilities are needed for short-term or long-term storage. For example, a shopping mall will need short-term parking for shoppers as well as long-term parking for employees. Bicycle parking facilities are described below and shown in **Figure 3-4**.

Class I Bicycle Parking: This is parking which protects the entire bicycle and its components from theft, vandalism, or inclement weather. It is suitable for a few hours use or up to a full working day and is usually found at employment centers or transit stations. Some installations of Class I bicycle parking can be used for overnight parking, if needed. Examples are bike lockers, bike cages or rooms (locked areas with key access for regular bike commuters generally for use by employees or tenants), guarded parking areas (such as bicycle racks within sight of a parking garage attendant), and valet parking (such as at a bike station). A common variation of guarded parking is found at elementary, middle, and high schools where racks are placed within a fenced compound; the compound is either locked during the day or unofficially guarded by the activity within the school.

Class II Bicycle Parking: This is defined as a bicycle rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short-term parking such as at retail areas, libraries, and other places where the typical parking duration is about two hours. Examples of racks popular with bicyclists are the wave or ribbon racks and the inverted U-rack, or horse rail rack.

Older style bicycle racks that may still be in use only allow the bicycle to be secured by one wheel. These were quite popular in school yards and parks. Unfortunately, they do not provide the same security as the racks discussed above especially with the quick-release wheels that are found on many bicycles. In addition, there is potential for damage to the wheel if the bicycle is inadvertently knocked over. Consequently, this type of rack is not recommended and should be replaced where they are still being used.

Figure 3-4: Bicycle parking types - Class I (left) and Class II (right)

Provision of Bicycle Parking

Bicycle parking should be provided at the locations listed below. This would include a combination of Class I parking for employees and Class II parking for visitors.

- Grocery stores
- Civic buildings
- Schools and colleges
- Major employment centers including office buildings and hospitals
- Cafes, delis, and restaurants
- Libraries
- Parks
- Shopping centers, regional and neighborhood

The placement of bicycle parking, particularly bicycle racks, is very important for two reasons: (1) to ensure that they can be used to their maximum design capacity; and (2) to avoid adversely impacting pedestrian circulation.

Alameda County[13], in the course of development review of commercial, office and residential projects in the western Unincorporated Areas, does require the provision of Class I and Class II bicycle parking. To provide bicycle parking, many cities, including Oakland and San Francisco, have instituted bicycle parking programs whereby the city purchases bicycle racks and installs them in the public right-of-way at locations requested by the public. These programs are funded by Bay Area Air Quality Management District Transportation Fund for Clean Air and State Transportation Development Act Article 3 funds and have been very successful in increasing the bicycle parking supply.

Recommendations for Bicycle Parking

Bicycle parking is an integral part of the bikeway network. Without secure and convenient bicycle parking, many cyclists will not choose to use their bicycle for trips where stops are made. More bicycle parking is needed within the Unincorporated Areas particularly at retail centers, employment centers, parks, transit stops, and other locations that attract bicycle trips. To meet this need, the following two programs are recommended.

Bicycle Rack Program: This program is recommended to provide the Alameda County Public Works Agency with the means and procedures for installing bicycle racks where they are needed. With this program, the County would install a bicycle rack(s) within the public right-of-way at the request of a community member. This could be a school, landowner, business owner, resident, or employer. Once the request has been received, County staff would visit the requested location to determine if a bicycle rack is feasible, contact adjacent property owners to inform them of the intent to install a bicycle rack, and, finally, install the bicycle rack. The program could also provide technical and/or financial support for property owners wishing to install bicycle racks on private property as well as serve as a clearinghouse for bicycle parking information.

Bicycle Parking Standards/Ordinance: The County does have bicycle parking guidelines for the provision of bicycle parking in the Unincorporated Communities of West Alameda County. This existing program could be extended to include the Unincorporated Communities in East Alameda County as well. It is recommended that these guidelines be revised as a standalone Bicycle Parking Ordinance.

[13] Alameda County RESIDENTIAL DESIGN STANDARDS AND GUIDELINES DRAFT JULY 2010 For the Unincorporated Communities of West Alameda County, Alameda County Community Development Agency.

Showers and Lockers

Showers and lockers for storage of clothing encourage bicycle commuting. Depending on the length of the commute, the availability of showers and lockers may make the difference as to whether biking to work is feasible. Showers and lockers also provide benefit to all employees as they can be used by those who run, walk, or cycle during lunch breaks. Showers are increasingly common in new office buildings and employment centers along with full fitness centers as they can attract tenants and employees. Clothes storage facilities can be individual lockers or a closet shared by all employees. Currently, there are no showers or storage lockers for public use located in the Unincorporated Areas; however, these facilities are available for members of fitness clubs located throughout the study area.

Recommendations for Showers and Lockers

Shower Ordinance: The County should consider the adoption of a shower ordinance that would encourage showers and lockers to be included in all new buildings. This may be combined with the Bicycle Parking Ordinance discussed above. As an alternative to an isolated shower ordinance, developers or companies that provide showers and lockers should be eligible for a reduction in the parking requirement, an increase in the floor area, or some other incentive included in an overall Travel Demand Management Program. Small businesses should be exempt from the ordinance. However, they should be encouraged to share shower facilities with other businesses or arrange for their employees to use other facilities. Retrofitting existing buildings is expensive and should not be mandated but should be encouraged.

Signage and Wayfinding

Signage is an important support system for the bikeway network providing guidance to bicyclists and alerting motorists to the potential for bicyclists on the roadway.

Bicycle signs, like highway signs, must be consistent throughout the system and easily recognizable to the bicyclist and motorist alike. Bikeway signage is mandated by the Manual on Uniform Traffic Control Devices (MUTCD). In many cases, California follows the federal standards of the FHWA MUTCD. In situations where the California MUTCD differs from federal standards, signage is designated with a 'CA' following the sign name. Bikeway and related signage is shown in **Figure 3-5**.

Figure 3-5: Bikeway and Bicycle Signage

Key to the bikeway network are the 'Bike Lane' signs (R81 (CA)) and 'Bike Route' signs (D11-1) as shown in Figure 3-5. The other signs illustrated here can be used for special situations, as needed, both on the bikeway network and on other non-designated roadways. For example, 'Bicycles May Use Full Lane' (R4-11) sign is good for situations where no bicycle lanes or usable shoulders are available to bicyclists and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side. The 'Begin Right Turn Lane Yield to Bikes' (R4-4) sign is used where motor vehicles entering an exclusive right-turn lane must weave across bicycle traffic in bicycle lanes. The 'Share the Road' (W16-1P/W11-1) sign can be used in situations where

there is a need to warn motorists to watch for bicyclists traveling along the highway. The 'No Parking Bike Lane' (R7-9) sign may be needed in locations where motorists continue to park in the bike lane. Finally, the 'Bicycle Parking (D4-3) sign may be installed where it is desirable to show the direction to a designated bicycle parking area. This is especially useful if the parking area is not readily visible from the roadway such as on a side street or in a plaza.

Wayfinding is another important function of bikeway signage, allowing bicyclists to follow the appropriate route to their destination whether it is located along the bikeway or close-by. Mileage to that destination is also helpful. The City of Oakland has implemented a program to combine wayfinding with the standard bike route signage as shown in **Figure 3-6**.

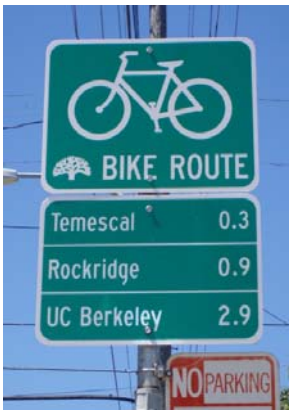


Figure 3-6: Bikeway wayfinding signage used in Oakland

Recommendations for Signage and Wayfinding

It is recommended that the Alameda County Public Works Agency continue to sign bikeways with the signage recommended by the CA MUTCD. It was found that several of the Class II bikeways are incorrectly signed with 'Bike Route' signs (D11-1). While these signs do provide guidance to bicyclists and motorists, it is suggested that these signs be substituted with the correct 'Bike Lane' signs (R81 (CA)) when the signs need to be replaced. In addition, it is recommended that a program for wayfinding be developed and implemented to better guide bicyclists to their destinations.

Bikeway Route Map for Public Use

A bikeway map distributed to the public can serve as a promotional and educational tool for the bikeway system. Such maps could include the location of transit stations, bike shops, bike parking, and other support facilities such as water fountains, public restrooms and picnic tables. Points of interest can be added to increase the usefulness of the map including the location of parks, grocery stores, restaurants, and wineries. These maps can be distributed at bike shops, libraries, schools and employment sites. They can also be posted on websites. The costs for producing such a map can be high but can be easily offset by revenues from advertising opportunities on the map. For example, many communities include the bikeway network on the city maps published by the local Chamber of Commerce. A bikeway map should include a brief synopsis of safe bicycling practices and an explanation of the rules of the road as they pertain to bicycling.

Recommendations for Bikeway Route Mapping

Given the small size and discontinuous nature of the study area, it may be prudent to work with adjacent jurisdictions to produce a map that includes both incorporated and Unincorporated Areas. Another option is to review maps published by others such as that produced by the East Bay Bicycle Coalition. This map is already used by thousands of cyclists in Alameda County; the County may decide that it may not be necessary for the County to produce their own bikeway map for public use, but instead, partner with others.

Regional Bikeways, Trails, and Networks of Adjacent Jurisdictions

While bicycle and pedestrian connectivity within the Unincorporated Areas is the main focus of this plan, connections to regional bikeway and trail networks and networks of the adjacent communities are also important. This is particularly of interest for this plan since many of these networks overlap into the Unincorporated Areas. The Alameda County Public Works Agency coordinates with other agencies in the planning of these networks; however, design, operation and maintenance of these facilities are the responsibility of the other agencies. In particular, trail networks, including facilities for bicycle, pedestrian, and equestrian use, are provided by local and regional park districts (East Bay Regional Park District and Livermore Area Recreation & Park District). These facilities are discussed here in the interest of presenting a complete list of bicycling and walking opportunities in the Unincorporated Areas and to ensure that this plan includes connections to these facilities.

Regional Bikeways

MTC Regional Bicycle Plan for the San Francisco Bay Area

The Metropolitan Transportation Commission (MTC) is responsible for designating and, in a small part, funding the facilities designated on the regional bicycle network. The Regional Bicycle Plan for the San Francisco Bay Area 2009 Update has designated almost 50 miles of regional bikeways within the Unincorporated Areas. All of these bikeways are included in the Alameda Countywide Bicycle Network discussed below.

Alameda Countywide Bicycle Network

The Alameda County Transportation Commission (Alameda CTC) is responsible for designating and, in a small part, funding the facilities designated on the countywide bicycle network. Specific facilities are generally constructed and maintained by the local jurisdiction. The designated countywide network within the Unincorporated Areas, more than 100 miles in total, is shown on **Figures 3-3a to 3-3f**. This bikeway network is currently being updated.

Regional Trails

There are numerous paved Class I bike paths in the Unincorporated Areas. The Livermore area, in particular, has many such trails. There are also many hiking trails which permit bikes. These are generally not paved and are primarily in the major regional parks in both the western and eastern areas. The unpaved trails which permit bikes will be referred to as hiking/biking trails, while the paved bike trails will be referred to as bike paths. The major trails and agencies which develop and/or manage them are discussed below; the trails proposed by these jurisdictions are listed in **Table 3-11** at the end of this section.

San Francisco Bay Trail

The San Francisco Bay Trail is a continuous 500+ mile network of hiking and bicycling trails which when complete will circle the San Francisco and San Pablo Bays. It will connect the shorelines of all nine Bay Area counties and link 47 cities. Approximately 310 miles of the network have been implemented. The Association of Bay Area Governments (ABAG) assists with coordination and occasional grant support for the development of the Bay Trail network but the segments are built and maintained by the local jurisdiction. There is an existing segment of the Bay Trail in the western Unincorporated Area that provides an important connection in the Class I Bike Path between the Oakland/San Leandro border at Davis Street and

Highway 92 at the southern edge of the Hayward Shoreline Interpretive Center. It is an existing 8-foot wide multi-use paved asphalt trail. The trail includes two bridges, one over San Lorenzo Creek and the other over Bockman Channel. There is also a one-third mile spur trail (the San Lorenzo Creek Trail provided by the East Bay Regional Park District) to access the trailhead (at the foot of Grant Avenue approximately 500 feet west of Phil Drive). The trailhead has a parking lot with 28 parking spaces plus two designated handicapped spaces. There is an information display board, but no other amenities.

Alameda County Public Works Agency is the lead agency for the study, design, and construction of a trail that would connect the Bay Trail near the foot of 66th Avenue in the Martin Luther King Jr. Regional Shoreline to the Coliseum BART Station. The Coliseum BART to Bay Trail Project would also connect bicyclists and pedestrians with the adjacent Oakland Coliseum/Arena and Amtrak station as well as increase public access to the Bay Trail. The major barriers separating the shoreline from the Coliseum are the I-880 freeway, Damon Slough, the UPRR tracks, and the BART tracks. The Public Works Agency will continue to work with the Alameda County Transportation Commission (Alameda CTC), ABAG, the City of Oakland, UPRR, and the Alameda County Flood Control and Water Conservation District on the advancement of this project.

Bay Area Ridge Trail

The Bay Area Ridge Trail is a proposed 550+-mile long, multi-use trail for the use of hikers, bicyclists, and equestrians encircling the San Francisco Bay Area (see **Figure 3-7**). Begun in 1989, the Ridge Trail now includes over 330 miles of completed facility. In the Unincorporated Areas, completed segments of the Ridge Trail run from Redwood Regional Park south to North Garin Regional Park and through Mission Peak Regional Preserve. These segments are managed by the East Bay Municipal Utility District (EBMUD) and the East Bay Regional Park District (EBRPD).

East Bay Regional Park District (EBRPD)

The EBRPD has constructed and currently maintains many regional bike paths and hiking and biking trails in the study area. In the western Unincorporated Areas, these trails are primarily in three EBRPD parks: Lake Chabot Regional Park, Anthony Chabot Regional Park, and Cull Canyon Regional Recreation Area. They also operate and manage segments of the Bay Trail, which run through EBRPD regional shoreline park lands.

In the eastern Unincorporated Areas, EBRPD is planning three major regional trails:

- The Iron Horse Trail originates in northern Contra Costa County and runs through Dublin and Pleasanton and would eventually continue through Livermore into San Joaquin County. In the Unincorporated Areas, Alameda County owns much of the right-of-way, the former Southern Pacific Railroad ROW. The segment of the Iron Horse Trail along Stanley Boulevard in the Unincorporated Area is currently under construction.
- The Brushy Peak to Del Valle Trail is a proposed ten mile trail connecting south Livermore with Brushy Peak near I-580 and Greenville Road and is proposed to run along the South Bay Aqueduct. It is included in both the LARPD and EPRPD master plans.
- Shadow Cliffs to Del Valle Regional Trail is a proposed seven mile trail just outside the Livermore City Limits proposed by both EBRPD and LARPD. It would connect Isabel Parkway to Shadow Cliffs Regional Park and to the existing Del Valle Trail.

Figure 3-7: Map of Bay Area Ridge Trail

Livermore Area Recreation & Park District (LARPD)

Livermore Area Recreation & Park District (LARPD) serves both the City of Livermore and the surrounding Unincorporated Areas. It has constructed and currently maintains many trails both within and outside the city limits of Livermore. Due to local land use and community desires, many of the trails in the LARPD area are designed to accommodate equestrians as well as pedestrians and bicycles.

Hayward Area Recreation and Park District (HARD)

Hayward Area Recreation and Park District (HARD) has several existing and proposed unpaved hiking/biking trails in the western Unincorporated Area. The Greenbelt Trail is eight to ten feet in width and it begins at Memorial Park in Hayward and continues east with several prongs or spurs. The trail at the Hayward Shoreline connects to the EBRPD trails and is part of the San Francisco Bay Trail. These trails are six to ten feet in width.

Juan Bautista de Anza National Historic Trail

This 1,210-mile historic route from Nogales, Arizona to San Francisco, California passes through Alameda County; this trail commemorates the story of the Spanish Expedition (1775-1776) on their trek to Alta (upper) California. In West County, the Anza Trail follows the alignment of the Bay Area Ridge Trail from the Contra Costa County line to the north to the Santa Clara County line to the south. The trail also passes through the Sunol Regional Wilderness following the alignment of the Ohlone Wilderness Trail. In East County, the Anza Trail continues from the Ohlone Wilderness Trail through the Lake Del Valle State Recreation Area and follows the future Brushy Creek to Brushy Creek Regional Trail to the Contra Costa County border.

Connectivity to Adjacent Jurisdictions

The bicycle network for the Unincorporated Areas was designed to provide connection to adjacent communities and counties through coordination with the bicycle plans of these areas. A list of these plans is included in **Chapter 1**. As a result, the recommended bikeway network provides good connectivity with San Leandro, Hayward, Fremont, Oakland, Dublin, Pleasanton, and Livermore as well as Contra Costa, San Joaquin, and Santa Clara counties. This connectivity is important to provide the residents of and visitors to the Unincorporated Areas the opportunity to conveniently and safely connect to their destinations. The connections to adjacent cities and counties are included in the 'Attractors' list for each bikeway in **Appendix C**.

Table 3-11: Proposed Trails in Unincorporated Alameda County		
Name	**Responsible Agency**	**Status**
Alameda Creek Trail	Union City, Fremont, EBRPD	Completed
Arroyo del Valle Trail	Pleasanton	Planning underway
Arroyo Mocho Trail	Pleasanton, Alameda County (Zone 7) Water Agency, Livermore	Complete in Pleasanton
BART to Bay Trail Connector	Alameda County, Oakland	Environmental Study underway
Brushy Peak to Del Valle Trail	Livermore, EBRPD, Dept. of Water Resources, LARPD	Feasibility study needed
East Bay Greenway	BART, Urban Ecology	Conceptual Plan underway
Greenbelt Trail	HARD	Partially constructed segments
Iron Horse Trail Extension (Alameda County line to Shadow Cliffs)	Dublin, Pleasanton, EBRPD, Alameda County	Complete to Dublin/Pleasanton BART Station
Iron Horse Trail Extension (Shadow Cliffs to San Joaquin County Line)	Livermore, Alameda County, EBRPD	Feasibility study needed
Isabel Trail (Shadow Cliffs to Morgan Territory Road)	EBRPD, Livermore	Partially constructed segments
Las Positas Creek Trail	Livermore	Partially constructed segments
Niles Canyon to Shadow Cliffs Trail	Alameda County, Pleasanton, EBRPD	In Adopted Trail Plans
San Lorenzo Creek Trail	Alameda County, HARD	Project on Hold
Shadow Cliffs to Iron Horse (includes Alamo Canal & Arroyo de la Laguna)	Dublin, Pleasanton, EBRPD, LARPD	Partially constructed segments. Feasibility study underway for Alamo Canal Trail gap closure at I-580
Shadow Cliffs to Del Valle Trail/Arroyo Del Valle/Sycamore Grove Trail	Pleasanton, Livermore, EBRPD, LARPD	Partially constructed segments. Planning underway
Tassajara Creek Trail	Dublin, EBRPD	Partially constructed segments
Union Pacific Railroad	Alameda county, Oakland, San Leandro, Hayward	Feasibility Study needed

Chapter 4: Pedestrian Network

A pedestrian network provides safe and convenient access for all users whether they walk or roll in a wheelchair, have visual impairments, or need a little extra time to cross the street. When designing the pedestrian network, the context of the entire roadway needs to be considered. Facilities must meet the needs of pedestrians of all mobility abilities as well as accommodate other roadway users such as motorists, bicyclists, and transit vehicles. Any projects that are recommended as part of this plan should meet the requirements of the Complete Streets Act and of the ADA Transition Plan for Public Rights-of-Way in Unincorporated Alameda County which is included in **Appendix I**.

This chapter discusses the types of facilities that comprise the pedestrian network, existing conditions in the Unincorporated Areas, identified needs for the pedestrian network, and recommendations for pedestrian improvements.

Overview of Pedestrian Facilities

The pedestrian network includes sidewalks, crosswalks, and curb ramps as well as pedestrian amenities such as street trees, benches, and buffer zones separating sidewalks from traffic and buildings. This discussion focuses on those facilities contained within the public right-of-way.

Sidewalks

As defined by the California Vehicle Code, the sidewalk is "that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel." When designing the pedestrian environment, the sidewalk corridor can be divided into several zones – curb zone, planter/furniture zone, pedestrian zone, and frontage zone, as shown in **Figure 4-1**.

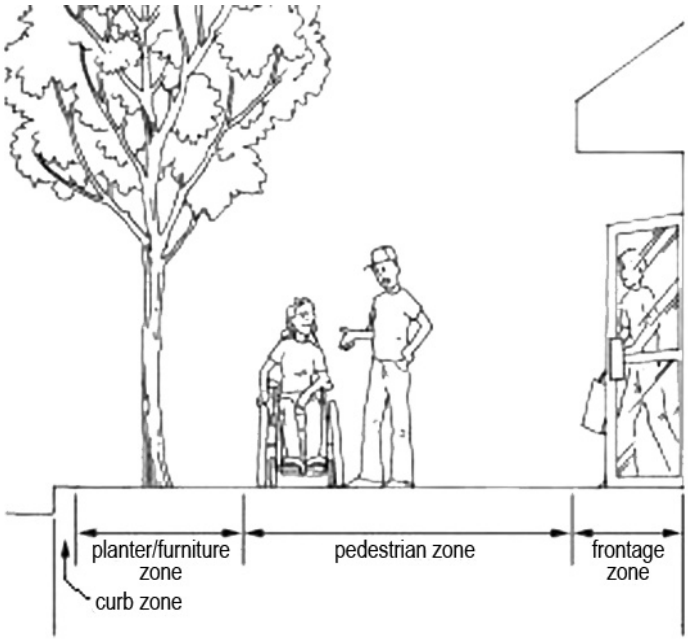


Figure 4-1: Zones of the Sidewalk Corridor

Sidewalks are a key component of the pedestrian network, particularly in the urbanized areas. Sidewalks provide a continuous system of safe, accessible travel routes for pedestrians along roadways. Depending upon the function of the street and adjacent land uses, the sidewalk width varies by location. Recommended minimum widths based on the Americans with Disabilities Act (ADA) clear width and best practices are shown in **Table 4-1**.

Table 4-1: Sidewalk Width Chart

Sidewalk Location	ADA clear width*	Best Practice (Ideal)	Recommended**
Local Street	4 ft min.	4 ft min.	5 ft min.
Collector		5 ft min.	5 ft min.
Arterial		8 ft min.	5 to 8 ft min.
Sidewalk against curb		7 ft min.	7 ft min.
Standard sidewalk with landscaped buffer area		5 ft min.	5 ft min.
Sidewalks contiguous to education centers, churches, community centers, hospitals, or other areas with higher pedestrian volumes		8 to 10 ft min. (or wider, per Highway Capacity Manual capacity analysis)	8 to 10 ft min.

* Clear width must be continuous and without obstructions from poles, trash receptacles, benches or other items. A driveway apron is not to be included as part of the clear width. At bus stops, a clear width of 8 feet is required.

** These sidewalk widths are recommended by Dowling Associates, Inc. based on ADA requirements and the best practices.

Walkways and Shoulders

In locations where sidewalks are not warranted due to the rural nature of a road (lack of development or destinations, park lands, or agricultural uses), or cannot be constructed due to cost, environmental or other considerations, multipurpose (four- to six-foot wide) shoulders adjacent to the traveled way or separated shared use paths can be considered. Roadway shoulders should be paved to accommodate pedestrians as well as bicyclists because pedestrians need space to walk that is outside of the traveled way. Separated pathways or trails can provide a route to reach destinations that are otherwise inaccessible; an alternative route to congested roadways; and an environment to walk for physical activity and to be closer to nature.

Crossings

A pedestrian crossing is defined as any location where the pedestrian leaves the sidewalk and enters the roadway. A pedestrian crossing can be located either at the street intersection or at a midblock location. Pedestrians are at most risk while in the pedestrian crossing since they are in the path of motor vehicle traffic. For this reason, it is important that a pedestrian crossing is well-designed and considers the crossing distance, traffic controls, and crossing treatments that are appropriate to the traffic volumes and speeds to

be encountered at the crossing. The following elements should be considered when designing a safe pedestrian crossing.

Crosswalk Markings

Where they are provided, crosswalk markings are used to define the pedestrian path of travel across the roadway and alert drivers to the crosswalk location. Crosswalks should be marked at all midblock crossings and at intersections where there is substantial conflict between vehicular and pedestrian movements. The crosswalk markings most commonly in use, as illustrated in **Figure 4-2**, are the transverse crosswalk striping and ladder crosswalk striping.

Figure 4-2: Transverse crosswalk striping (left); Ladder crosswalk striping (right) – courtesy of www.pedbikeimages.org/Mike Cynecki

Curb Ramps

Curb ramps provide access between the sidewalk and crosswalk and are found typically at every corner of an intersection. Without curb ramps, the street curb can create a barrier for people with mobility limitations. Where possible, the curb ramp should be aligned with the crosswalk so that there is a straight path of travel from one side of the street to the other. For pedestrians with visual impairments, detectable warning strips must be installed at the bottom of the curb ramp. See **Figure 4-3**.

Figure 4-3: Curb ramp with detectable warning strip

Crossing Width

Crossing distances will vary depending upon roadway width and intersection configuration. Since pedestrians are at risk while in the crossing, it is important to shorten the crossing distance particularly at the more complex and heavily travelled roadways. Some treatments (**Figure 4-4**) to consider are:

- Curb extensions (bulbouts) extend the sidewalk into the adjacent parking lane which narrows the roadway right-of-way.
- Refuge islands help pedestrians to safely navigate an intersection by providing a protected area to wait in the center of a roadway while trying to cross the street.

Figure 4-4: Curb extension (left); Refuge island (right)

Traffic Signals

Pedestrian safety at signalized intersections can be enhanced by signal mechanisms that communicate more information to the pedestrian. The FHWA Manual on Uniform Traffic Control Devices (MUTCD), updated in 2009, recommends that controlled crossings be timed for a walking speed of 3.5-feet per second. This recommended timing is being considered for the CA MUTCD 2011 update currently under review. It is further recommended that this timing be adjusted to as low as 2.8-feet per second at intersections that are unusually long or difficult to navigate or adjacent to any location that might have a higher proportion of pedestrians with slower walking speeds.

Countdown signals should be used when the pedestrian change interval (the time when walk sign is blinking) is greater than seven seconds; the countdown signal is used to inform pedestrians on how much time is remaining to safely cross the street. Accessible Pedestrian Signals (APS) also provide audible, vibrotactile and/or transmitted information about the status of coinciding visual pedestrian signal.

Existing Conditions

Who is Walking?

The Unincorporated Areas represent diverse geographical, development and population patterns which can greatly affect the decision to walk. There are some factors, such as distance to destinations, quality of the walking environment, availability of transit, and access to driving, which will influence one's mode choice. The urbanized communities of Ashland and Cherryland are the most densely populated with many key destinations and transit within walking distance. Castro Valley and Fairview are less densely populated with more of a suburban flavor but still have numerous destinations and transit opportunities. In contrast, East County is a low-density, rural with few attractions within walking distance and no transit service.

So how do we determine who is walking? Unfortunately that information is not directly available; but it is possible to look at the demographics of these communities to understand who is most likely to walk and how these groups have changed in the past years. School-age children, seniors, those without access to a car, and transit riders are the most likely candidates for walking.

School-Age Children and Seniors: In **Table 4-2**, below, the percentage of school age children and seniors is compared between the 1990 and 2000 U.S. census. This data shows that the percentage of school age children in the western Unincorporated Areas has grown while the percentage of seniors has declined or remained the same.

Table 4-2: Population of School Age Children and Seniors in Western Unincorporated Areas

	School Age Children (Ages 5-17)		Seniors (Ages 65+)	
	1990	**2000**	**1990**	**2000**
Ashland	14%[a]	20%	13%	9%
Castro Valley	15%	18%	15%	15%
Cherryland	15%	18%	12%	9%
Fairview	17%	19%	10%	12%
San Lorenzo	16%	19%	16%	16%

[a] Population as a percentage of total population. Source: U.S. Census 1990 and 2000 (Summary File 1)

Pedestrian counts have been collected at the adult crossing guard locations at local schools as shown in **Table 4-3**. This data shows that for school-age children:

- Pedestrian volumes are higher during the afternoon hours than the morning hours.
- The pedestrian volumes at Bohannon Middle School, Bay Elementary School, and Colonial Acres Elementary School in San Lorenzo were among the highest.
- At Proctor Elementary School in Castro Valley, pedestrian crossings at Redwood Road are high despite the high speeds on Redwood Road and the lack of any permanent traffic control at that crossing.

Car Availability: The means of travel to work and auto availability are also key indicators of where the potential for pedestrian travel is highest. Based upon the 2000 U.S. Census, walking to work comprised less than two percent of the commuter mode share for the western unincorporated communities. Vehicle availability showed that ten percent of households in Ashland and Cherryland do not have access to a vehicle.

Transit Riders: Transit is a key destination for many pedestrian trips. AC Transit found that approximately 90 percent of passengers walk to their first transit stop compared to all other methods (driving, being a car passenger, bicycling).[14] Based on a recent BART survey[15], approximately 16 percent of patrons walked to the Bay Fair BART Station while 14 percent walked to the Castro Valley BART Station from home.

[14] AC Transit, *Designing with Transit: Making Transit Integral to East Bay Communities*, 2004.
[15] *2008 BART Station Profile Study*

Table 4-3: School Pedestrian Counts

Location		School	Community	Ped. Volume		Traffic Control	85%Speed		Crossing Guard
Major Street	**Minor Street**			**AM**	**PM**		**Major**	**Minor**	
Bockman Rd	Via Del Rey	Del Rey Elem. School	San Lorenzo	30	52	None	33.5	N/A	Yes
Bockman Rd	Via Media	Bohannon Middle School	San Lorenzo	138	185	None	33.5	N/A	Yes
Bockman Rd	Via Walter	Bay Elem. School	San Lorenzo	116	124				
Carson Lane	Kit Lane	Jensen Ranch Elem. School	Castro Valley	54	68	None	N/A	N/A	Yes
Castro Valley Blvd	San Miguel Ave	Castro Valley Elem. School	Castro Valley	14	17				
D Street	Pinnacles	Fairview Elem. School	Fairview	28	33	None	41.0	N/A	Yes
East Ave	Hansen Rd	East Ave. Elem. School	Fairview	36	72	4W Stop	41.0	38.0	Yes
East Lewelling Blvd	Meekland Ave	Colonial Acres Elem. School	San Lorenzo	28	53	SIGNAL	37.0	36.0	Yes
Grant Ave	Bockman Rd	Bay Elem. School	San Lorenzo	16	16	4W Stop	N/A	33.5	Yes
Grant Ave	Paseo Del Campo	Grant Elem. School	San Lorenzo	39	36	2W Stop	N/A	N/A	Yes
Grant Ave	Washington Ave	Arroyo High School	San Lorenzo			Signal	34.6	N/A	No
Grove Way	Bedford Rd	Strobridge Elem. School	Castro Valley	15	15	None	36.0	N/A	Yes
Hacienda Ave	Ricardo Ave	Lorenzo Manor Elem. School	San Lorenzo	54	57	None	33.9	N/A	Yes
Kelly Ave	Maud Street	Fairview Elem. School	Fairview	10	10	4W Stop	39.0	37.0	Yes
Lake Chabot Rd	Christensen Lane	Chabot Elem. School	Castro Valley	41	46	Signal	43.0	36.0	Yes
Meekland Ave	Hampton Rd	Colonial Acres Elem. School	San Lorenzo	69	107	Signal	36.0	36.6	Yes
Paseo Grande	Meekland Ave	Colonial Acres Elem. School	San Lorenzo	83	90	Signal	36.0	36.0	Yes
Redwood Rd	Buti Park Drive	Proctor Elem. School	Castro Valley	89	81	None	46.0	N/A	Yes
Stanton Ave	Somerset Rd	Stanton Elem. School	Castro Valley	30	35	4W Stop	36.0	37.4	Yes
Vannoy Ave	Gliddon Ave	Vannoy Elem. School	Castro Valley	63	95	Yield	32.0^	32.0^	Yes
Western Blvd	Sunset Ave	Cherryland Elem. School	Cherryland	60	52	4W Stop	N/A	N/A	Yes
^ Estimate from other comparable residential roadways									

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Existing Pedestrian Network

The key pedestrian activity corridors are shown in Figures 4-5a and 4-5b. These corridors represent the locations and routes most likely to attract pedestrian travel. They serve the key attractors such as schools, employment centers, retail centers, libraries, senior and community centers, transit stops/stations, and recreational facilities. The current condition of the pedestrian network in the Unincorporated Areas is summarized below followed by a review of existing conditions by sub-area. These findings were based upon field inventory and public input collected as part of the 2006 plan[16].

Existing Conditions-Areawide

Sidewalks

- The majority of streets in the Unincorporated Areas lack sidewalks or have discontinuous sidewalks.
- Poor sidewalk conditions were cited as one of the main reasons that those surveyed did not walk more often.
- Walking to or using transit is often difficult or perceived as unsafe with the lack of sidewalks, crosswalks, and street lighting.
- On roadways without curb and gutter there is typically no sidewalk for pedestrian use; pedestrians must walk in the shoulder or the roadway.
- Some residents may prefer the "rural" style roadway without curb, gutter and sidewalk improvements, particularly in Sunol and East County.
- Parking across pedestrian access routes is common in areas with rolled curbs.

Crossings

- Many existing intersections incorporate curb ramps.
- Marked crosswalks are reserved for controlled intersections such as stop signs and traffic signals.
- All 90 traffic signals in the Unincorporated Areas are designed with pedestrian-activated signals.
- The County has approximately 40 marked mid-block crossings.
- Major arterials (East 14th Street/Mission Boulevard, Castro Valley Boulevard, Foothill Boulevard, Lewelling Boulevard, Hesperian Boulevard) carry high traffic volumes with restricted pedestrian crossings. There are also wide crossing distances at many of the major intersections.
- Although the County uses the California standard of 4-feet per second[17] to set signal timings, pedestrian crossings times at some signals are not long enough for some residents.

Trails

- Trails are part of the pedestrian network and also serve as attractors for pedestrian activity.
- Existing trails include the San Francisco Bay Trail, Bay Area Ridge Trail, and Iron Horse Trail, as well as many trails within the regional parks.

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[16] *Pedestrian Master Plan for Unincorporated Areas*, Alameda County Public Works Agency, July 2006.

[17] The California MUTCD in the January 2012 update recommends a walking speed of 3.5 feet per second for setting the pedestrian phase of signal timing. This is a reduction from 4 feet per second listed in the previous MUTCD.

- Access to Bay Trail from Grant Avenue area in San Lorenzo is circuitous and needs improvement.

Traffic Calming

- Residents are concerned about high speeds in residential areas, particularly in the Eden and Castro Valley areas, and along major arterials, such as Redwood Road and Castro Valley Boulevard.

Pedestrian Amenities

- There is a lack of street trees, landscaping, and lighting in many areas.

Existing Conditions by Community

Because of the diversity of the Unincorporated Areas, existing pedestrian conditions were also summarized by community. The nine unincorporated communities have been aggregated into three areas for this summary:

- Eden Area - Ashland, Cherryland, and San Lorenzo.
- Castro Valley Area - Castro Valley, El Portal Ridge, Fairview, and Hillcrest Knolls.
- East County Area - East County and Sunol

Eden Area

This area includes Ashland, Cherryland, and San Lorenzo. The Eden Area is the most urbanized of the Unincorporated Areas with high densities, transit service, and similar development patterns and geographic setting.

- Most sidewalks in these communities do not have buffer zones between the roadway and sidewalk.
- The right-of-way for most of the roadways is only 50 feet wide, which limits sidewalk widths and buffer zones.
- In the older Eden Area communities, adjacent property owners may have planted trees, decorative fencing or landscaping within the pedestrian right-of-way.
- Freeways and railroad lines in parts of San Lorenzo, Ashland and Cherryland are barriers to pedestrian travel and connectivity.
- Since the cities of San Leandro and Hayward surround these communities, continuity and consistency with their pedestrian facilities needs to be considered.
- Street widths vary due to sequential development.

Castro Valley Area

This area includes Castro Valley, El Portal Ridge and, Hillcrest Knolls and Fairview, which are lower density and suburban in character in part due to the geographic setting. These communities tend to have higher incomes, less transit services, and are primarily residential.

- The hilly topography dictates the type and design of pedestrian facilities for this area.
- Much of Castro Valley was developed without sidewalks.
- El Portal Ridge has partial sidewalk coverage.
- Hillcrest Knolls lacks curbs, gutters, and sidewalks.
- In Fairview, sidewalks and curb ramps are present on less than 50 percent of the roadways.

FIGURE 4-5a: MAP 1

Alameda County
Unincorporated Areas

Key Pedestrian Activity Corridors

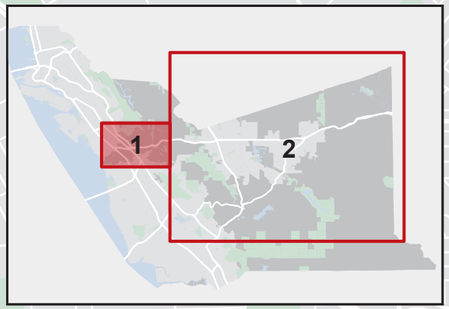
2012

Attractors & Generators

- Amtrak Station
- BART Station
- ACE Station
- School/University
- Hospital/Medical Center
- Senior/Community Center
- Library
- Other Major Employer (with 300+ employees)

Pedestrian Activity Corridors

- Key Pedestrian Activity Corridors
- 1/4 Mile Pedestrian Routes to Schools & Transit
- Unincorporated Areas
- Incorporated Areas



CASTRO VALLEY
ASHLAND
CHERRYLAND
SAN LEANDRO
SAN LORENZO
HAYWARD
FAIRVIEW

0 0.5 1 Kilometer
0 0.5 1 Mile

FIGURE 4-5b: MAP 2

Alameda County
Unincorporated Areas

Key Pedestrian Activity Corridors

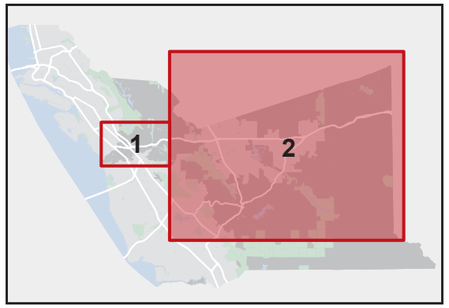
2012

Attractors & Generators

- Amtrak Station
- BART Station
- ACE Station
- School/University
- Hospital/Medical Center
- Senior/Community Center
- Library
- Other Major Employer (with 300+ employees)

Pedestrian Activity Corridors

- Key Pedestrian Activity Corridors
- 1/4 Mile Pedestrian Routes to Schools & Transit
- Unincorporated Areas
- Incorporated Areas



DUBLIN
PLEASANTON
LIVERMORE
SUNOL
UNION CITY
FREMONT
Brushy Peak
Pleasanton Ridge
Lake Del Valle
Dublin/ Pleasanton BART Station
West Dublin/ Pleasanton BART Station
Valleycare Medical Center
Pleasanton ACE Station
TechPark@ North Canyons
Costco
Las Positas College
Andrew N Christensen Middle
Springtown Branch Library
FormFactor
Vasco ACE Station
Marathon Business Park
Lawrence Livermore National Laboratory
Livermore ACE Station
Valley Memorial
Livermore Public Library
Our Savior Lutheran School
Adventist Christian School
Sandia National Laboratory
VA Palo Alto Healthcare Systems
Sunol Glen Elementary
Mountain House Elementary
Dublin Blvd
Dougherty Rd
Tassajara Rd
Fallon Rd
Collier Canyon Rd
Hartman Rd
N Livermore Ave
Dagnino Rd
Raymond Rd
Vasco Rd
Manning Rd
Dyer Rd
Altamont Pass Rd
Bruns Rd
Byron Hwy
Kelso Rd
Mountain House Rd
N Vasco Rd
Laughlin Rd
Northfront Rd
Las Positas Rd
Patterson Pass Rd
Lupin Way
Greenville Rd
Cross Rd
Reuss Rd
Tesla Rd
Charlotte
Mines Rd
S Vasco Rd
1st St
3rd St
Livermore Ave
Buena Vista Ave
Holmes St
Concannon Blvd
Marina Ave
Arroyo Rd
E Vineyard Ave
Kitty Hawk Rd
El Charro Rd
Stanley Blvd
Isabel Ave
Valley Ave
Santa Rita Rd
Foothill Rd
Rose Ave
Bernal Ave
Sunol Blvd
Pleasanton Sunol Rd
Vallecitos Rd
Niles Canyon Rd
Kilkare Rd
Palomares Rd
Mission Blvd
Calaveras Rd
580
680

0 3.5 7 Kilometers
0 2.5 5 Miles

East County Area

This area includes East County and Sunol, which are low density, rural communities. Transit services are limited.

- Maintain the rural character of these communities.
- Sunol mainly has shoulders for walkways along the local streets.

Needs Assessment

There are many constraints to improving the pedestrian environment and addressing some of the issues identified in the existing conditions discussion.

- There are limited financial resources for much needed pedestrian improvement projects.
- Roadway right-of-way widths are limited which make many of these improvements, particularly, streetscape improvements, a serious challenge.
- There are many existing development patterns that result in discontinuous and mis-matched sidewalks.
- There is a need to coordinate with adjacent cities to provide continuity and consistency in the pedestrian route network.

Eden Area

- Ashland has curb, gutter, and sidewalk improvements, yet there are many gaps in the network that need attention.
- Cherryland lacks sidewalks on many of its streets.
- San Lorenzo has discontinuous sidewalks and needs curb ramps at many intersections throughout the area.
- Better connections to transit are needed with improved sidewalks, crosswalks, bus shelters, and lighting.
- The Eden Area Master Plan states that along all residential and commercial streets, sidewalks, curbs and gutters should be provided. From the on-going update to the Eden Area Plan, the following key pedestrian issues were identified:
    - There is a need for curbs, gutters and sidewalks on many local streets and on some primary and secondary county roads, in particular, Lewelling and Foothill Boulevards.
    - Lengthy crossing distances, many unsignalized pedestrian crossings, and numerous vehicle crossings on primary roads make it a challenge for pedestrians.
    - The rolled curbs that have been installed on many local streets and some primary roads encourage motorists to park on the sidewalk especially where roadways are narrow. The pedestrian pathway is often obstructed by this behavior.
- Speeding is an issue on many streets that needs to be addressed. Hampton Road between Meekland Avenue and Mission Boulevard was mentioned. Other streets include Western Avenue,

Princeton Street, Ashland Avenue, Royal Avenue, Sunset Boulevard, Montgomery Street, and Hathaway Avenue.

- There are many missing segments of sidewalk in the Grant Avenue area that need infill.
- Rolled curbs encouraged parking on sidewalks in Grant Avenue area.
- The wide streets in Grant Avenue area accommodate truck traffic but are visually unattractive to pedestrians.
- Access to the Bay Trail, which is west of the study area, is circuitous and could be improved.
- The San Lorenzo Village Center Specific Plan found that Hesperian Boulevard, as a wide arterial with short signal timings and narrow sidewalks, is a difficult street for pedestrians.
- Sidewalks are needed along segments of Lewelling Boulevard and East Lewelling Boulevard so that pedestrians do not need to walk in the roadway.

Castro Valley Area

Public workshop comments from the Castro Valley General Plan raise the following pedestrian needs:

- A lack of pedestrian amenities, such as trees, landscaping, and new street lights on Castro Valley Boulevard and other main streets make these roadways unattractive to pedestrians.
- Forest Street needs sidewalks.
- There is a lack of sidewalks on many streets, specifically Stanton Avenue, Miramar Avenue, and Forest Street.
- Speeding on Edwards Lane, Lake Chabot Road, Somerset Avenue, and Redwood Road north of Castro Valley Boulevard needs to be addressed.
- Pedestrian crossings are needed on Seven Hills Road and Proctor Road.
- There are many areas where sidewalks need replacement and new sidewalks are needed.
- The traffic speed bumps on Stanton Avenue are too small.
- The traffic lights need to better accommodate cyclists and pedestrians.
- Traffic conditions around schools need to be addressed.
- The difficulty of walking to elementary schools needs to be addressed.

East County Area

- The Sunol Community Study emphasized pedestrian connections to enhance access, safety and circulation in downtown Sunol. Key findings include:
    - The Main Street/Kilkare Road/Foothill Road intersection is particularly hazardous to pedestrians and needs improvement.
    - There is a lack of pedestrian access to many attractors, such as the town's café, general store, community park, post office, and the train depot.
- There is a lack of a continuous trail system in East County.
- There is a need for better continuity and consistency in pedestrian facilities for the unincorporated "islands" surrounded by Pleasanton and Livermore.

Recommended Pedestrian Improvements

These recommended pedestrian improvements are summarized below by community. The full listing of recommended pedestrian projects is presented in **Appendix D**.

Eden Area

This area includes Ashland, Cherryland, and San Lorenzo. Several of the on-going and future projects and plans that would address pedestrian issues include:

- Urban trails, particularly along San Lorenzo Creek, have been identified in recent trail plans.
- East 14th Street Underground Utility and Streetscape Project – Phases II and III: The County has initiated a streetscape project along East 14th Street, which includes utility undergrounding, widened sidewalks, bulb-outs, improved bus stops, landscaped medians, pedestrian scaled lighting and street furniture.
- Hesperian Corridor Streetscape Improvement Project Master Plan: The purpose of the project is to revitalize the corridor between I-880 and West A Street in San Lorenzo and to make it an inviting streetscape. The projects include pedestrian lighting, connections to points of interest, compliance with ADA, bus shelters, benches, sidewalk widenings, public gathering places, increased visibility of transit stops, traffic calming measures, retainage of parking and stamped colored concrete/accent paving.
- Lewelling Boulevard/East Lewelling Boulevard from Hesperian Boulevard to Mission Boulevard: Phase I of this project between Hesperian Boulevard and Meekland Avenue (Phase I) is underway. The recommendation is to complete the roadway widening, pedestrian and bicycle improvements on the remaining segment from Meekland Avenue to Mission Boulevard.
- Safe Routes to School projects at the elementary schools in the Eden Area with new sidewalks, improved crossings and lighting.
- Sidewalk Improvement Program: The County will continue seek streetscape funds for curb, gutter, sidewalk and street trees on the following priority streets in the Eden Area: East 14th Street/Mission Boulevard, Hesperian Boulevard, and Grant Avenue.
- Sidewalk Construction Program for Planning Area 2: The program has two components: (1) Sidewalk repairs, where the County will pay one-half the costs to repair sidewalks up to $750, and (2) Sidewalk construction, which includes the ranked priority roadways. Refer to **Appendix D** for a listing of these projects.

Castro Valley Area

This area includes Castro Valley and Fairview, which are lower density and suburban in character in part due to the geographic setting. This area also includes El Portal Ridge and Hillcrest Knolls.

Redevelopment Strategic Plan for Castro Valley Boulevard and the Central Business District recognizes the following opportunities from a transportation perspective:

- Transform Castro Valley Blvd. to become a downtown destination;
- Create a pedestrian-friendly environment while still providing I-580 connectivity; and
- Provide alternative through traffic routes.
- Some options for obtaining the above results include reducing speed, lane removal and a bypass.

Several on-going and future projects and plans would address these issues including:

- Castro Valley Boulevard Streetscape Phases II and III from San Miguel Avenue to Lake Chabot Road: This project would continue the sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, and transit stop improvements already completed for Phase I.
- Crossing improvements with new traffic signals and pedestrian accommodations at locations on Castro Valley Boulevard, Somerset Avenue, Stanton Avenue, and Lake Chabot Road.
- Safe Routes to School projects at the elementary, middle, and high schools in the Castro Valley Area with new sidewalks, improved crossings and lighting.
- Traffic calming projects such as curb extension (bulbouts) on Heyer Avenue and Grove Way.
- Sidewalk Construction Program for Planning Area 2: The program has two components: (1) Sidewalk repairs, where the County will pay one-half the costs to repair sidewalks up to $750, and (2) Sidewalk construction, which includes the ranked priority roadways. Refer to **Appendix D** for a listing of these projects.
- Continued coordination with Hayward Area Recreation and Park District (HARD) and East Bay Regional Park District (EBRPD) regarding pedestrian access to and within park facilities and trails.

East County Area

This area includes East County and Sunol, which are low density, rural communities. Planning efforts in the East County have identified the following goals.

- East County Area Plan delineated an urban growth boundary and established policies for development in the area including:
    - Create and maintain a safe and convenient pedestrian system that connects residential, commercial and recreational uses.
    - Construct multiple-use trails along the Iron Horse alignment and the Altamont Pass Southern Pacific rights-of-way.
    - Require circulation and site plans for individual developments that minimize barriers to access by pedestrians, individuals with disabilities and bicyclists.
- Continued coordination with East Bay Regional Park District (EBRPD) and Livermore Area Parks & Recreation District regarding pedestrian access to and within park facilities and trails.

The Sunol Community Study recommended three high priority actions:

- Connect pedestrian pathways along Main Street from Sunol Glen Elementary School to the train depot and Foothill Road, including any necessary modifications to the roadway.
- Complete improvements to the public parking lots at Sunol Glen Elementary and train stations, including the construction of bicycle racks.
- Enhance character of community to maintain the rustic, small-town atmosphere with pedestrian amenities, park benches, landscaping, and pedestrian-scale streetlights.

Several on-going and future projects and plans would address these issues including:

- Main Street Improvements in Sunol with raised crosswalks, textured pavements, and traffic island modifications.
- Safe Routes to School projects at Sunol Glen and Mountain House schools with crosswalk improvements, curb extensions, and pedestrian ramps.
- Widened shoulders to accommodate bicyclists and pedestrians on many of the rural roads including: Mines Road, Tesla Road, Calaveras Road, and Pleasanton-Sunol Road.

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Chapter 5: Safety and Education[18]

This chapter discusses existing safety conditions for bicycling and walking in the Unincorporated Areas including an evaluation of recent collision activity and current safety and education programs available to residents. Additional programs are recommended to improve safety for bicyclists and pedestrians. It should be noted that while improving safety is a high priority in Alameda County, bicycling and walking involve an inherent risk that no improvements can completely eliminate. It is the responsibility of all road users to follow the rules of the road and to treat each other with respect to increase road safety.

Collision Analysis

Bicycle and pedestrian-involved collision data was obtained from the County of Alameda Public Works Agency for the years 2007 through 2009. This data was analyzed to identify patterns in these incidents which might point to specific improvements needed in the Bicycle and Pedestrian Program for the Unincorporated Areas. **Figure 5-1,** at the end of this chapter**,** shows this data spatially with the study area.

In addition, current collision data was compared against available data from the previous bicycle and pedestrian plans for the Unincorporated Areas to determine if trends in the cause or location of bicycle and pedestrian-involved collisions could help to identify the need for physical improvements or issues of most concern for education and safety programs. It is recommended that continued analysis of collision diagrams, on-site observations, and further monitoring of collision activity and enforcement be conducted. It is important to perform these analyses to determine if collision causes can be traced to behavior or roadway design issues. Commonalities between incidents can aid in determining what improvements would be effective in reducing collisions. The documents referred to in this analysis include:

- 2007 Alameda County Bicycle Master Plan for Unincorporated Areas (2007 Bicycle Plan). Data was evaluated for years 2001 through 2003.
- 1997 Alameda County Bicycle Master Plan Update for the Western Unincorporated Areas (1999 Bicycle Plan). Data was evaluated for years 1993 through 1995.
- 2006 Alameda County Pedestrian Master Plan for Unincorporated Areas (2006 Pedestrian Plan). Data was evaluated for years 1998 through 2003.

[18] Photographs on far left and third from left courtesy of www.pedbikeimages.org/Mike Cynecki; photograph on far right courtesy of www.pedbikeimages.org/Dan Burden

Bicycle Collisions

In the three-year period between 2007 and 2009, there have been 89 reported collisions involving bicycles in the Unincorporated Areas. This is an average of 30 incidents per year.[19] This is a decrease from the 2007 Bicycle Plan which reported an annual average of 37 reported collisions and the 1999 Bicycle Plan which reported an annual average of 50 reported collisions. While this overall is good news, it is unclear whether this decrease is due to increased safety measures, reduced driving due to the recession, reduced number of collisions reported to the police, or other factors. However, recent studies for the Alameda Countywide Bicycle Plan Update[20] show that the percentage of bicycle commuters has grown over the last 10 years with the expectation that bicycle trips for other purposes have also increased. Considering the increase in the number of bicyclists on the roadway, any reduction in the number of bicycle-involved collisions should be seen as a positive result of roadway improvements (i.e. bike lanes) and other programs (i.e. Safe Routes to School, Bike to Work Day, and bicycle education/training programs) that have been implemented during the last 10 years.

Collision Locations

Six roadways had three or more bike collisions in the three year period 2007-2009 and are listed below in **Table 5-1**. In most cases, there was a reduction in the number of collisions compared to the previous study periods.

Table 5-1: Roadways with Most Reported Bicycle Collisions

Street	Number of Collisions 2007-2009	Number of Collisions 2007 Bicycle Plan	Number of Collisions 1999 Bicycle Plan	Roadway Type
Data years	2007-2009	2001-2003	1993-1995	
Castro Valley Blvd.	9	11	19	Arterial
Hesperian Blvd.	8	7	12	Arterial
Redwood Rd.	6	9	10	Arterial
Bockman Rd.	5	n/a	n/a	Collector
Somerset Ave.	3	n/a	n/a	Collector
Foothill Blvd.	3	n/a	n/a	Arterial
Sources: Alameda County Public Works Agency, Statewide Integrated Traffic Records System (SWITRS)				

As shown in **Table 5-2**, four additional roadways had four or more collisions during the previous study periods but had fewer incidents for the current study period (2007-2009). Bike lanes have been implemented on Lewelling Boulevard between Meekland Avenue and Hesperian Boulevard since the 2007 Bicycle Plan which may have contributed to the reduction in collisions on this roadway. In addition, bike

[19] During the 2007-2009 study period there was one bicyclist fatality and nine severe injuries. Other incidents reported minor injuries (70) or property damage only (9).

[20] Alameda Countywide Bicycle Plan, Draft Existing Conditions Chapter, September 2010. Downloaded 3/10/2012 at http://www.alamedactc.org/files/managed/Document/6278/01b_Draft_Bicycle_Plan_Existing_Conditions_Chapter.pdf

lane signage and pavement markings were added to Tesla Road from S Livermore Avenue to Greenville Road. The reduction in collisions on Lewelling Boulevard and other locations is shown below:

Table 5-2: Roadways with a Reduction in Bicycle Collisions

Street	Number of Collisions 2007-2009	Number of Collisions 2007 Bicycle Plan	Number of Collisions 1999 Bicycle Plan	Roadway Type
Data years	2007-2009	2001-2003	1993-1995	
Lewelling Blvd	1	5	8	Collector
Center St.	2	4	9	Collector
Tesla Rd.	1	5	n/a	Arterial
Lake Chabot Rd.	0	5	5	Collector

Sources: Alameda County Public Works Agency, Statewide Integrated Traffic Records System (SWITRS)

Bicyclist Age

34 percent of the collisions for the 2007-2009 timeframe involved children under the age of 16 with young adults (ages 18 to 35) involved in 20 percent of the incidents. The group of middle-aged riders aged 35 to 65 makes up another one-third of the total collisions. A detailed breakdown of collisions by year is provided in **Table 5-3**. In comparison to the previous plans, the percentage of child bicyclists was fairly constant while the percentage of young adults involved in collisions has decreased since the 1999 Bicycle Plan. On the other hand, the percentage of older adults has increased from the 11 percent reported in the 1999 Bicycle Plan. This comparison is shown in **Table 5-4**.

Table 5-3: Bicycle Collisions By Age of Bicyclist

Age	2007	2008	2009	Total	Percent
≤ 12	6	9	2	17	18%
13-15	4	4	7	15	16%
16-17	1	1	2	4	4%
18-35	3	11	4	18	20%
36-50	11	5	4	20	22%
51-65	4	2	5	11	12%
66+	1	2	0	3	3%
NOT STATED	2	0	2	4	4%
Total	**32**	**34**	**26**	**92**[a]	**100%**

[a] Three bicyclist-bicyclist collisions were reported during this study period (one for each calendar year) which explains why the total number of bicyclists in this table is greater than the total number of collisions for this study period.

Source: Alameda County Public Works Agency

Table 5-4: Comparison of Age of Bicyclists Involved in Collisions to Previous Plans			
Age Group	**Percentage of Collisions 2007-2009**	**Percentage of Collisions 2007 Bicycle Plan**	**Percentage of Collisions 1999 Bicycle Plan**
Data years	2007-2009	2001-2003	1993-1995
Under 16	34%	31%	39%
Young Adults (18-35)	20%	25%	34%
Older Adults (36-65)	34%	33%	11%

Party-at-fault/Primary Collision Factor

Of the collisions where fault was assigned, 60 percent were assigned to the bicyclist as the party-at-fault during 2007-2009. More than 40 percent of these bicyclists-at-fault were under the age of 16.

The single most common primary collision factor was the bicyclist riding on the wrong side of the road, which comprised 24 percent of the collisions where the bicyclist was deemed at fault. Wrong-way bicycling was also the most common collision factor in the previous plans with 22 percent reported in the 1999 Bicycle Plan and 35 percent reported in the 2007 Bicycle Plan. Improper turning by bicyclists was the secondary collision factor reported as the cause for approximately 17 percent of bicyclist-at-fault collisions for the current and previous plans. The most common primary collision factor in collisions caused by motorists was the failure to yield the right-of-way (35 percent) followed by improper turning (32 percent). These causes were also the leading collision factors in the previous plans.

Pedestrian Collisions

In the three-year period between 2007 and 2009, there have been 72 reported collisions involving pedestrians in the Unincorporated Areas. This is an average of 24 incidents per year. This is a decrease from the 2006 Pedestrian Plan which reported an annual average of 42 pedestrian-involved collisions per year. During the 2007-2009 study period there were two pedestrian fatalities and nine severe injuries. Other incidents reported minor injuries (58) or property damage only (3).

Collision Locations

Six roadways had three or more pedestrian-involved collisions in the three year period 2007-2009 and are listed below in **Table 5-5**.

Table 5-5: Roadways with Most Reported Pedestrian Collisions		
Street	Number of Collisions 2007-2009	Roadway Type
Castro Valley Blvd.	9	Arterial
Hesperian Blvd.	7	Arterial
Redwood Rd.	4	Arterial
Lewelling Blvd	3	Collector
164th Ave.	3	Arterial/Collector
Bockman Rd.	3	Collector
Source: Alameda County Public Works Agency		

76 percent of the pedestrian-involved collisions occurred while pedestrians were crossing the road either in crosswalks at intersections (36%), at unmarked crosswalks (4%), in crosswalks at midblock locations (3%), or not in crosswalks or 'jaywalking' (33%). The remaining 24 percent of the collisions were reported to occur "in the road" (20%) or "not in the road" (4%).

Pedestrian Age

For the 2007-2009 timeframe, pedestrians under the age of 18 (40 percent) were most likely to be involved in a pedestrian-related collision with another 10 percent of incidents involving seniors. A detailed breakdown of collisions by year is provided in **Table 5-6**.

Table 5-6: Pedestrian-Involved Collisions By Age of Pedestrian

Age	2007	2008	2009	Total	Percent
≤ 12	2	5	5	12	17%
13-15	3	4	2	9	13%
16-17	4	1	2	7	10%
18-35	4	4	6	14	19%
36-50	5	6	4	15	21%
51-65	2	2	3	7	10%
66+	5	2	0	7	10%
NOT STATED	1	0	0	1	1%
Total	**26**	**24**	**22**	**72**	**100%**

Source: Alameda County Public Works Agency

Party-at-fault/Primary Collision Factor

Of the collisions during 2007-2009 where fault was assigned, 65 percent were assigned to the driver as the party-at-fault. In more than half of these incidents, the driver failed to yield the right-of-way to the pedestrian while the pedestrian was in the crosswalk.

For the collisions where pedestrians were deemed at fault, most occurred when the pedestrian was crossing not in a crosswalk; more than half of the pedestrians at fault were under the age of 18.

Safety and Education Programs

The safe interaction between pedestrian, bicyclists, and motorists hinges on a shared understanding of the basic rules and responsibilities for travel on public roads. Communities and schools can play a lead role in promoting this understanding through educational programs and other initiatives that encourage safe, responsible behavior by all road users. The following section documents the existing bicycle and pedestrian safety and education programs currently in place in the Unincorporated Areas. In addition, recommendations are made for enhancing existing programs and implementing new, cost-effective programs that have been successful in other communities.

Existing Bicycle and Pedestrian Safety and Education Programs

Bike to Work Day: The Alameda County Public Works Agency annually sponsors Energizer Stations for Bike to Work Day at Bay Fair BART, Grant Elementary School, Dublin/Pleasanton BART, and Castro Valley BART. Additional Energizer Stations were hosted at Bohannon Middle School by Cycles of Change and Alameda County Safe Routes to School and at San Lorenzo High sponsored by San Lorenzo High Green Academy and Cycles of Change. Musette bags filled with safety and informational brochures, snacks, and prizes were handed out.

Bicycle Safety Classes: Free bicycle safety classes are offered to adults and older children (14 years and older) by the East Bay Bicycle Coalition (EBBC). This includes a half-day classroom workshop and half-day on-road training. These classes are held throughout Alameda County. In addition, the EBBC also offers a family cycling workshop including safety drills, skills building, and a neighborhood ride. Lunchtime commute workshops are also available to businesses and schools to learn more about the potential for bicycle commuting.

Walkable Neighborhoods for Seniors (WN4S): The goal of this group is to increase safety for and the awareness of the benefits of walking for older adults, particularly in Oakland, Cherryland, and Ashland. Serving community centers is an increasing priority. There are several senior centers in the Unincorporated Areas that promote walking as a wellness program. The county has received several requests to improve sidewalks and crosswalk near senior centers.

The most notable pedestrian education and marketing program in Alameda County is the Walkable Neighborhoods for Seniors program, which is funded by the Robert Wood Johnson Foundation and managed by the United Seniors of Oakland and Alameda County. The geographic focus is Oakland, Cherryland and Ashland. The activities include walking clubs with designated walking routes, walkability surveys and walkable community workshops. The goals of this program are as follows:

- Increase public and policymakers' awareness of the benefit of walking for older adults;
- Increase older adult pedestrian safety and walking behavior; and
- Develop a coalition to implement a work plan that promotes environmental and policy changes.

Safe Routes to Transit: In the Unincorporated Areas, bus stops are located throughout the AC Transit service area, generally every two blocks. AC Transit found that approximately 90 percent of passengers walk to their first transit stop compared to all other methods (driving, being a car passenger, bicycling). AC Transit has prepared *Designing with Transit*, a toolkit that provides key concept to improve transit and pedestrian friendliness.

The Castro Valley BART Station is located within the Unincorporated Areas; the Bay Fair BART Station is directly adjacent and the Hayward BART Station within close proximity (about 0.5 miles). These stations are well served by the recommended bikeway network. In addition, the County will design and construct pedestrian scale improvements on 159th Ave/Coelho between East 14th Street and the Bay Fair BART Station as part of the Ashland Community Transit Access Project. This would include: widened sidewalks, landscaped buffer between the travel lanes and the sidewalk, trees, intersection improvements, pedestrian-scale lighting and wayfinding signage.

The Hayward Amtrak Station is just across the Hayward City Limits and is served by existing bike lanes on Meekland Avenue in San Lorenzo. The Vasco ACE station is located in Livermore but less than ¼ mile from the border with the Unincorporated Areas. Bike lanes on East Avenue, Tesla Road, and Greenville Road connect with existing facilities in Livermore for access to this station.

School Crossing Guard Program: The Alameda County Public Works Agency coordinates pedestrian crossing guards to assist children in crossing busy streets on their way to and from most of the elementary and middle public schools in the Unincorporated Areas. Each pedestrian crossing guard receives training in their specific duties, local traffic regulations, and crossing techniques.

Neighborhood Traffic Calming Program: Alameda County has developed guidelines and procedures for the implementation of traffic calming measures on local and minor collector streets and to help educate residents on their options if they have traffic safety concerns. Specifically, the program addresses residential neighborhood impacts such as motorists driving above the posted speed limit or using residential roadways as a bypass to more congested major routes.

Alameda County Share the Road Program: This program was developed to educate people on how to prevent collisions by safely sharing the road with all users. As part of this effort, a safety brochure was prepared including safety tips for motorists, bicyclists and pedestrians. The brochure can be downloaded at http://acgov.org/pwa/.

Sidewalk Repair Program: The Alameda County Board of Supervisors approved a resolution that allows the Alameda County Public Works Agency to participate in a Measure B cost sharing program for sidewalk repairs for single-family residential properties in Measure B Planning Area 2. This includes the communities of Ashland, Castro Valley, Cherryland, Fairview, and San Lorenzo. Currently, the Sidewalk Repair Program is funded by $100,000 of Measure B (administered by Alameda County Transportation Improvement Authority) Bicycle and Pedestrian Safety Funds set aside annually. These Measure B program funds are offered on a “first come, first served” basis while funds are available.

Through this program, the County will reimburse 50 percent of the sidewalk repair cost per property, or a maximum of $750, whichever is less. Prior to the approval of this resolution, residents were responsible for 100% of the costs of sidewalk repairs. Residents of the affected Unincorporated Areas should contact the Public Works Agency at 510-670-5500 to request a sidewalk inspection.

Safe Routes to School Program: There are about 50 schools within the Unincorporated Areas of Alameda County. These schools include public and private elementary schools, junior high schools and high schools and the Castro Valley Adult School. This program is funded by the Alameda County Transportation Commission (through Alameda County Measure B, Caltrans Safe Route to School, Bay Area Air Quality District and private partnerships) and provides many projects and programs at schools throughout Alameda County including the Unincorporated Areas. This includes both capital projects such as sidewalk and crossing improvements as well as safety and education programs. Other sponsors include the Alameda County Public Works Agency and Alameda County Public Health Department.

Providing safe routes to schools is one of the County's highest priorities. Since the last bicycle and pedestrian master plans, the County completed safe routes to school capital projects at Arroyo High (Washington Avenue), Castro Valley Elementary, Castro Valley High, Cherryland Elementary (Willow Avenue, Princeton Street, Sunset Avenue, Western Boulevard, and Hampton Road), Colonial Acres Elementary (Meekland Avenue at Hampton Road/Paseo Grande), Grant Elementary (Washington Avenue), Hillside Elementary, Stanton Elementary, and St. John schools. Additional projects are under design/construction and should be completed in the next few years at Arroyo High (Grant Avenue), Chabot Elementary, Cherryland Elementary (Haviland Avenue), Colonial Acres (Meekland Avenue), Fairview Elementary, Marshall Elementary, San Lorenzo High and St. John schools. Pedestrian counts have been collected at the adult crossing guard locations at local elementary schools. These findings are presented in **Chapter 4**.

Safe Routes to School programs are provided at the request of the schools and community in partnership with Transform[21], the East Bay Bicycle Coalition[22], and Cycles of Change[23]. Training, ready-to-use materials, and advisory services are also available to the schools to set up their own programs. Many of the programs listed below are funded in part by the Alameda County Safe Routes to School Program.

- **Bike-Tastic Fun Festival:** This event was held on June 11, 2011 at Grant Elementary School as part of the Safe Routes to School Program. It included a Kids Bike Safety Rodeo, bike check-ups, and bike riding skills training. This event was open to all ages but especially targeted children.
- **Kids Bike Rodeos:** The EBBC and Cycles of Change offer a variety of no-cost programs to schools in Alameda County. They include traffic skills building, walking and bicycling safety instruction, bicycle rides, bicycle safety checks, and free helmets. The Rodeos are designed for 4th-5th grade students.
- **Helmet Giveaways:** Free bicycle helmets are fitted and given away at various school and community bicycling events.
- **Bike to School/Walk to School Day:** Bike to School Day is held in May, often coinciding with Bike to Work Day. Walk to School Day, also called Walk and Roll to School Day to encourage both bicycling and walking, is held in October. Many schools in the Unincorporated Area participate with special programs to encourage students to walk and bicycle to school with the participation of parents.
- **Walking School Buses:** A walking school bus is a group of families in the same neighborhood who form a walking group to take children to and from schools. The parents or 'drivers' take turns walking along a set route to and from school, collecting children for designated 'bus stops' along the way. This program is heavily dependent upon parent participation although materials and support are available from the Alameda County Safe Routes to School Program. Schools in the Unincorporated Area have participated in this program in the past.
- **Puppet Shows:** This is a 30-minute performance for K-5th grade students. It follows four characters as they journey to school. Through music, song, and dance, the Big Tadoo Puppet Crew delivers messages about walking and bicycling safety, smart decision making, reducing pollution, and

[21] Transform is a regional non-profit coalition working to create public transportation and walkable communities in the Bay Area. Transform currently manages the Alameda County Safe Routes to School Program.

[22] East Bay Bicycle Coalition (EBBC) is a non-profit bicycle advocacy group representing both Alameda and Contra Costa counties with the mission to promote bicycling as an everyday means of transportation and recreation.

[23] Cycles of Change is a non-profit organization that is helping the East Bay to grow and sustain a mosaic of healthy communities. It offers bicycle education and training programs throughout the East Bay.

building strong and healthy communities. Puppet shows are provided to Alameda County schools upon request.

Recommended Safety and Education Programs

The following safety and educations programs are recommended to enhance and expand existing activities in the Unincorporated Areas.

Public Education Campaigns: These campaigns are designed to promote bicycling and walking focusing on the benefits of non-motorized modes.

- As funding or other opportunities become available, consider using volunteers or County staff to create public service announcements for display on television, the internet, and/or outdoor billboards.
- Partner with AC Transit, BART, ACE, and Wheels to display posters promoting safe ways for bicyclists and pedestrians to interact with transit vehicles on the roadway and at transit stops.
- Partner with adjacent cities to share and obtain traffic safety information and best practices. The City of San Jose's "Street Smarts" program offers a well respected safety education module that is easily adaptable to other communities (http://www.getstreetsmarts.org/).
- Utilize home mailings and utility bills to distribute brochures, newsletters, and other safety and education materials. Consider providing different materials depending on the target audience, which might vary by location or age.
- Position warning signs at strategic locations advising cyclists and motorists to share the roadway.

Traffic School and Youth "Diversion" Programs: Bicycle safety should be an integral part of traffic school curricula for motorists; however, cyclists hold an equal obligation to adhere to traffic rules. Accordingly, the County should consider instituting a traffic school for bicyclists that are given tickets for traffic violations. Such a program, as available in Santa Cruz County, would parallel conventional motorist traffic schools and would allow cyclists cited with a moving violation to take a class to lessen or eliminate their financial penalty. A similar, albeit less formal program might also be required of youths who are stopped for illegal cycling maneuvers. In this "diversion" program, youths who ride illegally must attend a one-day remedial cycling skills course, which is typically held on a weekend and conducted by the police department.

Partnership with Local Bicycle Shops: Bicycle shops are a natural community outlet for the distribution of safe cycling pamphlets, maps, and other informational materials. Bicycle shops are also ideal locations to post notices about bicycle safety workshops and events. Additionally, bicycle shops may also offer knowledgeable personnel and/or sponsorship for future cycling events and workshops.

Walking and Bicycling Audits: The County should consider holding periodic walking and bicycling audits at locations with high incidence of pedestrian and bicycle collisions and/or activity. These events would bring together County transportation staff, police officers, bicycle and pedestrian advocates, and community members to strategize ways of improving walking and bicycling conditions and general safety at these locations.

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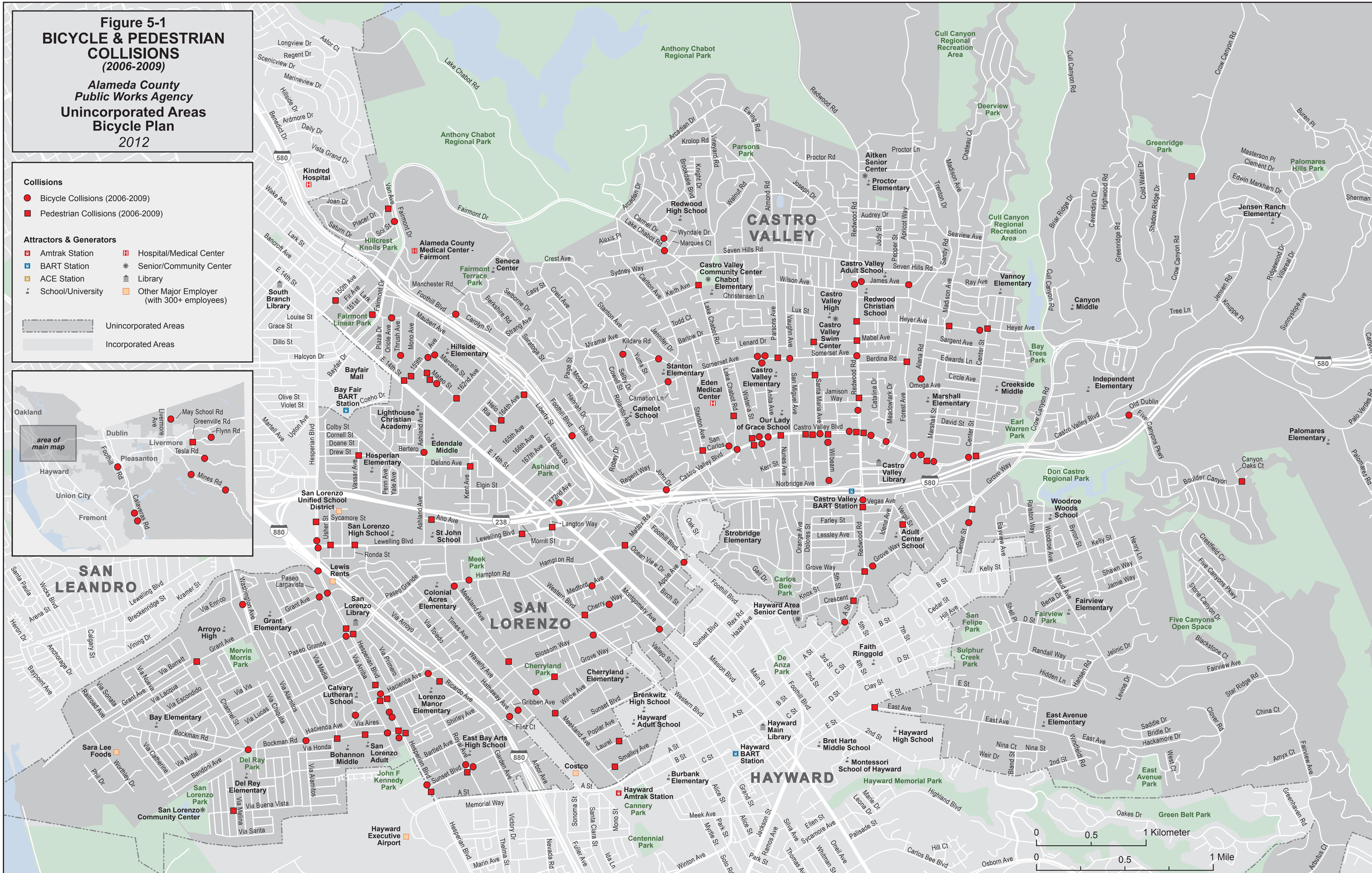
Figure 5-1
BICYCLE & PEDESTRIAN COLLISIONS
(2006-2009)
Alameda County
Public Works Agency
Unincorporated Areas
Bicycle Plan
2012
Collisions
Bicycle Collisions (2006-2009)
Pedestrian Collisions (2006-2009)
Attractors & Generators
Amtrak Station
BART Station
ACE Station
School/University
Hospital/Medical Center
Senior/Community Center
Library
Other Major Employer
(with 300+ employees)
Unincorporated Areas
Incorporated Areas
Oakland
area of main map
Dublin
Livermore
Pleasanton
Hayward
Union City
Fremont
May School Rd
Greenville Rd
Flynn Rd
Tesla Rd
Mines Rd
Foothill Rd
Calaveras Rd
Livermore Ave
CASTRO VALLEY
SAN LEANDRO
SAN LORENZO
HAYWARD
Anthony Chabot Regional Park
Cull Canyon Regional Recreation Area
Don Castro Regional Park
Five Canyons Open Space
Hayward Memorial Park
Green Belt Park
Kindred Hospital
Alameda County Medical Center - Fairmont
Eden Medical Center
Bay Fair BART Station
Castro Valley BART Station
Hayward BART Station
Hayward Amtrak Station
Castro Valley Library
San Lorenzo Library
Hayward Main Library
South Branch Library
Castro Valley Community Center
Aitken Senior Center
Hayward Area Senior Center
San Lorenzo Community Center
San Lorenzo Unified School District
Lewis Rents
Sara Lee Foods
Costco
Hayward Executive Airport
0
0.5
1 Kilometer
0
0.5
1 Mile

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Chapter 6: Implementation

Implementation of the projects and programs described in the previous chapters of this plan will require two key factors:

1. A commitment on the part of decision-makers and the public to improving the bicycling and walking environment; and
2. Funding to implement recommended projects.

To focus attention and resources on the most important projects and programs, a comprehensive prioritization methodology was developed. This methodology, as well as the resulting High Priority Projects, is described below. In addition, this chapter includes discussion of recent implementation successes, project costs, and funding opportunities.

Project Prioritization

The recommended bikeway and pedestrian networks described in Chapters 3 and 4, respectively, will provide great bicycling and walking opportunities for the residents of and visitors to the Unincorporated Areas. Recognizing that there are limited resources that can be devoted to these projects, it was necessary to develop a system for ranking or prioritizing the improvements thereby making the most effective use of available funds and staff time.

The recommended bikeway and pedestrian projects were evaluated by a total of 100 points reflecting the potential of a project to satisfy the goals and policies established in Chapter 2. This scale allowed for the weighting of importance between factors based upon the project's ability to meet the needs of the community for improved bicycle and pedestrian access.

Based upon the resulting priority score, each project was further classified with a High, Medium, and Low priority rating. Project ratings are included in **Appendix C** for bicycle projects and **Appendix D** for pedestrian projects. The High Priority projects are discussed later in this chapter. These ratings are defined as:

- **High Priority**: Projects that have the highest priority for implementation and targeted for completion within five years.
- **Medium Priority**: Projects that have moderate priority for implementation and targeted for completion within ten years.

- **Low Priority**: Projects that have the lowest relative priority and targeted for completion within 10 to 15 years.

Since the needs of bicyclists and pedestrians differ, the criteria used were customized to satisfy the particular needs of each mode. The project prioritization worksheets used in this analysis are included in **Appendix E**. The prioritization methodologies are described below.

Bikeway Project Prioritization

The criteria were divided into the following four categories. Points were assigned based upon the project's relative ability to meet the criteria within each category.

1. **Connection to Activity Centers** (total of 35 points): Projects which provide access to activity centers within and adjacent to the Unincorporated Areas such as employment centers, schools, retail centers, libraries, parks, transit stops/stations, and community/senior centers. Because of the County's focus on connecting neighborhoods to most popular destinations and maximizing the potential for bicycle commuters, this category was heavily weighted, particularly for connections to employment centers and schools.
2. **Safety** (total of 25 points): Projects which address a safety concern on a roadway with a high number of bicycle-involved collisions, a busy arterial street, or barrier or hazard to bicycle access. Because of the County's and community's focus on safety, this category was weighted to provide additional points for projects meeting the safety criteria.
3. **Connectivity** (total of 15 points): Projects which improve connectivity for bicyclists by bridging a gap in an existing bikeway, extending the existing bikeway network, connecting to an adjacent jurisdiction, providing access across a good portion of the Unincorporated Areas, or is located on the regional or countywide bikeway networks.
4. **Project Support** (total of 25 points): Projects which do not require significant additional planning, study, or modifications to implement; projects which are part of a recognized current or future development or redevelopment project or can be implemented without coordination with agencies outside the County; projects that would be competitive for available funding sources; or projects that have community support.

Pedestrian Project Prioritization

As was done with the bikeway projects, the pedestrian criteria were divided into four categories. Points were assigned based upon the project's relative ability to meet the criteria within each category.

1. **Connection to Activity Centers** (total of 45 points): Projects which provide access to activity centers within and adjacent to the Unincorporated Areas such as schools, retail and employment centers, libraries, parks, community/senior centers, and transit stops/stations. Because of the County's focus on connecting neighborhoods to the destinations most frequently accessed and a concern for the safety of school children, this category was heavily weighted, particularly for connections to schools and retail and employment centers.
2. **Safety** (total of 25 points): Projects which address a safety concern such as a high number of pedestrian-involved collisions and roadway crossings. Because of the County's and community's interest in improving safety, this category was weighted to provide additional points for projects meeting the safety criteria.

3. **Accessibility** (total of 10 points): Projects that provide access for persons with mobility limitations or communities that have been under-served by previous transportation investments.
4. **Project Support** (total of 20 points): Projects which do not require significant additional planning, study, or modifications to implement; projects which are part of a recognized current or future development or redevelopment project or can be implemented without coordination with agencies outside the County; projects that would be competitive for available funding sources; or projects that have community support.

High Priority Projects

High Priority projects are those that should receive the greatest attention for implementation over the next five years, ranking highest in the application of the prioritization criteria. The High Priority bicycle projects are listed below by community in **Table 6-1** and **Table 6-2.** The bicycle High Priority projects in **Table 6-1** represent projects that scored well in the overall prioritization ranking. 'Signage Only' projects are included in **Table 6-2**. These projects can be implemented quickly and with less financial investment compared to other more complex projects. In keeping with the County's goal to implement the bicycle network as quickly as possible and to give residents the most return for the monies spent, it was important to identify these good investment projects.

The high priority pedestrian projects are presented in **Table 6-3**. As mentioned previously in Chapter 5, providing safe routes to schools is one of the County's highest priorities. However, due to funding and staff limitations it is not possible to implement all Safe Routes to School projects in the next five years. Consequently, only the highest ranking Safe Routes to School projects are included in **Table 6-3** reflecting 1) projects that can be implemented as part of other efforts, and 2) projects that would be most competitive for available funding sources.

It should be noted that these bicycle and pedestrian projects were selected because of their ability to best meet the prioritization criteria based upon today's circumstances. Project priorities could, and should, be adjusted in the future as the County's priorities or funding opportunities change. In addition, funding availability may affect the order in which projects are completed, and other projects not within the High Priority category should not be precluded from implementation if the opportunity arises.

Table 6-1: Bicycle High Priority Projects by Community				
Roadway	**From**	**To**	**Community**	**Bikeway Type**
Countywide				
Coliseum BART to Bay Trail Connector Study	Coliseum BART Station	Martin Luther King, Jr. Regional shoreline - San Francisco Bay Trail	Alameda County	I
Union Pacific Railroad Oakland Subdivision Pathway	Bay Fair BART Station	A Street	Alameda County	I
East Bay Greenway	Bay Fair BART Station	A Street	Alameda County	I, II, & III
Eden Area				
East 14th St/Mission Blvd	150th Ave (San Leandro C.L.)	Lewelling Blvd	Ashland	IIIB
East 14th St/Mission Blvd	Lewelling Blvd	Rose St (Hayward C.L.)	Cherryland	II
Ashland Ave	East 14th St	Lewelling Blvd	Ashland	II
Grant Ave	Washington Ave/Via Alamitos	Hesperian Blvd	San Lorenzo	IIIA
Grove Way	Meekland Ave	Western Blvd	Cherryland	II
Hesperian Blvd	Lewelling Blvd	A Street	San Lorenzo	II
Meekland Ave	Lewelling Blvd	Paseo Grande	San Lorenzo	II
Castro Valley Area				
Castro Valley Blvd	Eastbound-Foothill Blvd	John Dr/Strobridge Ave	Castro Valley	II
Castro Valley Blvd	John Dr/Strobridge Ave	Redwood Rd	Castro Valley	II
Castro Valley Blvd	Redwood Rd	Crow Canyon Rd	Castro Valley	IIIB
Center St	Ray Ave	Castro Valley Blvd	Castro Valley	IIIA
Center St	Castro Valley Blvd	Grove Way	Castro Valley	II
Center St	San Lorenzo Creek	Kelly St (Hayward C.L.)	Castro Valley	II
Fairmont Dr	East 14th St	Lake Chabot Rd	Castro Valley	II
Hacienda Ave	Ricardo Ave	Hathaway Ave	San Lorenzo	II
Heyer Ave	Redwood Rd	Cull Canyon Rd	Castro Valley	IIIB
Lake Chabot Rd	Fairmont Dr	Castro Valley Blvd	Castro Valley	II
Norbridge Ave	Stanton Ave/Castro Valley Blvd	Tyee Ct	Castro Valley	II
Redwood Rd	Seven Hills Rd	Castro Valley Blvd	Castro Valley	IIIB
Redwood Rd/A St	Knox St	4th St (Hayward C.L.)	Castro Valley	II
Seven Hills Rd	Lake Chabot Rd	Madison Ave	Castro Valley	IIIA
Stanton Ave	Crest Ave	Castro Valley Blvd	Castro Valley	IIIA

Table 6-1: Bicycle High Priority Projects by Community				
Roadway	**From**	**To**	**Community**	**Bikeway Type**
East County Area				
Castlewood Dr	Foothill Rd	Pleasanton-Sunol Rd	East County-Sunol	IIIC
Dublin Blvd	Dublin C.L.	Livermore C.L.	East County-W of Livermore	II
Greenville Rd	National Dr	Patterson Pass Rd	East County-E of Livermore	II
Kilkare Rd/Main St	Foothill Rd	Niles Canyon Rd	East County-Sunol	IIIC
Mines Rd	Tesla Rd	0.3 miles south	East County-S Livermore	II
Mines Rd	Del Valle Rd	Santa Clara county line	East County-S of Livermore	IIIC
North Canyons Pkwy	Livermore C.L.	Livermore C.L. (Lorraine St)	East County-N of Livermore	I
Northfront Rd	Laughlin Rd	Greenville Rd	East County-N of Livermore	II
Patterson Pass Rd	Greenville Rd	San Joaquin county line	East County-E of Livermore	IIIC
Pleasanton-Sunol Rd	Castlewood Dr	Paloma Rd	East County-Sunol	IIIC
Tesla Rd	Greenville Rd	Cross Rd	East County-S Livermore	II
Vasco Rd	Contra Costa county line	Dalton Rd (Livermore C.L.)	East County-N Livermore	II

Table 6-2: Bicycle High Priority 'Signage Only' Projects by Community				
Roadway	**From**	**To**	**Community**	**Bikeway Type**
Eden Area				
Blossom Way	Hathaway Ave	Mission Blvd	Cherryland	IIIA
Bockman Rd	Grant Ave	Hesperian Blvd	San Lorenzo	IIIA
Channel St	Bockman Rd	Grant Ave	San Lorenzo	IIIA
Hacienda Ave	Via Alamitos	Ricardo Ave	San Lorenzo	IIIA
Hampton Rd	Meekland Ave	Mission Blvd	Cherryland	IIIA
Paseo Grande	Via Alamitos	Meekland Ave	San Lorenzo	IIIA
Paseo Larga Vista	Grant Ave	Paseo Grande	San Lorenzo	IIIA
Via Alamitos	Grant Ave	Via Nube	San Lorenzo	IIIA
Western Blvd	Hampton Rd	Sunset Blvd	Cherryland	IIIA
Castro Valley Area				
Christensen Lane	Lake Chabot Rd	Parsons Ave	Castro Valley	IIIA
Coehlo Dr	159th Ave	Bay Fair BART	Castro Valley	IIIA
D Street	Hayward C.L.	Fairview Ave/Maud Ave	Fairview	IIIA
East Ave	Hayward C.L.	Hackamore Dr	Fairview	IIIA
Elgin St	Bay Fair BART	East 14th St	Castro Valley	IIIA
Fairview Ave	D St	Hayward C.L. (Woodstock Rd)	Fairview	IIIA
Grove Way	Western Blvd	Redwood Rd	Castro Valley	IIIA
Miramar Ave	Foothill Blvd	Stanton Ave	Castro Valley	IIIA
Proctor Rd	Ewing Rd	Redwood Rd	Castro Valley	IIIA
Santa Maria Ave	Seven Hills Rd	Castro Valley Blvd	Castro Valley	IIIA
Somerset Ave	Stanton Ave	Redwood Rd	Castro Valley	IIIA
Sydney Way	Stanton Ave	Lake Chabot Rd	Castro Valley	IIIA
East County Area				
Marina Ave	Arroyo Rd	Wente St	East County-S Livermore	IIIC

Table 6-3: Pedestrian High Priority Projects by Community			
Project	**Location**	**Recommended Improvements**	**Community**
Countywide			
Coliseum BART to Bay Trail Connector Study	Coliseum BART Station to Martin Luther King, Jr. Regional shoreline - San Francisco Bay Trail	Feasibility study - best option for safe pedestrian travel	Alameda County
Union Pacific Railroad Oakland Subdivision Pathway	Bay Fair BART Station	A Street	Alameda County
East Bay Greenway	Bay Fair BART Station	A Street	Alameda County
Castro Valley Area			
Castro Valley Blvd Streetscape Improvements - Phase II	Castro Valley Blvd from San Miguel to Wisteria	Sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, transit stop improvements	Castro Valley
Castro Valley Blvd Streetscape Improvements - Phase III	Castro Valley Blvd from Wisteria to Lake Chabot	Sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, transit stop improvements	Castro Valley
Traffic Signal Timing Project - Castro Valley Blvd	Castro Valley Blvd. from Redwood St to Marshall St	Traffic signal timing study to reduce peak period car delay- includes study of pedestrians	Castro Valley
Castro Valley Blvd/ Redwood Rd Intersection Improvements	Castro Valley Blvd. at Redwood Rd	Improve safety for pedestrians	Castro Valley
Lake Chabot Road Sidewalk	Lake Chabot Rd-Various locations	New curb, gutter and sidewalk	Castro Valley
Safe Routes to School - Marshall Elementary School	20111 Marshall St @ Omega Ave – ¼ to ½ mile radius around school	New curb, gutter and sidewalk, textured crosswalks, bulb-outs, textured pavement, raised crosswalk, improved street lighting	Castro Valley
Safe Routes to School - Chabot Elementary School	19104 Lake Chabot Rd @ Christensen Lane -¼ to ½ mile radius around school	New curb, gutter and sidewalk, textured crosswalks, improved street lighting	Castro Valley
Safe Routes to School - Castro Valley High School	19400 Santa Maria Ave @ Mabel Ave -¼ to ½ mile radius around school	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting	Castro Valley
AC Transit Castro Valley Transbay Bus Stop Access Improvements	Center St, Seven Hill Rd, Lake Chabot Rd	Improved bus stops, access to bus stops	Castro Valley

Table 6-3: Pedestrian High Priority Projects by Community			
Project	**Location**	**Recommended Improvements**	**Community**
Grove Way Bulb-out and Refuge Island Project	Grove Way from Redwood Rd to Center St	Traffic calming - Bulb outs, Refuge Islands	Castro Valley
Eden Area			
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
East 14th St/Mission Blvd Streetscape Improvements - Phase II (162nd Ave to E. Lewelling Blvd.)	East 14th St from 162nd Ave to E. Lewelling Blvd	Sidewalk widening, street landscaping and lighting, utilities undergrounding, intersection bulb-outs, drinking fountains, street furnishings, transit stop improvements	Ashland
Hesperian Streetscape Improvements - Phase I	Hesperian Blvd from I--880 to Via Mercado	pedestrian lighting, compliance with ADA, bus shelters, benches, sidewalk widening, traffic calming measures	San Lorenzo
Hesperian Streetscape Improvements - Phase II	Hesperian Blvd from Via Mercado to Hacienda Ave		
Hesperian Streetscape Improvements - Phase III	Hesperian Blvd from Hacienda Ave to Bockman Rd		
Safe Routes to School - Edendale Middle School	16160 Ashland Ave @ East 14th St -¼ to ½ mile radius around school	Textured crosswalks, improved street lighting	Ashland
Safe Routes to School - Lorenzo Manor Elementary School	18250 Bengal Ave @ Hacienda Ave -¼ to ½ mile radius around school	Reconstruct sidewalks, pedestrian ramps, textured crosswalks, improved street lighting	Cherryland
Safe Routes to School - Hesperian Elementary School	620 Drew St @ Wagner St -¼ to ½ mile radius around school	Sidewalk reconstruction, pedestrian ramps, textured crosswalks, improved street lighting	San Lorenzo
Safe Routes to School - Arroyo High School	15701 Lorenzo Ave @Grant Ave-¼ to ½ mile radius around school	Textured crosswalks, improved street lighting	San Lorenzo
Ashland Community Transit Access Project (ACTAP)	159 Ave/Coelho Dr from East 14th St to Bayfair BART	Widen sidewalks, trees, lighting, bulb-outs, way-finding signage, I/S improvements	Ashland
Cherryland Sidewalks Project - Phase 3	Meekland Ave from E Lewelling Blvd to Hayward CL/ W. "A" St.	New curb, gutter and sidewalk, landscaping, drainage	Cherryland
San Lorenzo Creek Trail	San Lorenzo Creek from Mission Blvd. to Meek Estate	The project includes a multi pathway and serves the County grow opportunity area on East 14th/Mission Boulevard.	San Lorenzo

Table 6-3: Pedestrian High Priority Projects by Community			
Project	**Location**	**Recommended Improvements**	**Community**
Via Enrico Sidewalk	Via Enrico from Washington Ave to Lorenzo Ave	Construct new sidewalk on south side	San Lorenzo
East County Area			
Safe Routes to School - Sunol Glen School	11601 Main St @ Paloma Way/ Niles Canyon Rd -¼ to ½ mile radius around school	Crosswalk improvements, intersection bulb outs, vehicle circulation in parking lot	Sunol
Main Street Improvements in Sunol	Main St at Kilkare Rd	Raised crosswalk, textured pavement and island modifications	Sunol
Safe Routes to School - Mountain House Middle & Elementary School	3950 Mountain House Rd -¼ to ½ mile radius around school	Pedestrian ramps, crosswalks/crossings	East County
Traffic Signal Project - Altamont Pass Rd @ Greenville Rd	Altamont Pass Rd at Greenville Rd	Install traffic signals with improved pedestrian accommodation including crosswalks and pedestrian signal phase	East County
Buena Vista Ave Safe Routes to Transit	Buena Vista Ave from Tesla Rd to East Ave	Improved bus stops, access to bus stops	East County

Past Expenditures

Alameda County has made substantial bicycle and pedestrian improvements since the previous plans were prepared; many of these projects were implemented as part of larger street improvement projects. Understanding the County's investment in bicycle and pedestrian infrastructure will help to determine what will be required to complete and maintain the recommended networks. The following projects have been implemented or are nearing completion.

Wheelchair Accessible Ramps: Alameda County has installed approximately 450 ramps since 2006 at intersections throughout the Unincorporated Areas at a cost of more than $1.7 million.

Streetscape Projects: The larger streetscape projects offer the opportunity to coordinate roadway improvements to accommodate all road users and land use changes as well as to upgrade utilities. While these projects generally have a high price tag they provide significant improvements to the bicycling and walking environments in the corridor. More than $40 million has been spent recently on streetscape projects in the Unincorporated Areas include:

- Castro Valley Boulevard Streetscape Project Phase I from Redwood Road to San Miguel Avenue: This project included sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, and transit stop improvements.
- Lewelling Boulevard Streetscape Project Phase I from Hesperian Boulevard to Meekland Avenue: This project included widening and reconstructing the roadway and adding pedestrian safety improvements including new curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, and improved street lighting for the San Lorenzo High School Safe Routes to School Project.

- Redwood Road Improvements at various locations: This project included traffic signal improvements, new curb, gutter and sidewalk, and lane restriping.
- East 14th Street/Mission Boulevard Streetscape Improvements Phase I from 150th Avenue to 162nd Avenue: This project included sidewalk widening, street landscaping and lighting, utilities undergrounding, intersection bulb-outs, drinking fountains, street furnishings, and transit stop improvements.
- Washington Avenue Streetscape and Widening Project from the San Leandro City Limits to Grant Avenue: This project included new curb, gutter and sidewalk, textured crosswalks, improved street lighting; center median, and Class II bike lanes as well as Safe Routes to School Improvements at Grant Elementary School.
- Sunol Town Center Streetscape and Pedestrian Improvements from Main Street/Niles Canyon Railway Station/Kilkare Road to Paloma Way: This project is currently under construction and will include walkways, bulb-outs, raised crosswalks, sidewalk lighting, pedestrian fencing, and landscaping.
- Stanley Boulevard Roadway Improvements from the Pleasanton to Livermore City Limits: This project includes Class I bike paths and Class II bike lanes.

Safe Routes to School Projects: Safe access to schools is a priority of Alameda County. Almost $7 million has been spent on these projects with new sidewalks, textured crosswalks, bulbouts, street lighting, and pedestrian ramps since the last plan update at:

- Castro Valley Elementary School
- Cherryland Elementary School
- Colonial Acres Elementary School
- Grant Elementary School
- Hillside Elementary School
- San Lorenzo High School
- Stanton Elementary School

Major Sidewalk Projects: Various sidewalk projects have been completed at a cost of approximately $11.5 million including new curb, gutter and sidewalk, landscaping and drainage on:

- 159th Avenue from Liberty Street to Marcella Street
- 167th Avenue from Liberty Street to Los Banos Street
- Hampton Road from Meekland Avenue to East 14th Street/Mission Boulevard
- Princeton Street from Willow Avenue to Laurel Avenue
- San Miguel Avenue from Somerset Avenue to Castro Valley Boulevard
- Sunset Boulevard from Meekland Avenue to Western Boulevard
- Western Boulevard from Hampton Road to Hayward City Limits/Sunset Boulevard
- Willow Avenue from Meekland Avenue to Western Boulevard

Crossing Improvement Projects: These projects, at an estimated cost of $1.7 million, involve the installation of traffic signals and various pedestrian accommodations at the intersections of:

- Redwood Road and Mabel Avenue
- Crow Canyon Road and Norris Canyon Road
- Tesla Road and South Vasco Road
- Vasco Road and Dalton Avenue

Class II Bike Lanes: These projects, for an estimated cost of $480,000, ranged from minor signage upgrades to installation of new bike lanes.

- Upgraded bike lane signage on:
    - East Castro Valley Boulevard from Villarreal Drive to Dublin Canyon Road
    - Norbridge Avenue from Tyee Court to Castro Valley Boulevard
- Upgraded bike lane signage and new pavement markings on:
    - Dublin Canyon Road from Eden Canyon Road/Palo Verde Road to Pleasanton City Limits
    - Five Canyons Parkway from East Castro Valley Boulevard to Fairview Avenue
    - Greenville Road from Patterson Pass Road to Tesla Road
- New Class II bike lanes on:
    - Castro Valley Boulevard from Westbound-Foothill Boulevard (SR 238) to John Drive/Strobridge Avenue
    - Cull Canyon Road from Briar Ridge Road to Crow Canyon Road
    - East Avenue from Vasco Road to Greenville Road
    - Hathaway Avenue from Hacienda Avenue to Mero Street (Hayward City Limits)
    - Lewelling Boulevard from Hesperian Boulevard to Meekland Avenue (part of the Lewelling Boulevard Streetscape Project Phase I)
    - Mattox Road from Mission Boulevard to Foothill Boulevard (SR 238)
    - S Livermore Avenue from Concannon Boulevard to Tesla Road
    - Stanley Boulevard from Pleasanton City Limits to Livermore City Limits (part of Stanley Boulevard Improvements)
    - Sunset Boulevard from Meekland Avenue to Western Boulevard
    - Tesla Road from S Livermore Avenue to Greenville Road
    - Vasco Road from 1.8 miles south of Contra Costa county line to 2.1 miles south of Contra Costa county line
    - Washington Avenue from San Leandro City Limits to Grant Avenue (part of the Washington Boulevard Streetscape and Widening Project
    - Wente Street from Concannon Boulevard to Marina Avenue

Class III Bike Routes: Two bike route projects were completed at an estimated cost of $30,000. Bike lane signage was installed on:

- Vasco Road from the Contra Costa county line to 1.8 miles south
- N Livermore Avenue from Manning Road to I-580 (Livermore City Limits)

Pedestrian and Bikeway Facility Costs

Bikeway Facility Costs

Estimated costs for the construction and maintenance of the recommended bikeway network are discussed below.

Construction Costs

Table 6-3 provides unit cost estimates for the construction of bikeway facilities in the Bay Area based upon recent bikeway construction and adjusted for conditions in Alameda County. These are conceptual construction cost estimates only and do not include costs for contingencies, design, administration, or right-of-way acquisition. More detailed estimates should be developed following the preliminary engineering stage as individual projects advance towards implementation.

Table 6-3: Conceptual Unit Cost Estimates for New Bikeway Construction

Facility Type: Assumptions	Estimated Cost per Mile
Class I Bike Path: Construct new path on generally flat right-of-way with no grade separations and minimal grading needed; costs of lighting, fencing, or other amenities and right-of-way acquisition are not included.	$650,000
Class II Bike Lane	
Add bike lane signage only	$6,000
Add bike lane signage and pavement markings	$18,000
New bike lanes with striping, signage, and pavement markings	$30,000
New bike lanes requiring restriping, signage, and pavement markings	$80,000
New bike lanes requiring 4-foot minimum shoulder, striping, signage, and pavement markings[1]	TBD
Class II Bike Route	
New bike route with signage only	$6,000
New bike route with signage and sharrows	$18,000
New bike route requiring restriping, signage, and sharrows	$80,000
New bike route requiring 4-foot minimum shoulder and signage[1]	TBD

[1] Conditions on roadways requiring the addition or widening of shoulders vary greatly; hence it is not possible to give an accurate estimate for costs associated with shoulder projects.

Maintenance Costs

Multi-use path maintenance includes cleaning, resurfacing, and restriping the asphalt path, repairing bridges and other structures, cleaning the drainage system, removing trash, and maintaining landscaping. While this maintenance effort may not be incrementally major, it does have the potential to develop heavy expenses if it is not done periodically.

For purposes of estimating maintenance expenses for paved pathways, $8,500 per mile per year is assumed based on information received for other similar facilities in California. This cost covers all expenses including labor, supplies, and amortized equipment costs. Tasks include trash removal, sweeping (with a mechanized sweeper), sign replacement/repair, pavement marking replacement, pavement sealing/resurfacing, and structural and drainage inspection. Underbrush and weeds should be removed to maintain a clear pathway.

Sections with narrow widths or other clearance restrictions should be clearly marked. Pathways should be designed to accommodate maintenance and emergency vehicles.

Maintenance for Class II bike lanes and Class III bike routes can generally be provided as part of the regular roadway maintenance. Additional costs should be minimal because, in most locations, the roadway surface area to be maintained will be the same with or without bike lanes or routes. For estimating purposes, maintenance costs for Class II and Class III facilities would include:

- Class II at $2,000/mile annually for sweeping, sign and stripe/pavement marking maintenance, and minor surface repairs.
- Class III at $1,000/mile annually for sweeping, signage maintenance, and minor surface repairs.

Pedestrian Facility Costs

There are a great variety of elements that are utilized for improving pedestrian circulation. Some of these are shown below in **Table 6-4** along with estimated cost for construction. Note that these costs are for construction only and do not include additional costs for design, land acquisition or contingencies.

Table 6-4: Order of Magnitude Cost Estimates for Pedestrian Facilities

Improvement	Cost Estimate Range	Unit
Advanced Stop Limit Line	$60 - $80	per each (12 inch wide x 12 foot)
Asphalt Walkway[2]	$3 - $6 per square foot	per square foot
Automated Detection (NA)	$500-$1,000 for microwave or infrared	Per each location
Countdown Pedestrian Signal	$600 - $800 per signal indication	per signal indication
Crosswalk - parallel type	$11 per linear foot	per linear foot
Crosswalk - ladder type	$50 per linear foot (10 foot wide)	per linear foot
Crosswalks - raised	$5,000 - $20,000	per crosswalk

Table 6-4: Order of Magnitude Cost Estimates for Pedestrian Facilities		
Improvement	**Cost Estimate Range**	**Unit**
Crosswalks – mid-block, in-pavement warning lights	$30,000 - $50,000	per crosswalk
Curb Extensions	$5,000 - $25,000	per extension
Curb Extensions (Long) w/storm drainage work	$20,000 - $75,000	per extension
Curb Radii Reduction	$5,000 - $10,000 per corner	per corner
Flags	$100 per crossing including holders	per XING including holders
Flashing Beacons	$10,000 - $40,000 per XING depending on placement	per XING
Lighting	$2,000 - $6,000 per light	per light
Limit Lines - advance placement	$300-$500 per limit line	per limit line
Median Refuge (Small)	$1,000	per refuge
Median Refuge Islands	$20,000 - $40,000	per refuge
Pork Chop Island	$15,000 - $35,000 per island	per island
Railings for Pedestrians	$30 per linear foot (at any crossing)	per linear foot
Raised Intersections	$50,000 - $75,000 per intersection	per intersection
Sidewalk w/ existing curb & gutter[3]	$300 per linear foot (5 foot wide)	per linear foot (5 ft wide w/vertical curb)
Sidewalk w/ new curb & gutter[3]	$500 per linear foot (5 foot wide)	per linear foot (5 ft wide)
Paved Shoulders	$8 - $15 per square foot	per square foot
Signage	$200 - $300	per each sign
Signage – Pedestrian Yield	$200 - $300	per each sign
Signage – Double fine zones	$300 - $500	per each sign
Signal - Midblock	$75,000 - $125,000	
SOURCE: Alameda County Pedestrian Master Plan for Unincorporated Areas, July 2006. Table 3		

Funding Strategy

Earlier in this chapter, the High Priority bicycle and pedestrian projects were identified based upon the project's ability to meet the needs of the community. However, this list of high priority projects is not meant to preclude the remaining projects from being implemented if the opportunity arises. There are a variety of ways that a project can be funded and constructed such as within the scope of another project. With this understanding, the County should consider the following strategies as a means for implementing the recommended bicycle and pedestrian improvements.

- There are a variety of potential funding sources including local, regional, State, and Federal options. The County should also take advantage of private contributions in developing the proposed system. This could include a variety of resources such as volunteer labor during construction or monetary donations towards specific improvements. The funding sources considered appropriate for the Unincorporated Areas are discussed in detail in **Appendix F**.
- Use the 'funding experts' available at the State, County, local, and regional agencies to keep apprised of upcoming funding opportunities.
- Prepare joint applications with other local and regional agencies for competitive funding programs at the State and Federal levels. Joint applications often increase the competitiveness of projects for funding; however, coordination amongst the participating jurisdictions is often challenging. The County should consider acting as the lead agency, with a strong emphasis on coordination between participating jurisdictions to ensure that important projects are implemented as quickly as possible.
- Use existing funding sources as matching funds for State and Federal funding. The County receives approximately $500,000 per year from TDA Article 3 and Measure B for bicycle and pedestrian improvements. This is an excellent source for matching funds.
- Include bikeway and pedestrian projects in local traffic impact fee programs and assessment districts.
- Continue to include proposed bikeways and pedestrian improvements as part of roadways projects involving repaving, widening, overlays, or other improvements. For example, when an arterial or collector is scheduled for repaving, re-evaluate roadway and lane configurations to fit bike lanes wherever possible. If necessary, consider restriping for narrower inside travel lanes or reducing the number of travel lanes. If bike lanes are still not possible, investigate providing wider curb lanes.

Implementation Strategy

The following strategies are suggested to support implementation of the recommended bicycle and pedestrian improvements and to measure overall success of the bicycle and pedestrian program.

- **Staffing**: Continue to designate existing staff (Transportation Engineer or Planner) to be responsible for plan review, coordinating with county and outside agency staff, pursuing outside funding sources, and overall implementation of this plan.
- **Plan Review**: All traffic impact studies, street improvement projects, land use changes and development projects should be routed through appropriate County staff to ensure that bikeway projects and pedestrian improvements are consistent with this plan and meet the design guidelines for minimum (or better) bicycle and pedestrian facilities. The review should also include an assessment of impacts to existing bicycle and pedestrian safety, access, and mobility and strategies to mitigate any impacts. Plan review should follow the principles of Complete Streets to ensure that safe access for all roadway users (pedestrians, bicyclists, motorists, and transit users of all ages and abilities) is maintained.
- **Monitoring**: A monitoring plan should be developed and followed to measure success of the plan and to ensure that all opportunities are being taken advantage of to implement the plan. This includes:

  - **Safety Monitoring**: Conduct an annual review of recent bicycle and pedestrian-involved collision data and compare to incidents in previous years to identify patterns by location and collision types. Evaluate these findings against recently completed bicycle and pedestrian projects to assess the impact of these projects on bicycle and pedestrian safety.
  - **Funding Monitoring**: Work closely with various funding agencies such as MTC, Alameda County Transportation Commission, Bay Area Air Quality District, and Caltrans to keep abreast of funding opportunities and to follow up on applications to ensure maximum success.
  - **Operations Monitoring**: Coordinate with the County Sheriff's Department to direct needed enforcement of traffic laws affecting bicyclists and pedestrians.

- **Maintenance**: A regular maintenance program should be developed to maintain bicycle and pedestrian facilities in good usable condition. This program should include:
  - Annual review of bicycle facilities to assess the condition and needed repair or replacement of signage, striping, or pavement markings.
  - Regular sweeping of on-street and off-street facilities no less than four times a year. Obstructions and potholes should be repaired as soon as possible after being reported.
- **Outreach**: The general public and interested parties should be kept apprised of successes and opportunities for bicycling and walking in the Unincorporated Areas. Some strategies include:
  - Bicycle and pedestrian promotional and educational events, such as Bike to Work Day and Walk to School Week.
  - Updates to the County's website on new or renovated facilities.
  - A mailing list of organizations and individuals that will support events and efforts by the County to encourage bicycling and walking.
  - Community bicycling and walking maps to promote bicycling and walking in neighborhoods and to educate all road users on the rules of the road and other safety information. The cost of printing and updating this map could be subsidized by advertising revenues from local bike shops and other retailers. Distribution of the map may include residents, schools, bicycle clubs, major employers, senior centers, libraries, and local bike shops as well as an on-line resource for use by businesses in their promotional outreach programs.
  - Brochures for residents, schools, and employers addressing opportunities for safe routes to school programs, employer incentive programs for walking and bicycling to work, and tips for bicycling/walking with your children.

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	2011Attractors	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

Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
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

Appendix C-1: Recommended Bikeway Network by Roadway

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

Appendix C-1: Recommended Bikeway Network by Roadway

Roadway	From	To	Community	Length	Ex	Pro	Bikeway Improvements	2011Attractors	Priority	Cost Estimate
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 Alamitos	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 Alamitos	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

Appendix C-1: Recommended Bikeway Network by Roadway

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 Alamitos	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

Appendix C-1: Recommended Bikeway Network by Roadway

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

Appendix C-1: Recommended Bikeway Network by Roadway

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

Appendix C-1: Recommended Bikeway Network by Roadway

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 Alamitos	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 Alamitos	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	2011Attractors	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	2011Attractors	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	2011Attractors	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	2011Attractors	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
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	2011Attractors	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 Alamitos	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 Alamitos	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 Alamitos	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 Alamitos	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 Alamitos	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	2011Attractors	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

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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

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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	Heryer 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 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
Lake Chabot Rd Sidewalk	Lake Chabot Rd-Various 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 Avve 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 Sequndo 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 sidwalk, 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-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	M
East County Roadways Widening/ Shoulder Improvement on Mines Rd	Mines Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
East County Roadways Widening/ Shoulder Improvement on Tesla Rd	Tesla Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
Mines Rd Preliminary Realignment	Mines Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	$220	L
East County Roadways Widening/ Shoulder Improvement on Calaveras Rd	Calaveras Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	Sunol	TBD	L
East County Roadways Widening/ Shoulder Improvement on Pleasanton-Sunol Rd	Pleasanton-Sunol Rd-Various 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	Heryer Ave from Center St to Cull Canyon Rd	Streetscape	Parking bays	Castro Valley	$600	L
Lake Chabot Rd Sidewalk	Lake Chabot Rd-Various 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 Avve 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 sidwalk, 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 Sequndo 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-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	M
East County Roadways Widening/ Shoulder Improvement on Mines Rd	Mines Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
East County Roadways Widening/ Shoulder Improvement on Tesla Rd	Tesla Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	East County	TBD	L
East County Roadways Widening/ Shoulder Improvement on Calaveras Rd	Calaveras Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	Sunol	TBD	L
East County Roadways Widening/ Shoulder Improvement on Pleasanton-Sunol Rd	Pleasanton-Sunol Rd-Various locations	Bicycle/Pedestrian Ramp/Shoulder Improvements	Widen shoulders	Sunol	TBD	L
Mines Rd Preliminary Realignment	Mines Rd-Various 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**
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

1. Connection to Activity Centers: *How will the project improve connectivity to key destinations? The project will provide access, particularly within 1/4 mile to:*	**Total Points Available**	**Points Assigned**
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*: How does the project improve pedestrian safety?*		
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: *Does the project provide access to all parts of the county as well as provide access for all users, including those with disabilities?*		
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: 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, 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): Fund 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 project 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

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

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

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.

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

[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 though 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 Trials; 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 Trials; 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 Trials; 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-<u>much safer</u> 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.

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.

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

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.

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

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

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Appendix H: Negative Declaration

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STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

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

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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

Note: Blanks in data fields result from insufficient information provided by lead agency.

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.