



Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Agenda Thursday, April 30, 2026, 5:30 PM

Alameda CTC's Advisory Committees and the Independent Watchdog Committee will meet at Alameda CTC's offices, 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see [Alameda CTC's Meeting Code of Conduct](#) for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Chair: Kristi Marleau
Vice Chair: Matt Turner

Staff Liaison: Colin Dentel-Post
Aleida Andrino-Chavez
Clerk: Angie Ayers

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800

Oakland, CA 94607

Zoom Link:

<https://us06web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Qo1ldzo9>

Dial-in Information: 1 (669) 900 6833

Webinar ID: 838 2333 1010

Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the February 19, 2026 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

Information

[4.1_BPAC_Minutes_20260219.pdf](#)

5. Regular Matters

- 5.1 Transportation Development Act (TDA) Article 3 FY 2026-27 Project Review and Active Transportation Program (ATP) Cycle 8 Complete Streets Checklist Review

Information

[5.1_BPAC_TDA_Article_3_Project_Review_20260430.pdf](#)

[5.1A_BPAC_TDA_Dublin_Presentations_20260430.pdf](#)

[5.1B_BPAC_ATP_Hayward_I880_AStreet_Interchange_Presentation_20260430.pdf](#)

[5.1C_BPAC_TDA_Hayward_Quick_Build_Presentation_BikePed_20260430.pdf](#)

[5.1D_BPAC_TDA_Livermore_EastAve_ATP_Presentation_20260430.pdf](#)

[5.1E_BPAC_ATP_Newark_SR2S_Presentation_20260430.pdf](#)

- 5.2 East Bay Greenway Multimodal Project – Hayward Segment: Project Update and ATP Cycle 8 Complete Streets Checklist Review

Information

[5.2_BPAC_April-26_BPAC_EBGWMM-Hayward Project_Staff Report_20260430.pdf](#)

[5.2_BPAC_EBGWMM-Hayward-Project_Presentation_20260430.pdf](#)

- 5.3 Central County Community Connections Plan

Information

[5.3_BPAC_4CP_Plan_Update_20260430.pdf](#)

[5.3_BPAC_4CP_Update_Presentation_20260430.pdf](#)

6. Organizational Meeting

- 6.1 Approve the Election of the BPAC Chair and Vice Chair for FY 2026-27

Action

- 6.2 Approve the FY 2026-27 BPAC Calendar

Action

[6.2_BPAC_Calendar_FY26-27_20260430.pdf](#)

7. Committee Member Reports

7.1 BPAC Member Reports Information

7.2 BPAC Member Roster Information

[7.2_BPAC_Member_Roster_20260430.pdf](#)

8. Staff Reports

9. Adjournment

Next Meeting:

TBD

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
 - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
 - 如需语言协助, 请致电 (510) 208-7475. 请至少提前五个工作日通知, 以便满足您的要求。
 - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
 - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, February 19, 2026, 5:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted, and all members were present except for Ben Schweng and Kendra Toy. BPAC members welcomed a new member, Jianhan Wang, appointed by the Alameda County Board of Supervisors, District 2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the October 31, 2025 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

Matt Turner made a motion to approve the Consent Calendar. Jason Purdy seconded the motion. The motion passed with the following vote:

Yes: Gould, Greenberg, Johansen, Marleau, Purdy, Seavers, Turner, Wang
No: None
Abstain: None
Absent: Schweng, Toy

5. Regular Matters

5.1. Vision 980 Study Update

Becky Frank and Hunter Oatman-Stanford from Caltrans provided an update on the Vision 980 Study. This item was for information only.

5.2. San Pablo Avenue Multimodal Corridor Program Update

Matt Bomberg and Emma Burkhardt provided an update on the San Pablo Avenue Multimodal Corridor Program. This item was for information only.

5.3. 2026 Countywide Active Transportation Plan Update

Aleida Andrino-Chavez gave an update on the Countywide Active Transportation Plan. This item was for information only.

6. Committee Member Reports

6.1. BPAC Member Reports

There was one member's report. Matt Turner reported that he is participating in a community group opposing the initiative to permit trucks on I-580.

6.2. BPAC Roster

This item was included for informational purposes.

6.3. Fiscal Year 2025-2026 BPAC Meeting Calendar

This item was included for informational purposes.

7. Staff Reports

There were no staff reports.

8. Adjournment



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 23, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Colin Dentel-Post, Principal Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Transportation Development Act Article 3 FY 2026-27 Project Review
and Active Transportation Program Cycle 8 Complete Streets
Checklist Review

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) review select projects applying for Transportation Development Act (TDA) Article 3 FY 2026-27 funds and the Complete Streets Checklists of select projects applying for Active Transportation Program (ATP) Cycle 8 grants. This item is for information only.

Summary

Per Metropolitan Transportation Commission (MTC) requirements, all projects that are located within the public right of way and are requesting over \$250,000 in discretionary funding from MTC (e.g. from One Bay Area Grant program, TDA Article 3, ATP, etc.) or MTC endorsement for a grant managed by another agency, such as the California Department of Transportation (Caltrans) or a Countywide Transportation Agency, are subject to the Complete Streets Checklist Policy and must be reviewed by a local or countywide BPAC. In Alameda County, the Countywide BPAC is responsible for reviewing and providing input on these projects if they are sponsored by Alameda CTC or by a jurisdiction without a local BPAC.

In Alameda County, four jurisdictions do not have local BPACs and therefore rely on the Countywide BPAC for this review. These are: Dublin, Hayward, Livermore, and Newark.

For TDA Article 3 FY 2026–27 funding, three jurisdictions—Dublin, Hayward, and Livermore—are proposing one project each for a total of three projects. For ATP Cycle 8, Hayward, Livermore, and Newark are submitting one project each. Livermore’s requests from both sources are for the same project. Explanations of each funding source followed by summaries of each project are provided in this memorandum. Staff from the sponsoring

jurisdictions will be available to present their projects and respond to questions at the BPAC meeting.

Background

TDA Article 3 FY 2026-27 Funding

TDA Article 3 is a funding source administered by MTC and made available to local agencies for use on bicycle and pedestrian infrastructure projects annually. Allocations are distributed by formula based on jurisdiction population, and jurisdictions may either expend funds or roll them over for use in future years.

The estimated total TDA Article 3 Pedestrian and Bicycle Program allocation for FY 2026–27 across all jurisdictions in Alameda County is \$3,160,840. Accounting for rollover, loaned, and expired funds from previous years, the total currently available is \$5,592,898. Attachment A provides a summary of the total funding available and balances by jurisdiction.

For the FY 2026–27 cycle, the Cities of Dublin, Hayward, and Livermore have requested Countywide BPAC review of their proposed projects.

Active Transportation Program (ATP) Cycle 8

The ATP is a competitive funding program with statewide and regional programs. The statewide program is administered by Caltrans and the regional one by MTC. In addition to the statewide application, applicants applying for regional ATP funds must include answers to supplemental questions, including a Complete Streets Checklist reviewed by a local BPAC. Cycle 8 is expected to include about \$574 million made of federal, State SB1, and State Highway Account (SHA) funding and the programming includes fiscal years 2027-28 through 2030-31. The ATP applications for both statewide and regional programs are due June 22, 2026.

For their ATP Cycle 8 applications, the Cities of Hayward and Newark have requested the Countywide BPAC review of Complete Streets Checklists. The City of Livermore is applying for both this source of funds and TDA Article 3 funds for the same project and is submitting one checklist for both sources of funding.

City of Dublin: 2026 Pedestrian and Americans with Disabilities Act (ADA) Improvements Project

The City of Dublin is requesting the use of its TDA Article 3 allocation in the amount of \$227,170 to support implementation of the 2026 Pedestrian and ADA Improvements Project, which will be constructed in coordination with the City's 2026 Street Resurfacing Plan.

Project improvements include construction or upgrade of approximately 106 ADA-compliant curb ramps as well as curb extensions at intersections along key school routes, including:

- Brighton Drive and Mansfield Drive near Dublin High School,

- Brighton Drive and Tamarack Drive near Dublin High School, and
- Penn Drive and King Way near Wells Middle School.

These locations were identified based on the City's Bicycle and Pedestrian Plan, Safe Routes to School (SR2S) site assessment recommendations, field assessments, and coordination with planned pavement improvements to maximize the effectiveness of available funding. These improvements are being implemented in advance of future street resurfacing to address existing accessibility deficiencies, meet ADA requirements associated with pavement treatments, and avoid the need for future reconstruction.

The total project budget is \$2.1 million, and the City of Dublin is requesting the use of \$227,170 in available TDA funds towards the implementation of this project. Construction is anticipated to occur between June and October 2026.

City of Hayward: I-880/A Street Interchange Improvements Project

The City of Hayward is seeking ATP Cycle 8 funding for the construction phase of the I-880/A Street Interchange Improvements Project being delivered in partnership with Caltrans and Alameda CTC. This interchange is a component of the larger [I-880 Interchange Improvements \(Winton Avenue/A Street\) Project](#) led by Alameda CTC, which will enhance bicycle and pedestrian safety at both the I-880/A Street and I-880/Winton Avenue interchanges. The larger project is currently in the Project Approval and Environmental Document (PA&ED) phase, expected to be completed in 2027. Final design to develop construction-ready plans for the I-880/A Street interchange location is fully funded.

Existing conditions in the project area include curb-adjacent narrow sidewalks, no shoulders, wide freeway off-ramps, and limited multimodal facilities, resulting in lack of safety and conflicts among vehicles, cyclists, and pedestrians, as well as operational issues from long left-turn queues on A Street. Proposed improvements include ramp reconfigurations, bridge modifications, two 12-foot shared-use paths through the undercrossing, and a Class IV separated bikeway along A Street to the east and west of the interchange.

The project sponsors conducted stakeholder and public outreach to solicit input on the project in 2019, including a public open house and meetings with key stakeholder groups near the project area. Stakeholder meetings were held with local agencies and emergency services, the bicycle and pedestrian community, and the Chamber of Commerce and local business community. Additional outreach was conducted in 2022, including mailed notices and an online public meeting, to share the draft environmental document.

The City is applying for approximately \$21.7 million in ATP Cycle 8 funding to fully fund the construction phase of the I-880/A Street Interchange Improvements Project. Construction is anticipated to begin in 2030.

City of Hayward: Quick-Build Bicycle and Pedestrian Safety Project

The City of Hayward's Quick-Build Bicycle and Pedestrian Safety Project is intended to reduce traffic-related injuries and encourage active transportation throughout the City of Hayward. The project includes the design and implementation of safety countermeasures at ten high-priority locations, as well as maintenance or replacement of existing quick-build safety features.

The project locations are identified in the City's Bicycle and Pedestrian Master Plan, with a focus on the highest-ranked locations in the [City's Local Road Safety Plan](#). Improvements include new or replacement signage and pavement striping, minor concrete elements, and installation of rectangular rapid flashing beacons at select crossings.

The total project cost is \$600,000, and the City is requesting TDA Article 3 funds to fully support the construction phase. Project implementation is anticipated by December 2027.

City Livermore: East Avenue Corridor Active Transportation Plan Implementation Project

The [East Avenue Corridor Active Transportation Plan Implementation Project](#) includes roadway improvements in the vicinity of East Avenue as recommended by the City's Active Transportation Plan and the East Avenue Corridor Study. The project will improve safety, accessibility, and mobility for pedestrians and cyclists of all ages and abilities.

The project includes the following:

- Modifying elements from the Tactical East Avenue Study implementation, which includes bulb-outs and median refuge islands.
- Adding bulb-outs to three additional intersections on East Avenue.
- Developing a bicycle boulevard through the neighborhood north of East Avenue as recommended in the City's ATP; and
- Curb ramps upgrade

The total project cost is \$3.45 million. The City is applying for \$2.7 million from the ATP Cycle 8 grant program and requesting \$372,723 in TDA Article 3 funds. The funding plan for the remainder of the project cost includes sources such as the SB1 Gas Tax, Measure BB Bicycle/Pedestrian program, Measure BB Local Streets and Roads program.

The project is currently entering final design, which is expected to be completed by the end of 2026, with construction anticipated to begin in summer 2027.

City Newark: Safe Routes to Schools Improvements Project

Newark's SR2S Improvements Project stems from its 2017 Pedestrian & Bicycle Master Plan, which identified potential SR2S projects at each school and its surroundings. These projects have been combined into a single project for application to the ATP Cycle 8 program. The project aims to improve conditions for cyclists and pedestrians around the ten schools located

in the City, especially for locations adjacent to arterials or where the route to school is located along multilane roadways.

Proposed improvements include implementation of Class III bike boulevards along lower traffic volume residential streets, enhanced pedestrian crossings, and safety improvements at intersections. The City has submitted a memorandum to the BPAC, included as Attachment G, which provides more information about the project.

The City is requesting \$4.0 million in ATP Cycle 8 funds to support its annual SR2S program for the implementation of safety improvements around schools. The Project Improvement Plans, Fact Sheet and Map, and Complete Streets Checklist are included as Attachments H, I, and J, respectively.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

- A. Fiscal Year 2026-27 TDA Article 3 Funding Estimate for Alameda County
- B. Dublin: 2026 Pedestrian and ADA Improvements Project Complete Streets Checklist
- C. Hayward: I-880/A Street Interchange Improvements Complete Streets Checklist
- D. Hayward: I-880/A Street Interchange Improvements Concepts
- E. Hayward: Quick-Build Bicycle and Pedestrian Safety Project Complete Streets Checklist
- F. Livermore: East Avenue Corridor ATP Implementation Complete Streets Checklist
- G. Newark: SR2S Improvements Project Memo
- H. Newark: SR2S Improvements Project Plans
- I. Newark: SR2S Improvements Project Fact Sheet and Location Map
- J. Newark: SR2S Improvements Project Complete Streets Checklist

Exhibit A

FY 2026-2027 TDA Article 3 Funding for Alameda County

(Preliminary Estimate)

Agency	Population *	PA	Population	% Population	% share of funds	FY 26-27	Roll Over (FY 25-26)	Loan Balances	Expired 6/30/25	TOTAL FY 26-27**
County	147,646				15.00%	\$474,126				
Alameda	79,020					\$140,150	\$	\$	\$	\$
Albany	20,578					\$36,497	\$	\$	\$	\$
Berkeley	128,348					\$227,638	\$	\$	\$	\$
Emeryville	13,471					\$23,892	\$	\$	\$	\$
Oakland	426,457					\$756,364	\$	\$	\$	\$
Piedmont	10,806					\$19,166	\$	\$	\$	\$
		PA1	678,680	44.80%	38.08%	\$1,203,707				
Hayward	162,359					\$287,960	\$	\$	\$	\$
San Leandro	87,813					\$155,745	\$	\$	\$	\$
		PA2	250,172	16.51%	14.04%	\$443,705				
Fremont	232,619					\$412,573	\$	\$	\$	\$
Newark	48,886					\$86,704	\$	(258,094)	\$	\$
Union City	66,657					\$118,223	\$	\$	\$	\$
		PA3	348,162	22.98%	19.54%	\$617,500				
Dublin	74,691					\$132,472	\$	\$	\$	\$
Livermore	85,899					\$152,351	\$	\$	\$	\$
Pleasanton	77,232					\$136,979	\$	\$	68,218	\$
		PA4	237,822	15.70%	13.34%	\$421,801				
	1,662,482		1,514,836	100.00%	100.00%			\$ (258,094)		\$ 5,334,804
						\$ 3,160,840	\$ 2,363,840		\$ 68,218	\$ 5,592,898

*Population estimates from Dept. of Finance (1/1/25)

**FY 26-27 Fund Estimate less a 10% buffer from revenue estimates (\$)

(Buffer) \$196,933
 (Column J) \$5,789,830

NOTE: Allocated funds expiring on 6/30/2026 are assumed to be spent by the end of the fiscal year unless we are notified otherwise.

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	Pedestrian and ADA Improvements for the Annual Street Resurfacing Project CIP No. ST0117
Project Area/Location(s): Attach map if available.	Curb ramp upgrades along Brighton Drive, Castilian Road, Penn Drive, Amador Valley Boulevard, Hacienda Drive, Gleason Drive, and within residential neighborhoods near York Drive, Silvergate Drive, and Newcastle Lane. See Attachment.

PROJECT DESCRIPTION: (300-word limit)

The project consists of the reconstruction and upgrade of existing curb ramps, sidewalks, and related concrete infrastructure to bring facilities into compliance with current ADA standards. Improvements include installation of ADA compliant curb ramps, detectable warning surfaces, and associated concrete and drainage work at intersections along corridors including Brighton Drive, Castilian Road, Penn Drive, Amador Valley Boulevard, Hacienda Drive, Gleason Drive, and within residential neighborhoods near York Drive, Silvergate Drive, and Newcastle Lane (Attachment 2).

This project is part of a phased pavement preservation program, where ADA improvements are constructed in advance of planned roadway maintenance treatments, including future cape seal applications, to ensure compliance with accessibility requirements and avoid rework during subsequent pavement rehabilitation. Project is in PE-Design stage.

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title: Project Manager (Consultant)	Contact Email: sai.midididdi@dublin.ca.gov	Contact Phone: 925-833-6630
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	The project will upgrade curb ramps at various locations in the City identified in ADA Transition Plan to meet current PROWAG standards. The scope also includes installing curb extensions at select locations based on SR2S and Bike/Ped Plan recommendations.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	The curb ramps and pedestrian improvements that will be constructed with the project will comply to PROWAG and ADA standards.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	Brighton Dr, Amador Valley Blvd and Penn Dr provide access to Dublin High, Wells Middle and Frederickson Elementary school. These routes are heavily used by school children. SR2S and ADA Transition plan assessments recommend curb ramp upgrades and curb extensions to shorten the crossing distance and improve the visibility of pedestrians.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	The upgraded curb ramp, curb extensions and additional striping enhancements will reduce crossing distance and improve visibility at the crosswalk.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☐	☒	List transit facilities (stop, station, or route) and all affected agencies.	No transit facilities are affected
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☐	☒	Please attach confirmation email from transit operator(s) to email.	No transit facilities are affected

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	The pedestrian focused improvements at all the project locations follow the standards established in the City of Dublin Bicycle and Pedestrian Engineering and Design Guide, PROWAG as well as ADA Standards.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☐	☒	Please list EPC(s) affected.	No EPC's in Dublin
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☐	☒	Please provide meeting date(s) and a summary of comments, if any.	N/A

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	A Street Interchange Improvements
Project Area/Location(s):	I-880/A Street interchange in Hayward, extending to Garden Avenue to the west and Happyland Avenue to the east
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)		
Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M) May attach additional project documents, cross sections, plan view, or other supporting materials.		
CONTACT INFORMATION		
Contact Name & Title: Byron Tang	Contact Email: byron.tang@hayward-ca.gov	Contact Phone: 510-583-4784
Agency: City of Hayward		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	This project is a named project in the Alameda County Transportation Commission (Alameda CTC) Countywide Transportation Plan (2020), "I-880/Winton Avenue/A Street Interchange Modernization" (Project ID: 24). This project is also identified in the Alameda CTC Community Based Transportation Plan (2020).
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	Project will construct two 12 foot shared use pedestrian and bicycle paths. In addition, project will construct Class IV bicycle facilities directly connecting to the interchange.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	Project is identified on a Tier 1 High Injury Network segment from the City of Hayward Local Road Safety Plan.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	Project replaces existing sidewalk through the undercrossing with a 12 foot shared use pedestrian and bicycle path on both sides of the road. Project provides Class IV bicycle facilities directly connecting to the interchange where no bicycle facilities currently exist.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	List transit facilities (stop, station, or route) and all affected agencies.	AC Transit Line 93 goes through Project area. Four bus stops within 500 feet of project limits.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	Please attach confirmation email from transit operator(s) to email.	Previous public outreach held on June 19, 2019 included AC Transit participation to provide comments on the Project

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☒	☐	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	Not completed
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	Class 1 Shared Use Path for undercrossing. Class IV bicycle facilities connecting to interchange. Highway Design Manual (Caltrans)
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected.	EPC Census Tracts: 436200, 436900
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☐	☒	Please provide meeting date(s) and a summary of comments, if any.	This will be reviewed in an upcoming Alameda County BPAC meeting

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

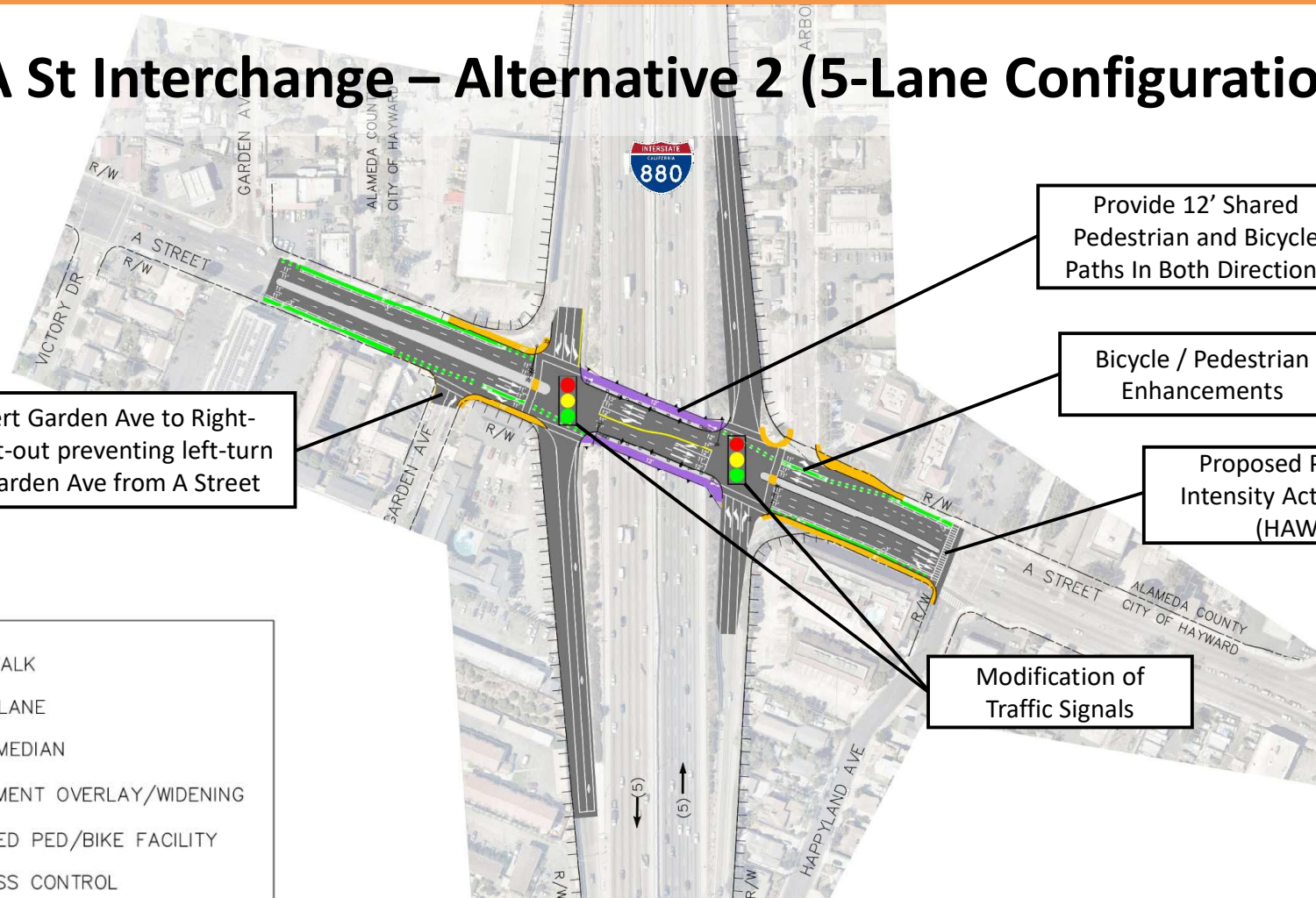
Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

**I-880 INTERCHANGE IMPROVEMENTS
(WINTON AVENUE AND A STREET)**

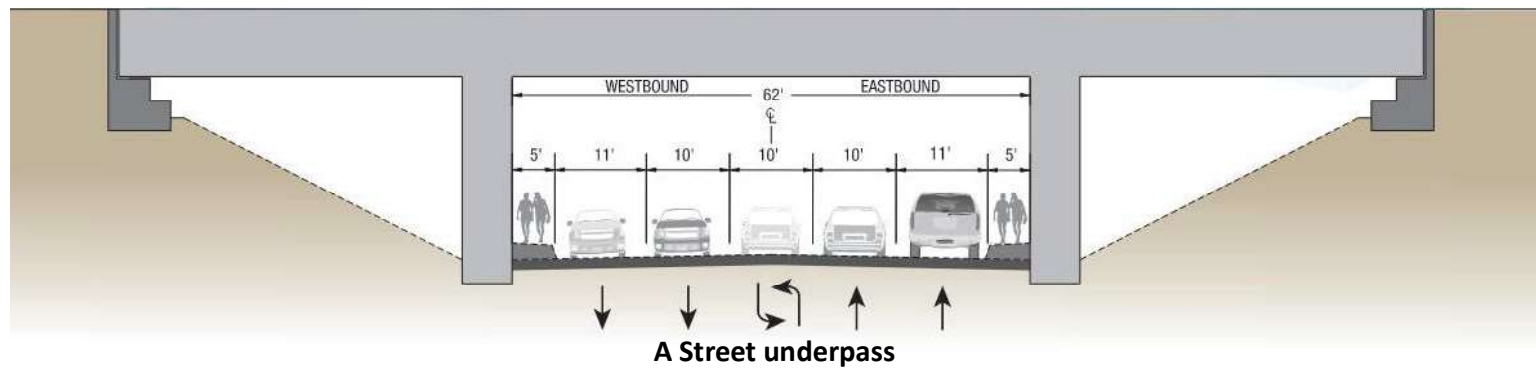


A St Interchange – Alternative 2 (5-Lane Configuration)

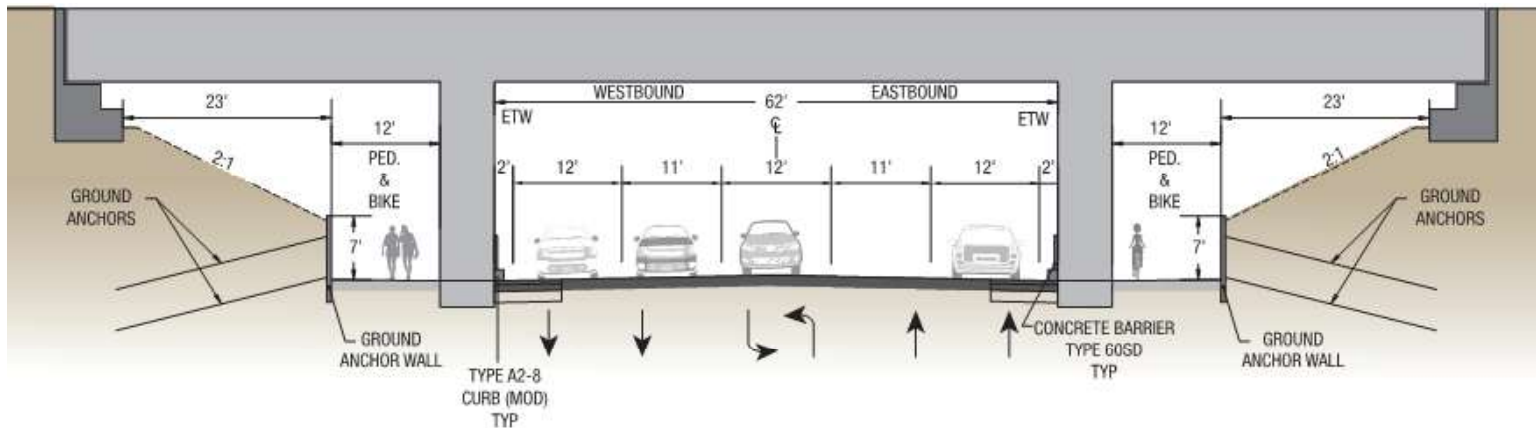


A Street Overpass at Interchange – Existing and Proposed Improvements

Existing



Proposed



I-880/A Street Interchange (East of Interchange)



Existing



Proposed (5-lane alternative)

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	Quick-Build Bicycle and Pedestrian Safety Elements
Project Area/Location(s):	City of Hayward - numerous locations
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

This project includes the design and construction of safety countermeasures at high priority locations citywide. It also supports the maintenance and replacement of existing quick-build safety features like flexible delineators and pavement markings, to ensure their continued effectiveness. Improvements will be installed at locations identified in the City's Local Road Safety Plan and Bicycle and Pedestrian Master Plan. Work consists primarily of signage and striping work, minor concrete elements, and rectangular rapid flashing beacons installed at select locations. This project aims to reduce traffic-related injuries and encourage the use of active transportation. TDA Article 3 Funds will be used for construction phase, including labor and materials.

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:

Lucas Woodward, Senior Transportation Engineer

Contact Email:

lucas.woodward@hayward-ca.gov

Contact Phone:

(510) 583-4783

Agency:

City of Hayward

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	Local Road Safety Plan. Bicycle and Pedestrian Master Plan.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	Project provides physical separation of bicycle and car lanes at key locations on D Street and Winton Avenue. Project allows for ongoing maintenance of vertical separation elements at protected bikeways.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					Project provides pedestrian refuge islands on Gading Rd, and other pedestrian safety best practices at other locations.
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	Project includes basic signage and striping improvements at several of the highest-injury intersections in the City, as identified in the Local Road Safety Plan.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	Project allows for ongoing maintenance of vertical separation that reduces the LTS for bike facilities. Project provides enhanced crossings for pedestrians, which may include RRFBs or painted bulb-outs.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	List transit facilities (stop, station, or route) and all affected agencies.	Project area is broad, including several locations in the City of Hayward. BART and AC Transit both operate service here.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	Please attach confirmation email from transit operator(s) to email.	Email confirmation included for the only transit-related design change.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	D Street to be upgraded to Class IV
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected.	Hayward has several EPCs. This is a citywide project and there is considerable overlap between the quick-build locations - the top-rated intersections in the Local Road Safety Plan - and the City's EPCs. Gading Rd, which will receive pedestrian refuge islands, is also an EPC.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☐	☐	Please provide meeting date(s) and a summary of comments, if any.	To be reviewed at 4/20 Alameda County BPAC

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

From: [Crystal Wang](#)
To: [Lucas Woodward](#)
Cc: [Colin Patterson](#)
Subject: RE: D/Winton Bus Islands
Date: Tuesday, February 4, 2025 1:50:16 PM
Attachments: [image001.png](#)

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hi Lucas,

Thank you for sending these details and the heads up about the boarding islands! This draft design works for us, no additional comments.

Thanks!

Crystal Wang

Transportation Planner

AC Transit

510-332-6221

From: Lucas Woodward
Sent: Thursday, January 30, 2025 10:02 AM
To: Crystal Wang
Cc: Colin Patterson
Subject: [EXTERNAL] D/Winton Bus Islands

Hi Crystal,

We're hoping to add some boarding islands to the D Street- Winton Avenue corridor when we repave those streets this summer. I wanted to run our draft design by you for any suggestions or requests.

I think the most important element is the cross section at the bottom. I provided additional dimensions to help our inspectors monitor the work. I have defined the curb on the bike lane side as 6" with no more than a 1.5% cross slope on the island. This is to accommodate potential roadway crowning – a 6" curb on both sides might result in a cross slope greater than 1.5%, so the idea is to build the bus curb as high as possible (up to 6") without exceeding a -1.5% cross slope. I think it's likely this will end up with a bus curb around 4.5" but it will depend on the site survey. If the bike lane curb exceeds 6" we would need a railing, which we would like to avoid.

In every case, these would be far-side stops with more than 10 feet from the crosswalk for visibility.

Happy to discuss more – let me know! Thanks

Lucas Woodward, P.E.

Senior Transportation Engineer

City of Hayward

510-583-4783



Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	East Avenue ATP Implementation Project TB202222
Project Area/Location(s):	Select intersections along East Avenue and streets through the neighborhoods north of East Avenue between School Street and Vasco Road (see project map).
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

This project will implement roadway improvements in the vicinity of East Avenue as recommended by the City's Active Transportation Plan and the East Avenue Corridor Study, enhancing safety, accessibility, and mobility for all ages and abilities. This project includes:

1. modifying elements from the Tactical East Avenue Study (bulb outs and medians),
2. adding bulb outs to three additional intersections, and
3. developing a bicycle boulevard through the neighborhood north of East Avenue (reference projects BB24, BB26, BB37 in the Livermore Active Transportation Plan)

Currently at 65% PS&E.

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title: Bob Vinn, Project Manager	Contact Email: bgvinn@livermoreca.gov	Contact Phone: 925.580.8287
Agency: City of Livermore		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	The project directly implements the City of Livermore's Active Transportation Plan, installing Bike Boulevards and Curb Extensions.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	The project location is within the defined MTC AT Network with proposed curb extensions and portions of bike boulevards. Bike Boulevards were designed with NACTO guidelines. By going through residential local streets, motor vehicle volume has been met.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					The current speed limit is 25 mph. By adding curb extensions at key intersections through the proposed bike boulevards, the target motor vehicle speed of 20 mph would hopefully to be met, as required by NACTO.
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	11 Bike and Pedestrian accidents have occurred from the years 2020-24 within the proposed project locations based on analysis from Livermore Vision Zero Action Plan. Curb extensions will enhance pedestrians safety. Bike boulevards will provide a LTS1 bike route for bicyclists in the vicinity of East Avenue.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	Proposed bike boulevards will go through local streets that are currently LTS 1/2 per Livermore ATP. The project will further improve LTS by adding bike boulevard design features. Also, the proposed bike boulevards will help bicyclists to avoid the LTS 4 section of East Avenue.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	List transit facilities (stop, station, or route) and all affected agencies.	LAVTA, Routes 14, 20x, 30r
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	Please attach confirmation email from transit operator(s) to email.	See attached.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	The project includes Class 3E Bike Boulevards, which will be designed based on NACTO design standards.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected.	The City's 2025-2029 Consolidated Plan identifies eight low to moderate income census tract block groups. The project is adjacent to one of the eight identified areas.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	Please provide meeting date(s) and a summary of comments, if any.	ACTC BPAC Meeting is scheduled on April 30, 2026 to review this checklist.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

From: [Bob Vinn](#)
To: [Farnoush Levers](#); [Xiaoja \(Joanna\) Liu](#); [Leah Schlageter](#)
Subject: Fw: East Avenue ATP Improvements Briefing with LAVTA
Date: Tuesday, April 21, 2026 3:33:57 PM

FYI

From: Cyrus Sheik <csheik@lavta.org>
Sent: Thursday, November 20, 2025 8:28 AM
To: Alyson Goulden <agoulden@hnhca.com>
Cc: Bob Vinn <bgvinn@livermoreca.gov>
Subject: RE: East Avenue ATP Improvements Briefing with LAVTA

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Alyson,

Likewise, and thank you for taking the time to explain the project and its proposed designs to us.

We'll be in touch with further feedback, as applicable.

Thanks again,
Cyrus
LAVTA (Wheels)

From: Alyson Goulden <agoulden@hnhca.com>
Sent: Wednesday, November 19, 2025 16:20
To: Cyrus Sheik <csheik@lavta.org>
Cc: Bob Vinn <bgvinn@livermoreca.gov>
Subject: East Avenue ATP Improvements Briefing with LAVTA

You don't often get email from agoulden@hnhca.com. [Learn why this is important](#)

Hi Cyrus,

It was great to meet with you today, thank you for your input. Attached is today's presentation. Please reach out if you have any questions or additional feedback once you review with folks on your side. Looking forward to coordinating with you on this project.

Best,

Alyson Goulden

Design Specialist

d. (669) 295-2345 | agoulden@hmhca.com

o. (408) 487-2200 x.2345

[1570 Oakland Road | San Jose | CA | 95131](#)

<https://link.edgepilot.com/s/6e45b900/xStNgV-jt0q1k8Ss2uR8KA?u=http://www.hmhca.com/>

https://link.edgepilot.com/s/1701d87d/170hCyVah0_kHNQXaFED3A?u=http://www.hmhlastudio.com/



MEMORANDUM

DATE April 21, 2026

TO Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)

FROM Jerrald Yang, Associate Civil Engineer, City of Newark

SUBJECT Review the Complete Streets Checklist for City of Newark's Safe Routes To Schools (SR2S) Improvements Project

SUMMARY AND RECOMMENDATION

It is recommended that the BPAC receive an update and review the Metropolitan Transportation Commission (MTC) Complete Streets Checklist for the City of Newark Safe Routes to Schools (SR2S) Improvements Project.

The City of Newark is applying for the Active Transportation Program Cycle 8 for funding in its proposed SR2S Improvements Project. One of the requirements for the regional component of the application (which is administered by MTC) is that the project's Complete Streets Checklist must be reviewed and approved by a local or countywide BPAC. The City of Newark does not have a local BPAC and therefore, requests the Countywide BPAC review of its proposed project and Complete Streets Checklist.

BACKGROUND

Project Need and Benefits

The City of Newark has 10 public schools. The high school and middle school are located adjacent to multilane arterials, while the elementary schools are all located in residential neighborhoods. The [City's 2017 Pedestrian & Bicycle Master Plan](#) identified potential SR2S projects at each school and its surroundings to improve pedestrian and cyclists safety conditions in the school areas. These projects have been combined into a single project to apply for funding from the ATP Cycle 8 grant.

While many of the elementary schools are in residential neighborhoods, some of them still front multilane streets, or students and their families must use at least one arterial for their trip to school. The aim of this suite of projects is to improve the routes that students take from their home to their school. The SR2S Project scope includes the school zones and surrounding areas, and each project includes both pedestrian and bicycle facilities that will improve safety for students and residents alike. Proposed improvements include implementation of new Class III Bicycle Boulevards on lower volume residential streets and enhancing crossings and intersections.

Since the adoption of the 2017 Pedestrian & Bicycle Master Plan, the City has been consistently improving its roadways and infrastructure around schools. For example, Thornton and Spruce completed its quick build curb extensions with paint and flexible posts near Schilling Elementary School. Cherry Street completed its Class IV separated bikeways project from Central Ave. to Stevenson Blvd., which is adjacent to Newark Memorial High School. Large and small projects have been completed to date, and the City is looking for other potential improvements to make.

In addition to the projects shown in the 2017 Plan, new improvements have been added that respond to changes in traffic conditions, behaviors, and funding. These new improvements are currently scoped in School Safety Assessments which are part of the Alameda CTC's SR2S program and are conducted in partnership with the Newark Unified School District.

Project Funding

The City of Newark has a list of annual programs to help support the SR2S Project. These funds come from local funds aimed at improving citywide infrastructure facilities through the Highway Users Tax Account.

The total project cost is approximately \$5.0M and the City has about \$1.0M available in its annual programs to fund the project. There is a funding request of \$4.0M, but the requested amount may be decreased if enough project locations are included in the City's annual programs.

SR2S Project Funding

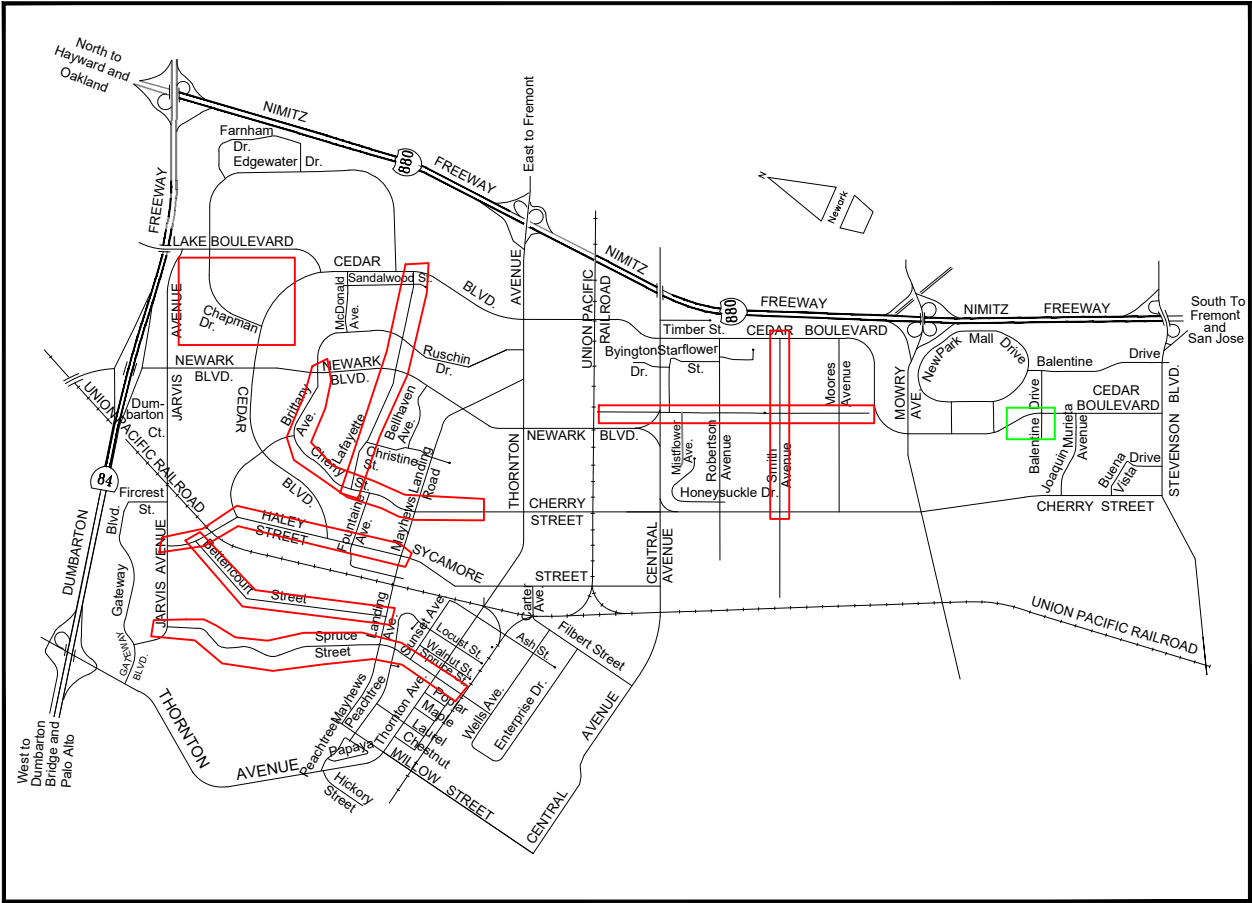
Project Name	Est. Cost	Local
SR2S Project	\$5.0M	\$1.0M

At the upcoming April 30th meeting, City of Newark staff will provide a presentation of the project including its scope, purpose and need, benefits, and design considerations.

CITY OF NEWARK ALAMEDA COUNTY, CALIFORNIA

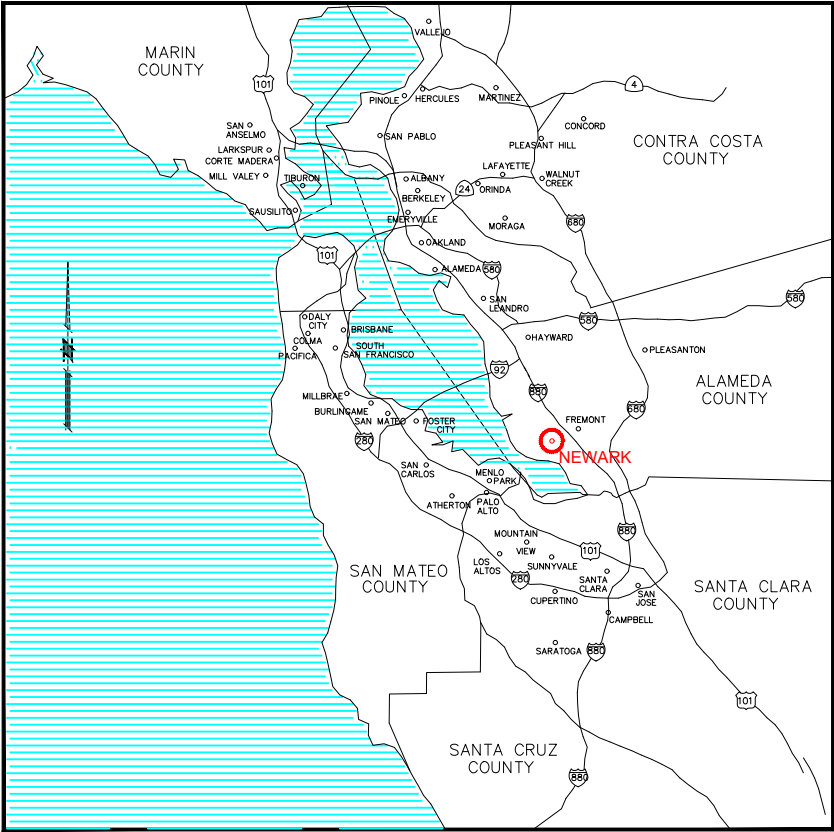
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SAFE ROUTE TO SCHOOL IMPROVEMENTS PROJECT 2027-2028



LOCATION MAP

LIMITS OF WORK



VICINITY MAP

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GENERAL NOTES:

1.

THE CONTRACTOR SHALL INSPECT THE PROJECT SITES PRIOR TO SUBMITTING A BID IN ORDER TO OBSERVE AND DETERMINE THE EXISTING JOB SITE CONDITIONS.
2.

IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT. THESE PLANS DO NOT INCLUDE COMPONENTS NECESSARY FOR CONSTRUCTION SAFETY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE FOR CONSTRUCTION SAFETY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE FOR THE SAFETY OF ALL PERSONS AND PROPERTY DURING THE COURSE OF THE PROJECT. THIS REQUIREMENTS SHALL APPLY CONTINUOUSLY AND NOT LIMITED TO NORMAL WORKING HOURS.
3.

THE CONTRACTOR SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE STATE CONSTRUCTION SAFETY ORDERS AND CAL/OSHA. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
4.

THE CONTRACTOR SHALL NOTIFY ALL AFFECTED TRANSPORTATION COMPANIES AND EMERGENCY SERVICE PROVIDERS OF THE PROJECT AND THE PROJECT SCHEDULE. SEE SECTION 10-1.01 "ORDER OF WORK" OF THE SPECIFICATIONS FOR DETAILS.
5.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL PROPERTIES, PRIVATE RESIDENCES, AND BUSINESSES AT ALL TIMES DURING CONSTRUCTION. SEE SECTION 10-1.04 "MAINTAINING TRAFFIC AND TRAFFIC CONTROL" OF THE SPECIFICATIONS FOR DETAILS.
6.

EXISTING UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF PREPARATION OF THESE PLANS. NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. EXISTING GAS, SANITARY SEWER, AND WATER LATERALS ARE NOT SHOWN ON THE DRAWINGS. THE ELEVATION OF MANY EXISTING UTILITIES ARE UNKNOWN. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE EXACT SIZES, LOCATIONS AND MARKING OF EACH FACILITY IN THE FIELD BEFORE CONSTRUCTION. CONTACT USA AT 811 OR (800) 227-2600 AT LEAST TWO WORKING DAYS PRIOR TO ANY EXCAVATION. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR.
7.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE EXISTENCE OF OVERHEAD UTILITY LINES WITHIN THE LIMITS OF THE PROJECT AS NOTED ON THE PLANS. THESE OVERHEAD LINES MAY INFLUENCE THE USE OF CERTAIN TYPES OF EQUIPMENT DUE TO THE HEIGHT OF THE OVERHEAD LINES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE WHAT INFLUENCE, IF ANY, THE OVERHEAD LINES MAY HAVE ON CONSTRUCTION ACTIVITIES.
8.

SURVEYOR MONUMENTS SHALL BE PROTECTED AT ALL TIMES. ANY DISTURBED MONUMENTS SHALL BE RESET BY LAND SURVEYOR AT THE DIRECTION OF THE CITY ENGINEER.
9.

ALL TRAFFIC STRIPING AND PAVEMENT LEGENDS SHALL BE THERMOPLASTIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER. EXISTING STRIPING AND LEGENDS OUTSIDE OF THE WORK LIMITS DAMAGED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AND AT NO ADDITIONAL COST TO THE CITY. SEE SECTION 10-1.22 "PAVEMENT MARKERS, TRAFFIC STRIPING AND LEGENDS" OF THE SPECIFICATIONS FOR DETAILS.
10.

THE CONTRACTOR SHALL CONTROL DUST TO THE MAXIMUM EXTENT PRACTICABLE OR EXCEEDING REQUIREMENTS ESTABLISHED BY THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT.
11.

THE CONTRACTOR SHALL FAMILIARIZE HIMSELF/HERSELF WITH THE STATE OF CALIFORNIA BEST MANAGEMENT PRACTICES HANDBOOK FOR APPLICABLE EROSION CONTROL MEASURES, AND SHALL BE RESPONSIBLE FOR EMPLOYING ITS PROVISIONS THROUGHOUT CONSTRUCTION.
12.

TO MEET THE CITY OF NEWARK'S GREEN BUILDING AND CONSTRUCTION AND DEMOLITION DEBRIS ORDINANCE, THE CONTRACTOR SHALL REUSE AND RECYCLE 100% OF ALL ASPHALT CONCRETE AND CONCRETE, AND AT LEAST 50% OF ALL REMAINING PROJECT DEBRIS ON THIS PROJECT. SEE SECTION 10-1.26 "CONSTRUCTION AND DEMOLITION DEBRIS MANAGEMENT" OF THE SPECIFICATION FOR DETAILS.
13.

THE CONTRACTOR IS REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS, DURING THE COURSE OF THIS PROJECT CONSTRUCTION, INCLUDING SAFETY OF ALL PERSONS AND PROPERTIES.

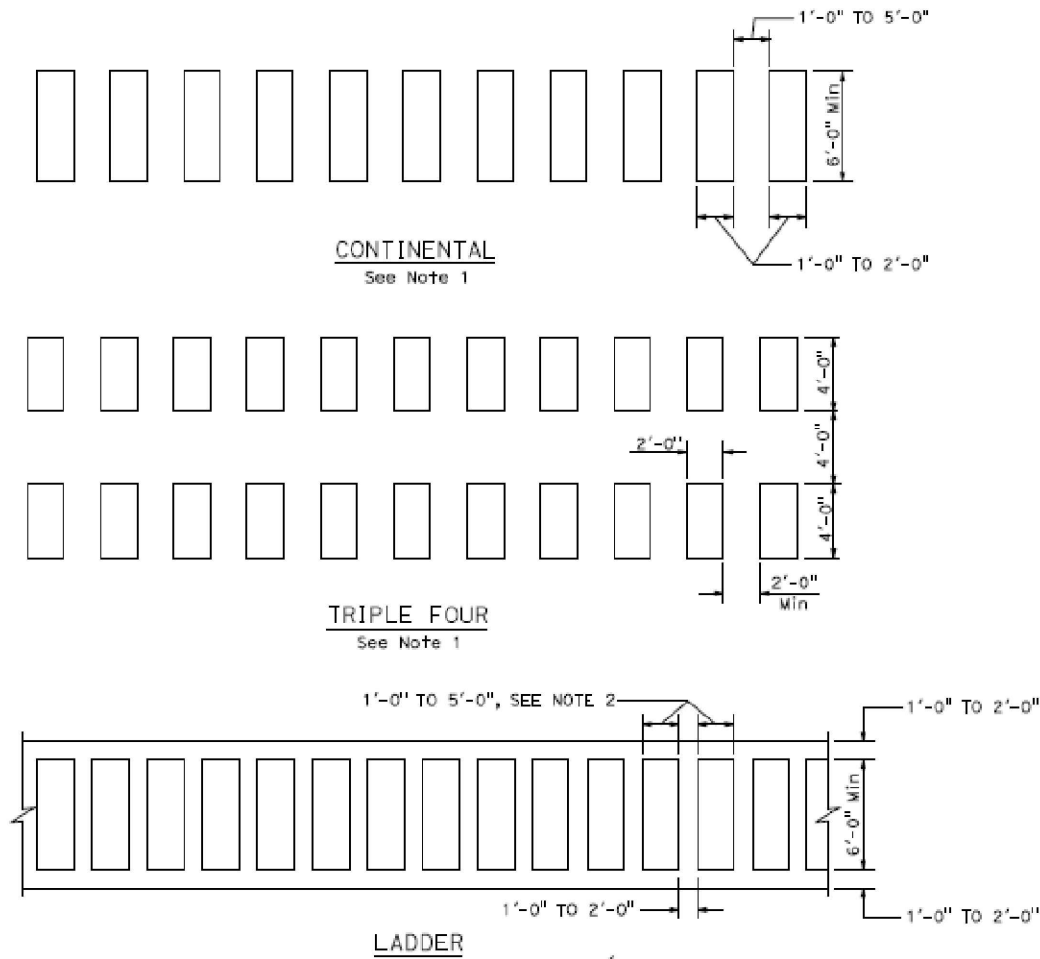
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HOUSE ADDRESS
- ↑

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INSTALL (N) BICYCLE LANE SYMBOL
- INSTALL NEW R26B SIGN



ABBREVIATIONS:

- CR

CURB RAMP
- (E)

EXISTING
- (N)

NEW
- (TYP.)

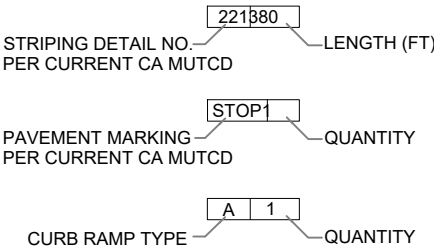
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INSTALL 12" WHITE CROSSWALK
(LINEAR FEET) - PER MUTCD
- XWY

INSTALL 12" YELLOW CROSSWALK
(LINEAR FEET) - PER MUTCD
- 4"W

INSTALL 4" WHITE STRIPE
(LINEAR FEET) - PER CURRENT CA MUTCD
- 6"Y

INSTALL 6" YELLOW STRIPE
(LINEAR FEET) - PER CURRENT CA MUTCD



PLANS HAVE BEEN FORMATTED TO PRINT FULL SIZE ON 11"X17" SHEET

THIS PLAN SET INCLUDES DRAWINGS THROUGH

SHEET OF

DESIGN ENGINEER'S STAMP AND SIGNATURE

DESIGNED

DRAWN

SCOTT ALMAN

CITY ENGINEER

P. E.

DATE

REVIEWED

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DATE

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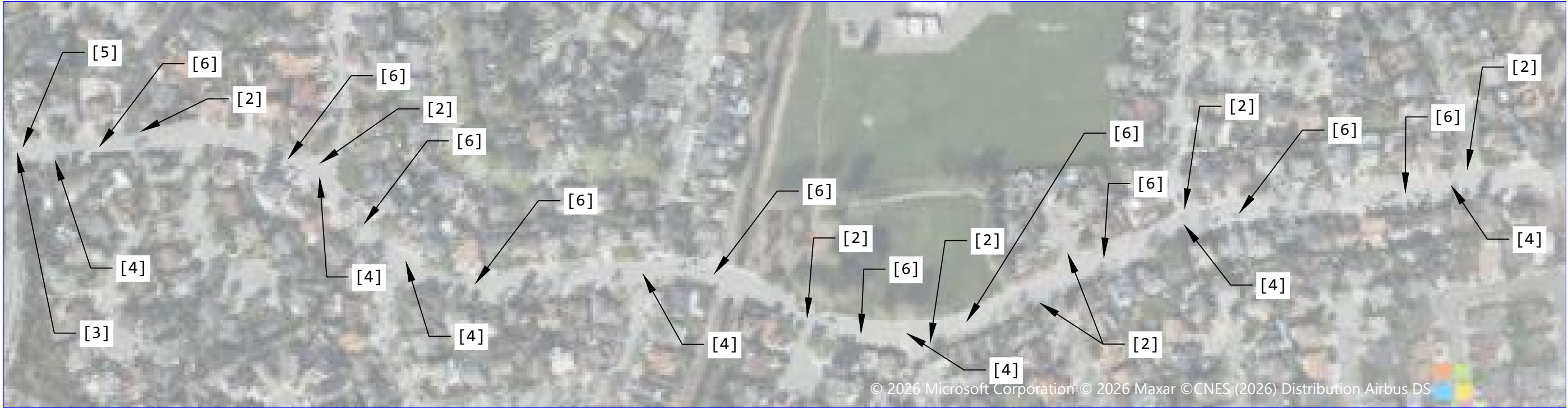
CITY OF NEWARK STREET IMPROVEMENT

SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT

APRIL 2026

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SPRUCE ST

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| [1] UPGRADE EXISTING CROSSWALK | [5] ADD SIGNAGE |
| [2] UPGRADE RAMPS | [6] UPGRADE SPEED BUMP MARKINGS |
| [3] ADD NEW CROSSWALK | [7] CONSIDER TRAFFIC CALMING MEASURES |
| [4] ADD SHARROWS | |

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SMITH AVE

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[4] ADD SHARROWS
- [5] ADD SIGNAGE

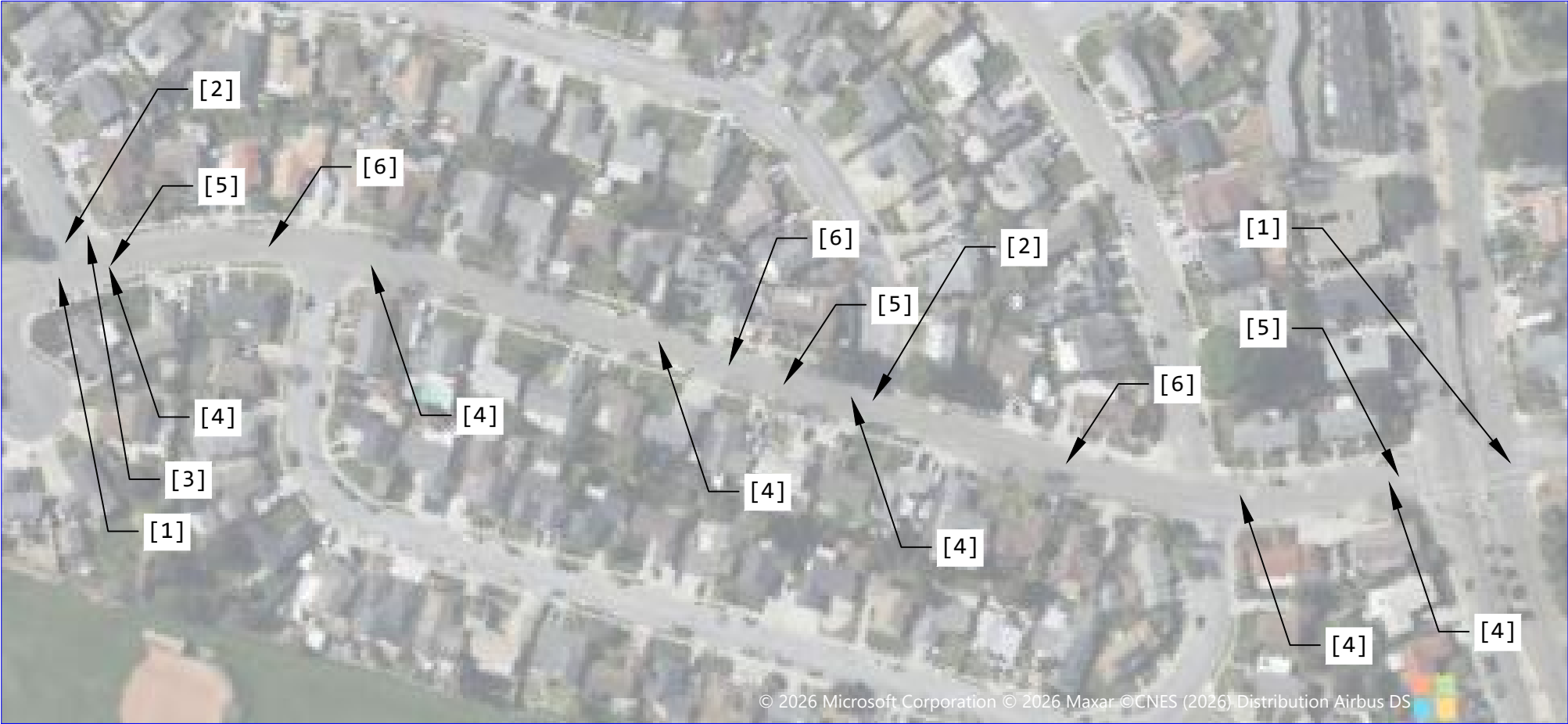
[6] UPGRADE SPEED BUMP MARKINGS

[7] CONSIDER TRAFFIC CALMING MEASURES

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BRITTANY AVE

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[2] UPGRADE RAMPS

[3] ADD NEW CROSSWALK

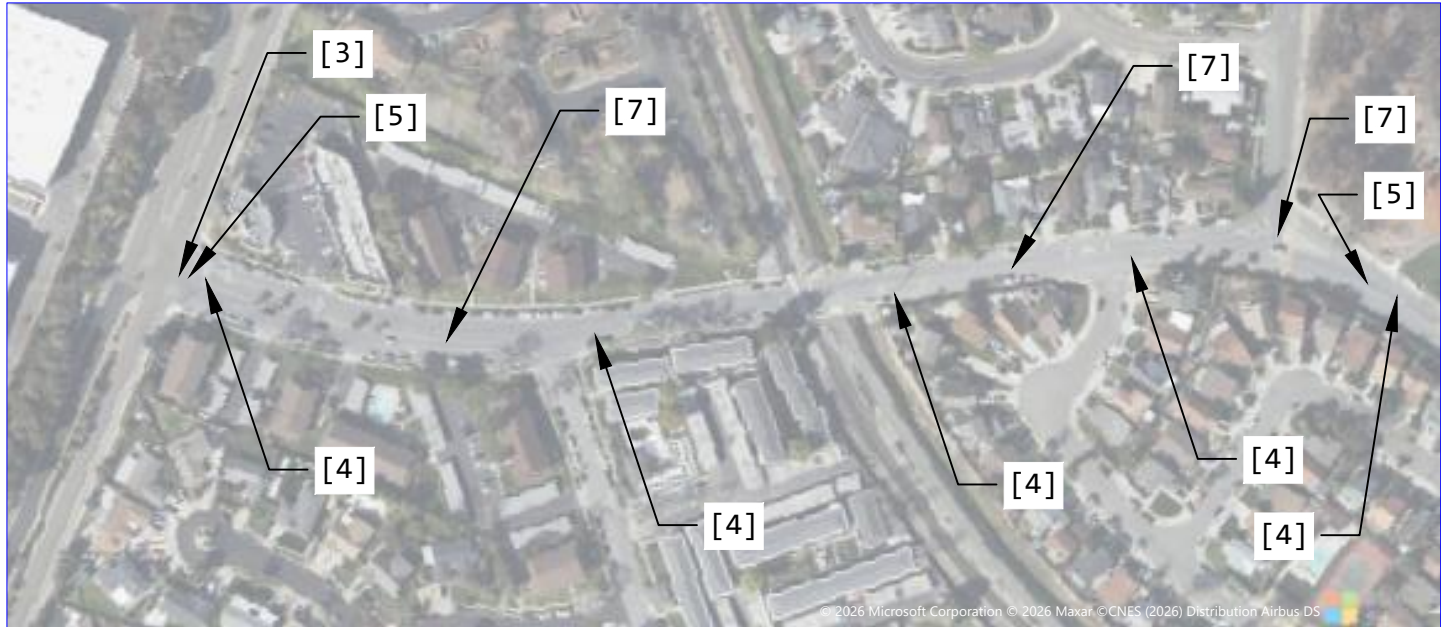
[4] ADD SHARROWS
- [5] ADD SIGNAGE

[6] UPGRADE SPEED BUMP MARKINGS

[7] CONSIDER TRAFFIC CALMING MEASURES

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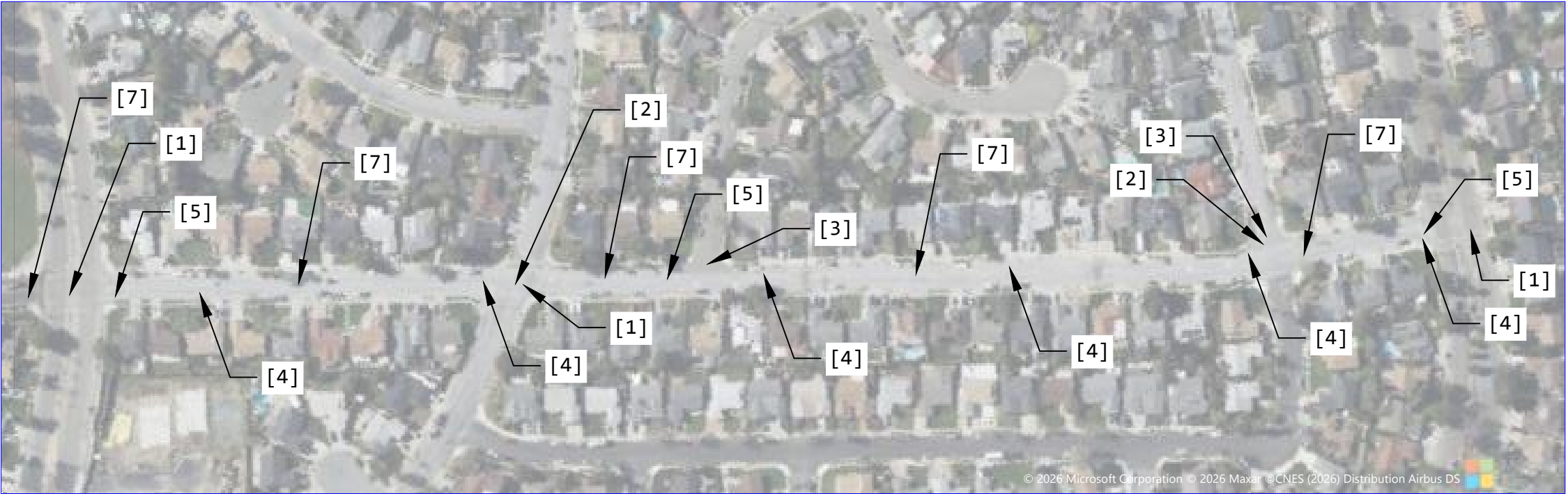
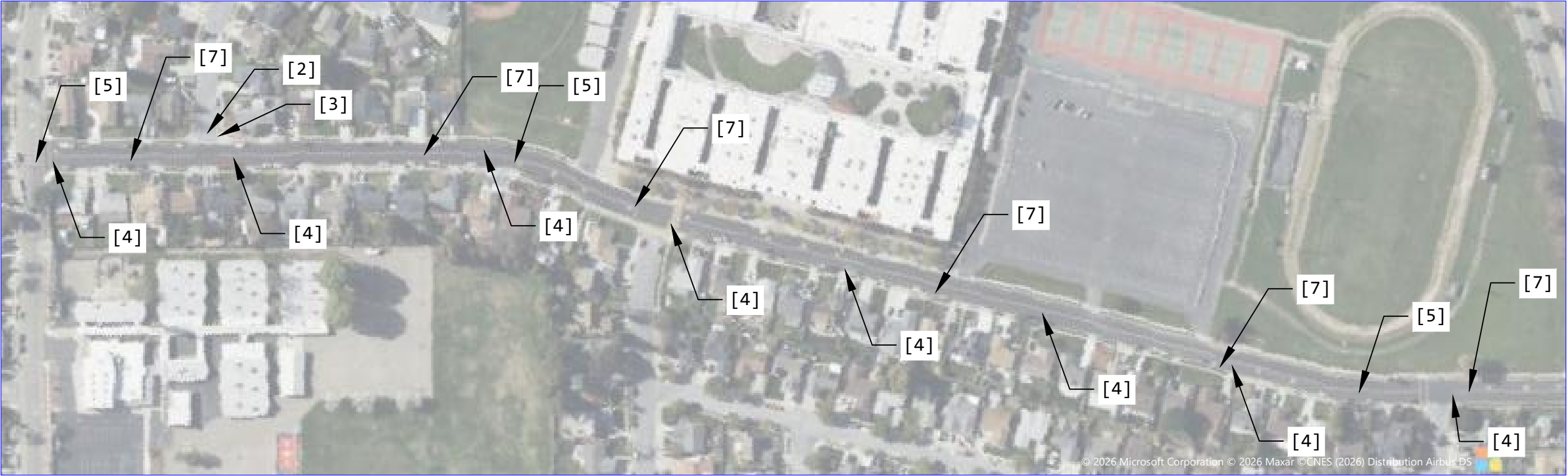


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| [4] ADD SHARROWS | |

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SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT					
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				DRAWN	
SCOTT ALMAN		CITY ENGINEER		P. E.	
REVIEWED		REVIEWED		DATE	
				JULY 2025	
				CITY DRAWING NO.	



LAFAYETTE AVE

LEGEND

- | | |
|--------------------------------|---------------------------------------|
| [1] UPGRADE EXISTING CROSSWALK | [5] ADD SIGNAGE |
| [2] UPGRADE RAMPS | [6] UPGRADE SPEED BUMP MARKINGS |
| [3] ADD NEW CROSSWALK | [7] CONSIDER TRAFFIC CALMING MEASURES |
| [4] ADD SHARROWS | |

THIS PLAN SET INCLUDES DRAWINGS THROUGH					SHEET OF	
CITY OF NEWARK STREET IMPROVEMENT						
DESIGN ENGINEER'S STAMP AND SIGNATURE		SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT				
		DESIGNED				
DRAWN						
SCOTT ALMAN		CITY ENGINEER		P. E.	DATE	
REVIEWED	REVIEWED	DATE		JULY 2025		
				CITY DRAWING NO.		



CHERRY ST

LEGEND

- [1] UPGRADE EXISTING CROSSWALK

[2] UPGRADE RAMPS

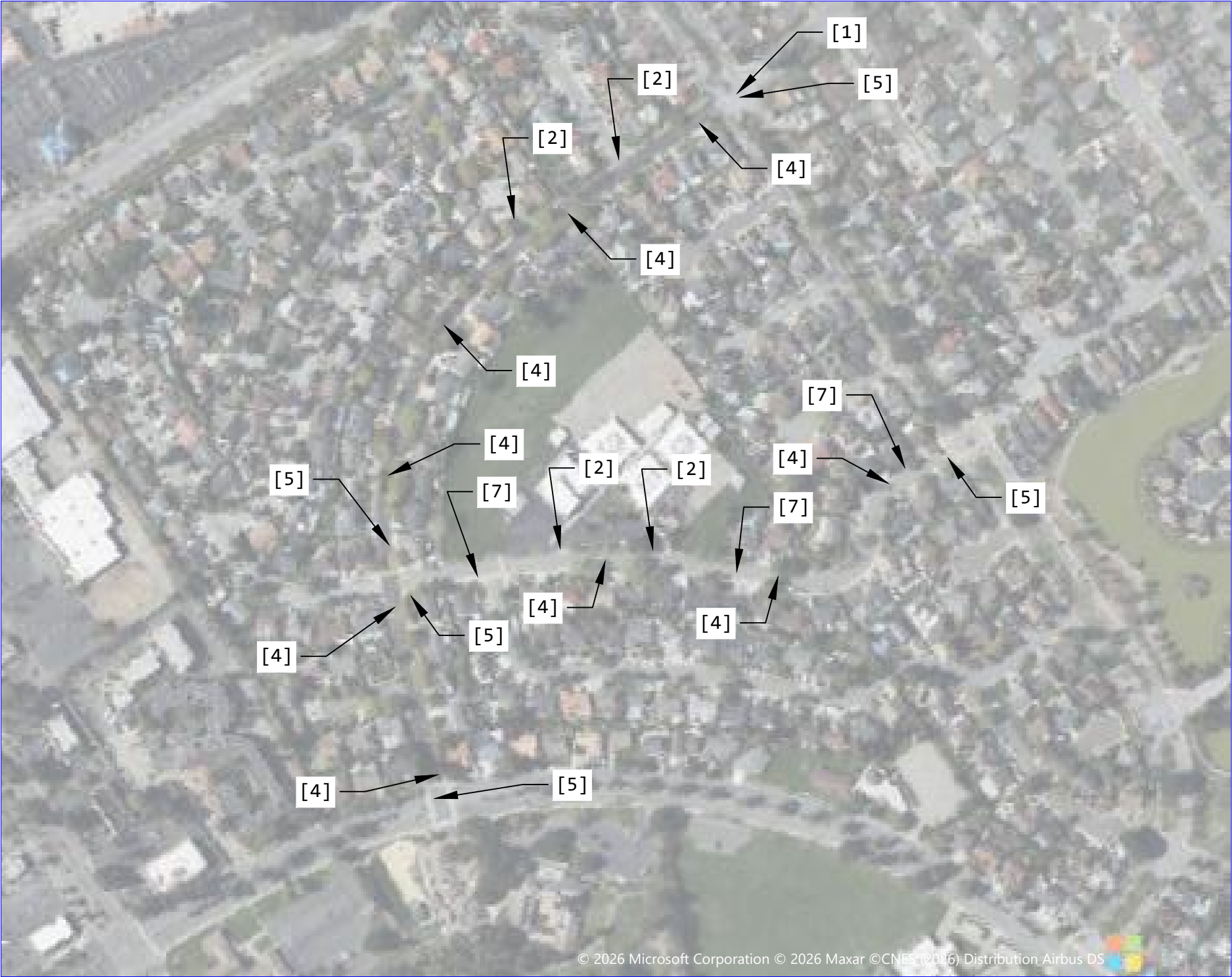
[3] ADD NEW CROSSWALK

[4] ADD SHARROWS
- [5] ADD SIGNAGE

[6] UPGRADE SPEED BUMP MARKINGS

[7] CONSIDER TRAFFIC CALMING MEASURES

THIS PLAN SET INCLUDES DRAWINGS THROUGH					SHEET OF	
 CITY OF NEWARK STREET IMPROVEMENT						
DESIGN ENGINEER'S STAMP AND SIGNATURE				SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT		
				DESIGNED		
DRAWN						
		SCOTT ALMAN		CITY ENGINEER	P. E.	DATE
		REVIEWED		REVIEWED	DATE	CITY DRAWING NO.
					JULY 2025	



KENNEDY ELEMENTARY SCHOOL

LEGEND

- | | |
|--------------------------------|---------------------------------------|
| [1] UPGRADE EXISTING CROSSWALK | [5] ADD SIGNAGE |
| [2] UPGRADE RAMPS | [6] UPGRADE SPEED BUMP MARKINGS |
| [3] ADD NEW CROSSWALK | [7] CONSIDER TRAFFIC CALMING MEASURES |
| [4] ADD SHARROWS | |

THIS PLAN SET INCLUDES DRAWINGS THROUGH				SHEET OF	
 DESIGN ENGINEER'S STAMP AND SIGNATURE	CITY OF NEWARK STREET IMPROVEMENT			SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT	
				DESIGNED	
				DRAWN	
	SCOTT ALMAN REVIEWED	CITY ENGINEER REVIEWED	P. E. DATE JULY 2025	DATE	CITY DRAWING NO.



LINCOLN ELEMENTARY SCHOOL / BETTENCOURT ST

LEGEND

- | | |
|--------------------------------|---------------------------------------|
| [1] UPGRADE EXISTING CROSSWALK | [5] ADD SIGNAGE |
| [2] UPGRADE RAMP | [6] UPGRADE SPEED BUMP MARKINGS |
| [3] ADD NEW CROSSWALK | [7] CONSIDER TRAFFIC CALMING MEASURES |
| [4] ADD SHARROWS | |

THIS PLAN SET INCLUDES DRAWINGS THROUGH		SHEET OF			
CITY OF NEWARK STREET IMPROVEMENT					
 DESIGN ENGINEER'S STAMP AND SIGNATURE		SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT			
		DESIGNED			
		DRAWN			
		SCOTT ALMAN CITY ENGINEER P. E. DATE			
		REVIEWED	REVIEWED	DATE	CITY DRAWING NO.
				JULY 2025	



NEWARK MEMORIAL HIGH SCHOOL

LEGEND

- [1] UPGRADE EXISTING CROSSWALK

[2] UPGRADE RAMPS

[3] ADD NEW CROSSWALK

[4] ADD SHARROWS
- [5] ADD SIGNAGE

[6] UPGRADE SPEED BUMP MARKINGS

[7] CONSIDER TRAFFIC CALMING MEASURES

THIS PLAN SET INCLUDES DRAWINGS THROUGH SHEET OF

		CITY OF NEWARK STREET IMPROVEMENT			
DESIGN ENGINEER'S STAMP AND SIGNATURE		SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT			
		DESIGNED			
		DRAWN			
		SCOTT ALMAN CITY ENGINEER P. E. DATE			
		REVIEWED	REVIEWED	DATE	CITY DRAWING NO.
				JULY 2025	

Safe Routes to Schools Improvements Project

5.1II



City of Newark

Frequently Asked Questions

What is the Safe Routes To Schools Improvements Project?

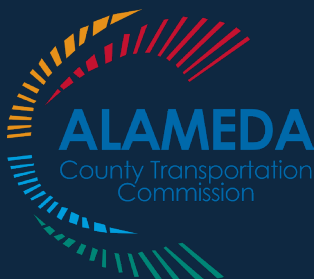
The Safe Routes to Schools Improvements Project is a collection of safety projects aimed at students travelling to school by walking, biking, or rolling. The City of Newark has most of its schools located in residential neighborhoods. This Project will support Active Transportation in the community and residential neighborhoods. The Project will not only help students but the residents that also live in these neighborhoods.

What improvements are planned?

Improvements can be divided into short term and long term treatments. Proposed improvements include high visibility striping, additional signage, upgrades to sidewalk ramps, and considerations for traffic calming features. Long term treatments may require additional analysis that is specific to each school and route.

When will construction start?

Construction is expected to begin in 2029. The project is located on City right-of-way while some improvements will require coordination between the City and Newark Unified School District. Long term treatments could take time analyzing. Schedule is tentative due to funding and other project priorities that may overlap with the limits described in this project.



Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	Safe Routes To School Improvements Project
Project Area/Location(s):	Various locations near schools in Newark, CA
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

The Project is a suite of improvements on or near school limits. The projects support safer roadways and infrastructure for all users and varying abilities in Newark. Providing funding for these improvements has the potential of providing over 4,500 students with new bicycle and pedestrian facilities in our streets. The projects are scoped from a previous 2017 Pedestrian & Bike Master Plan that lists out various streets and potential school routes to receive Safe Routes To Schools improvements. Other treatments and locations are considered from external sources such as School Safety Assessments and any public requests that come through online or in-person. Common treatments include additional signage, striping and emblems, and high-visibility crossings. Traffic calming measures are also considered but like the other improvements, each location may be different in how it receives improvements. Conditions at one school may be different in other schools and careful analysis is required to select which treatments would work best in which school. These treatments may coincide with the City's annual programs which can provide additional flexibility in funding and project scoping. Project locations were chosen based on school proximities and many frontage streets do not have any bike facilities. The schools are mostly found in residential neighborhoods and have the potential for having routes both on lower and higher volume residential streets. With 2 schools closing in the recent years, even more routing occurs between students and therefore, the average distances have been increased. Providing improvements to these schools is important in improving the quality and well-being of all the students as well as the residents that live in these streets.

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:

Jerrald Yang, Associate Civil Engineer

Contact Email:

jerrald.yang@newarkca.gov

Contact Phone:

510-578-4293

Agency:

City of Newark

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	-2017 Pedestrian & Bicycle Master Plan Inconsistencies: -some projects have been completed already -reduced scope for areas requiring additional analysis
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	Improvements on residential low-volume roads meet NACTO guidelines for bike boulevards

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☐	☒	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	General complaints are from speeding and dangerous driving behaviors. It is formally recognized that these residential streets experience a higher incidence of crashes than other streets
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	Existing conditions do not have much striping or signage for bike facilities. Existing crossings are basic and will be enhanced.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	List transit facilities (stop, station, or route) and all affected agencies.	Lafayette Ave, Haley St, Birch St,
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☐	☒	Please attach confirmation email from transit operator(s) to email.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	Class III Bike Boulevards, NACTO, FHWA
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☐	☒	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	Please provide meeting date(s) and a summary of comments, if any.	4/30/26

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Multiple lanes per direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Single lane each direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

5.1 A

Pedestrian and ADA Infrastructure Improvements for the Annual Street Resurfacing Project No. ST0117

Alameda County Bicycle and Pedestrian Advisory
Committee Meeting
April 30, 2026



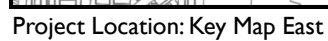
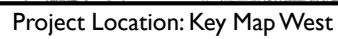
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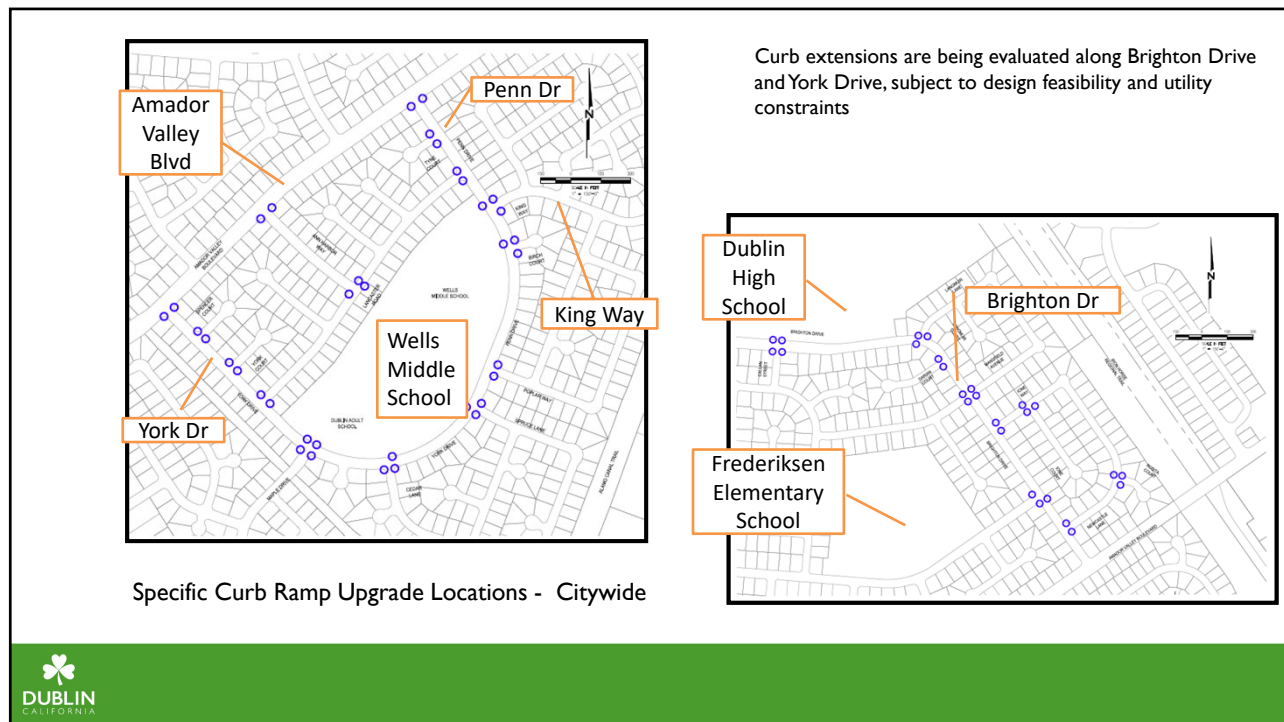
Pedestrian & ADA Improvements

- Project Budget:
 - \$2.1 M
- Project Schedule:
 - Advertise : May 2026
 - Construction : June 2026 thru October 2026
- Project Scope Includes:
 - Bulb outs at Intersections recommended by Safe Route to School program
 - Directional Curb Ramp Upgrades where possible
 - Curb and gutter replacement
 - High Visibility Crosswalk Markings
 - Pedestrian accessibility upgrades at intersection of Gleason Drive and Hacienda Drive
 - Additional Signing and Striping Improvements

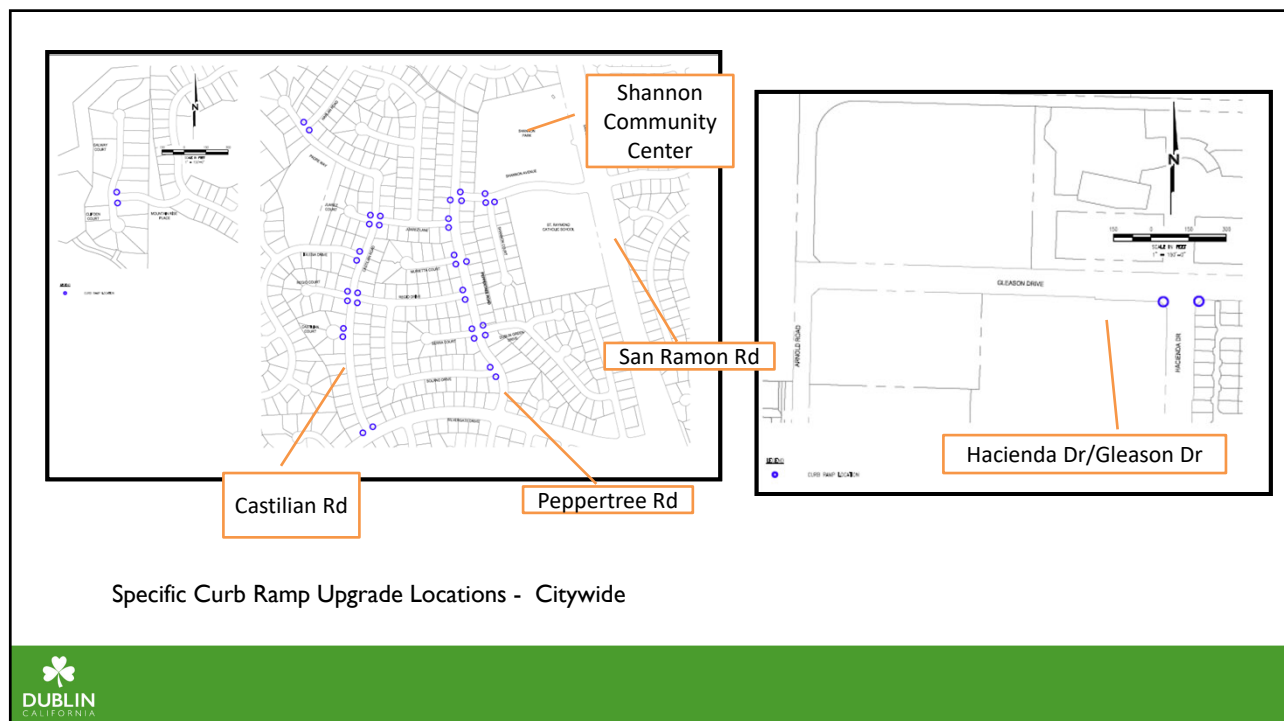


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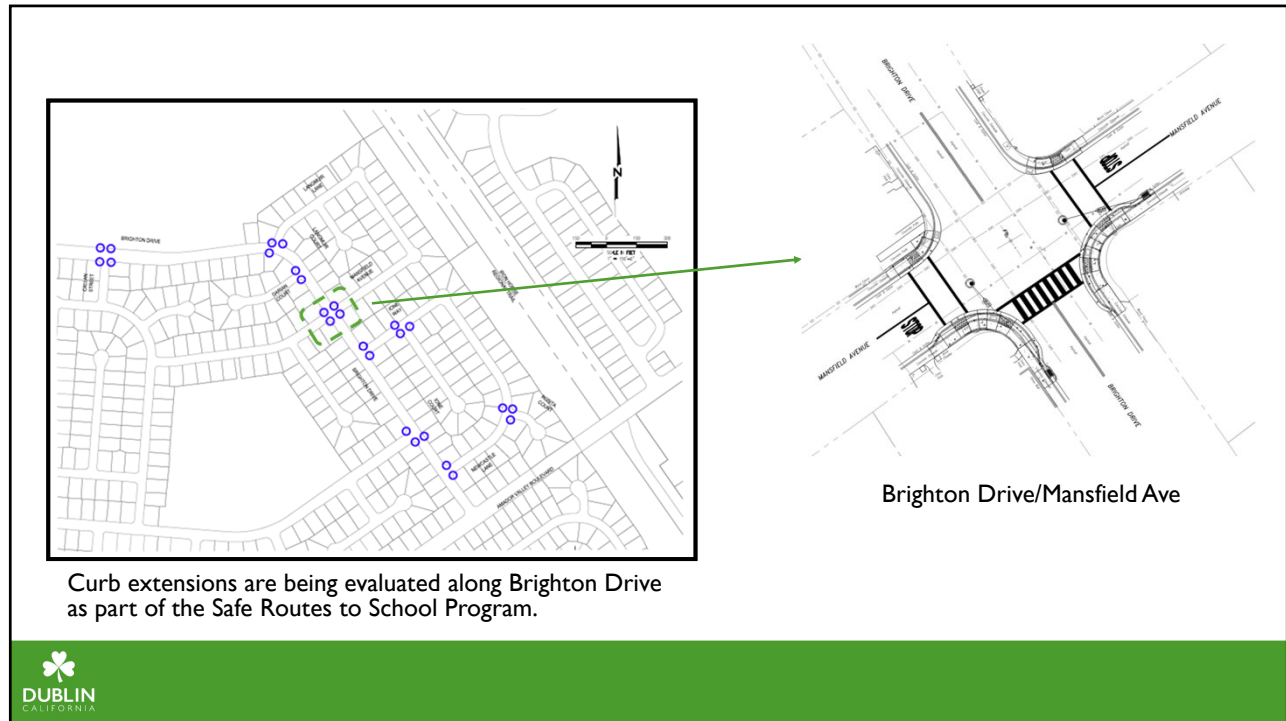
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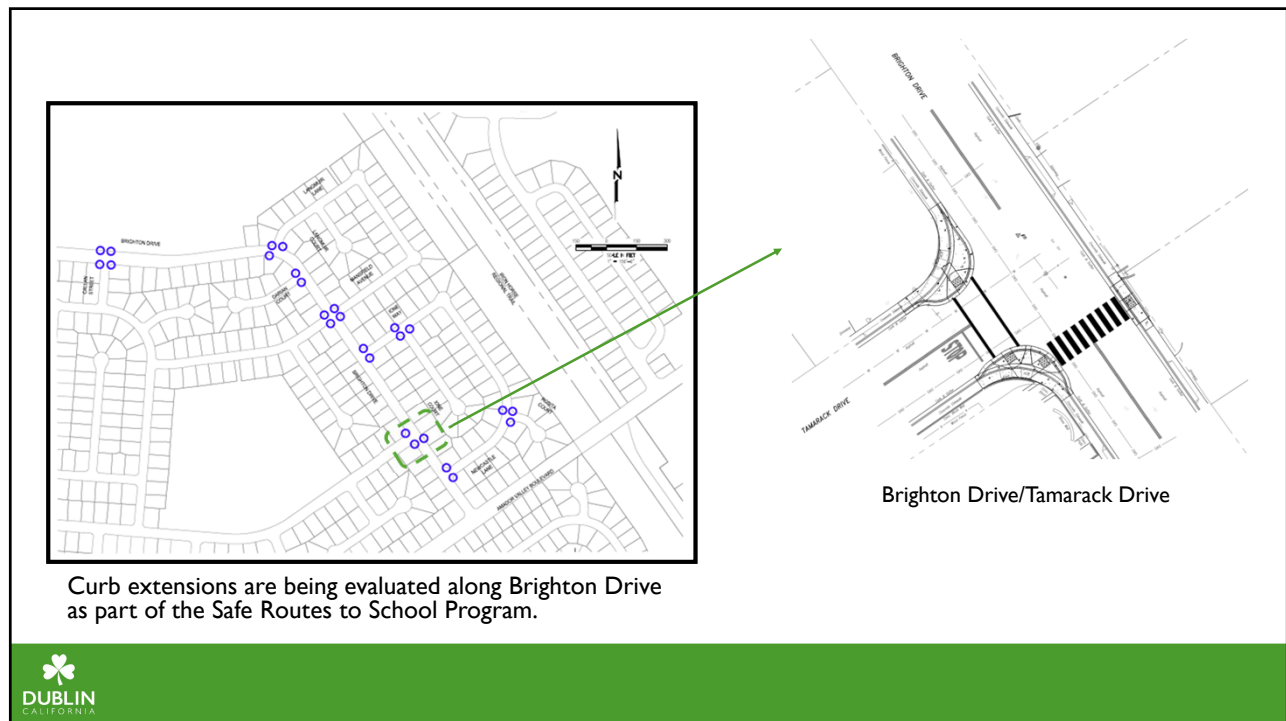
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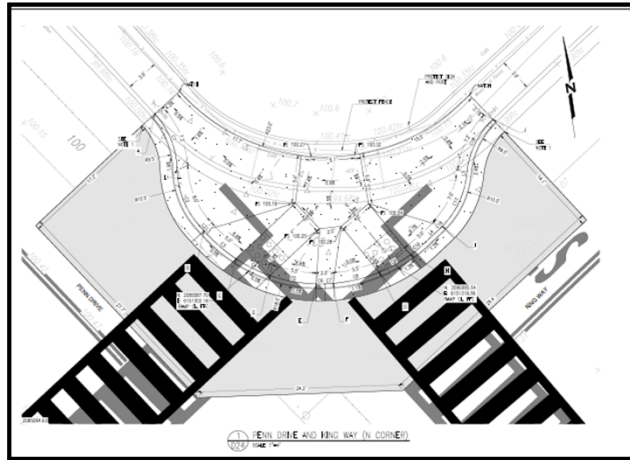
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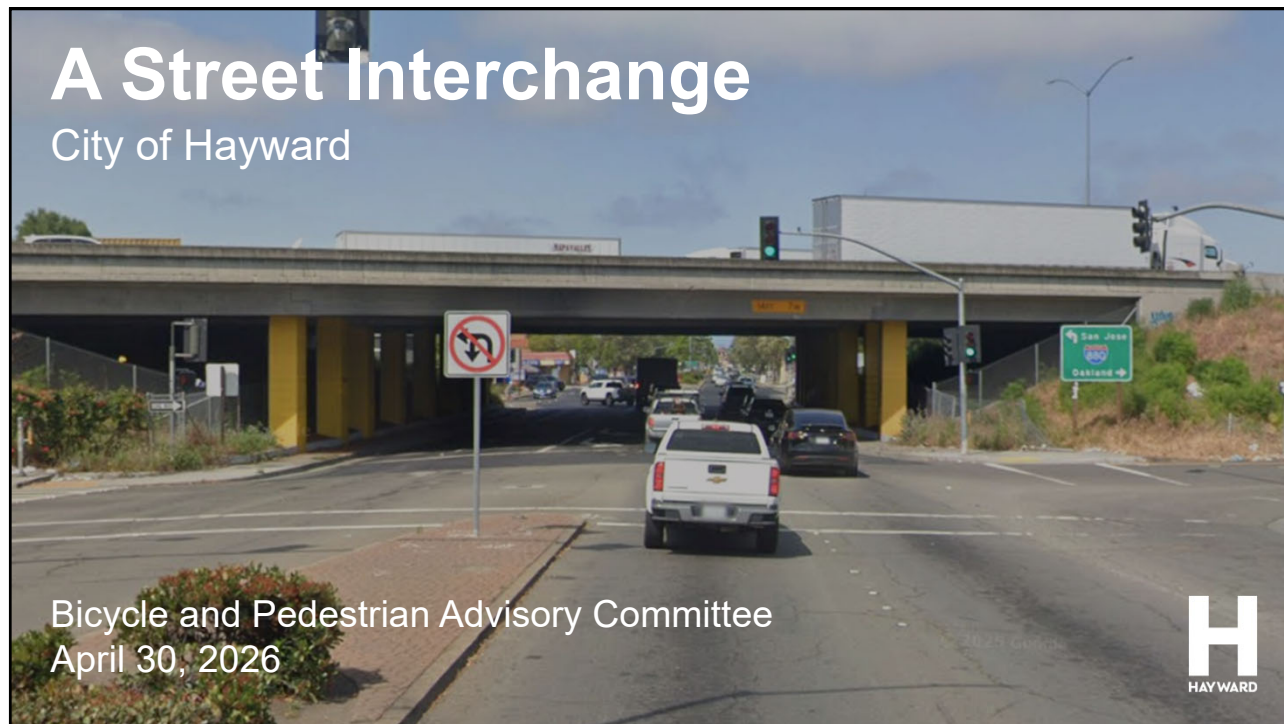


8



Proposed Curb Extension on Penn Dr at King Way

5.1 B



1

Project Overview

- Project in partnership with Caltrans, Alameda CTC, and City of Hayward CD1
- Alameda CTC is the current implementing agency
- Project initiation document approved in 2019, currently in the PA&ED (Environmental) phase
- Design is fully funded
- ATP grant application will seek to fund remaining phases (~\$21,700,000)

2

H HAYWARD

2

Slide 2

CD1 Fixed typo - "project initiation"
Colin Dentel-Post, 2026-04-21T23:16:46.239

Existing Conditions

- Compact Diamond Interchange
- Non-standard vertical clearance (14' 7")
- Two through lanes and a left turn pocket in each direction undercrossing I-880
- 5-foot sidewalks on each side
- No bike lanes or shoulders

CD1

3

H HAYWARD

3

Project Context and Constraints



4

H HAYWARD

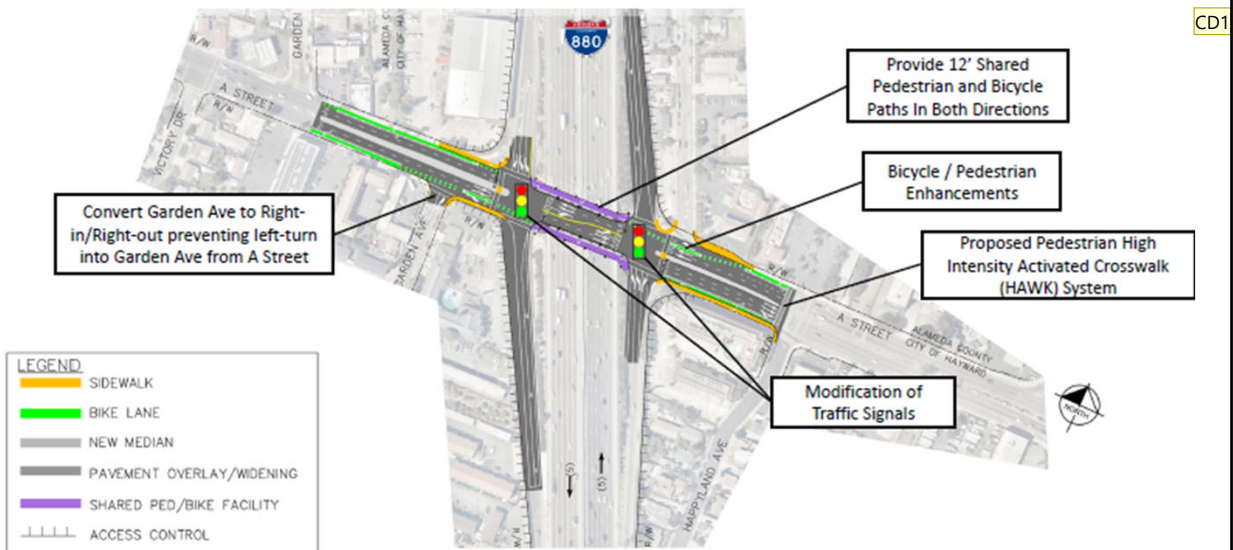
4

Slide 3

CD1 Deleted interchange type, too technical. Added "on each side" to sidewalks bullet.

Colin Dentel-Post, 2026-04-21T23:16:28.097

Improvements



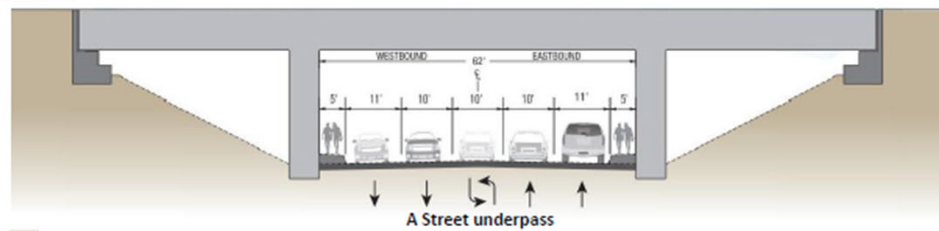
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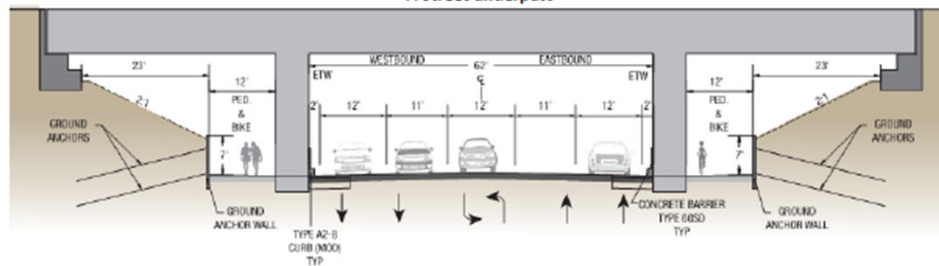
5

A Street Overpass at Interchange – Existing and Proposed Improvements

Existing



Proposed



6

H HAYWARD

6

Slide 5

CD1 Graphic is low-res, hard to read - please replace

Colin Dentel-Post, 2026-04-21T23:18:55.677

Slide 6

CD1 Graphic is fuzzy - can it be replaced with higher-res?

Colin Dentel-Post, 2026-04-21T23:19:34.195

I-880/A Street Interchange (East of Interchange)



Existing



Proposed

7

H HAYWARD

7

CD1

Project Costs

Project Phases	Anticipated Costs
Capital Right-of-Way	\$50,000
Construction Support	\$7,650,000
Capital Construction	\$14,000,000
Total	\$21,700,000

8

H HAYWARD

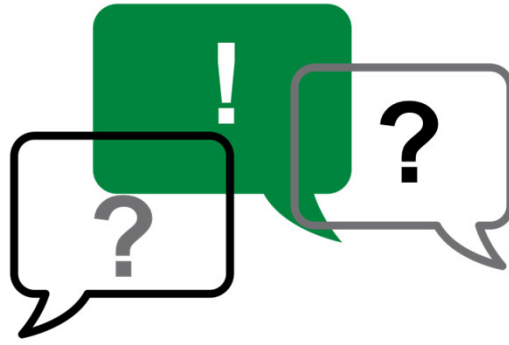
8

Slide 8

CD1 Add brief schedule info (e.g. when construction anticipated to begin) and/or share verbally.

Colin Dentel-Post, 2026-04-21T23:20:15.641

Questions



5.1 C



1

Outline

- Introductions
- Project Overview
- Project Elements
- Costs
- Questions & Feedback

2

HAYWARD

2

Project Overview

- Design and implementation of pedestrian and bicycle safety countermeasures
- Supplies to maintain existing safety features
- High priority locations citywide
- Focus on priority intersections in Local Road Safety Plan
- Seeking TDA Article 3 Funds for construction

3

H HAYWARD

3

Minor Concrete Projects

- Bus boarding islands
- Pedestrian Refuge Islands
- Light separation for bike lanes at key locations



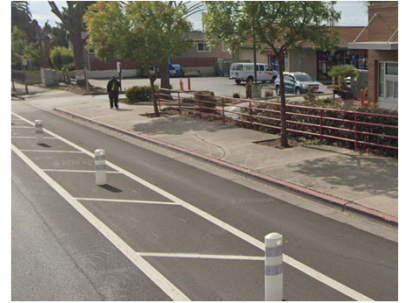
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H HAYWARD

4

Flexible Posts

- Hayward has installed many protected bike lanes citywide in recent years using flexible posts for vertical separation
- Painted bulb-outs installed at key intersections
- FG300 posts or K71 bollards
- Require routine replacement



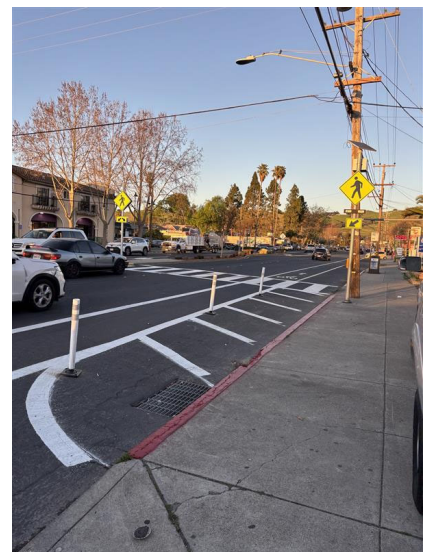
5

H HAYWARD

5

Quick-Build Intersection Improvements

- The Local Road Safety Plan identifies top priority locations for safety improvements
- City has ongoing corridor studies for most locations, but needs to implement near-term measures
- Most can be addressed with an on-call striping project
- May include RRFBs



6

H HAYWARD

6

Planned Quick-Build Locations

Tennyson Rd and Baldwin St	Hesperian Blvd and Sleepy Hollow Ave
Foothill Blvd, Mission Blvd, and Jackson St	Hesperian Blvd and Turner Ct
Tennyson Rd and Calaroga Ave	A St and Foothill Blvd
A St and Victory Dr	Tennyson Rd and Huntwood Ave
Huntwood Ave and Montana Way	Industrial Pkwy and Ruus Rd

(Tentative, Subject to Change)

7

H HAYWARD

7

Costs

Anticipated Spending Categories

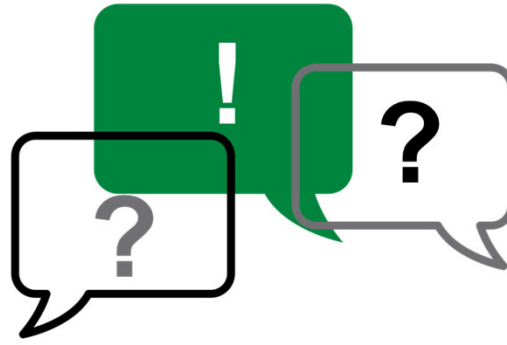
Project Elements	Anticipated Costs
Minor Concrete Work (bus boarding islands, protected bike lanes)	\$180,000
Quick-Build Labor and Materials	\$270,000
Maintenance and Replacement of Existing Bike and Ped Infrastructure	\$150,000
Total	\$600,000

8

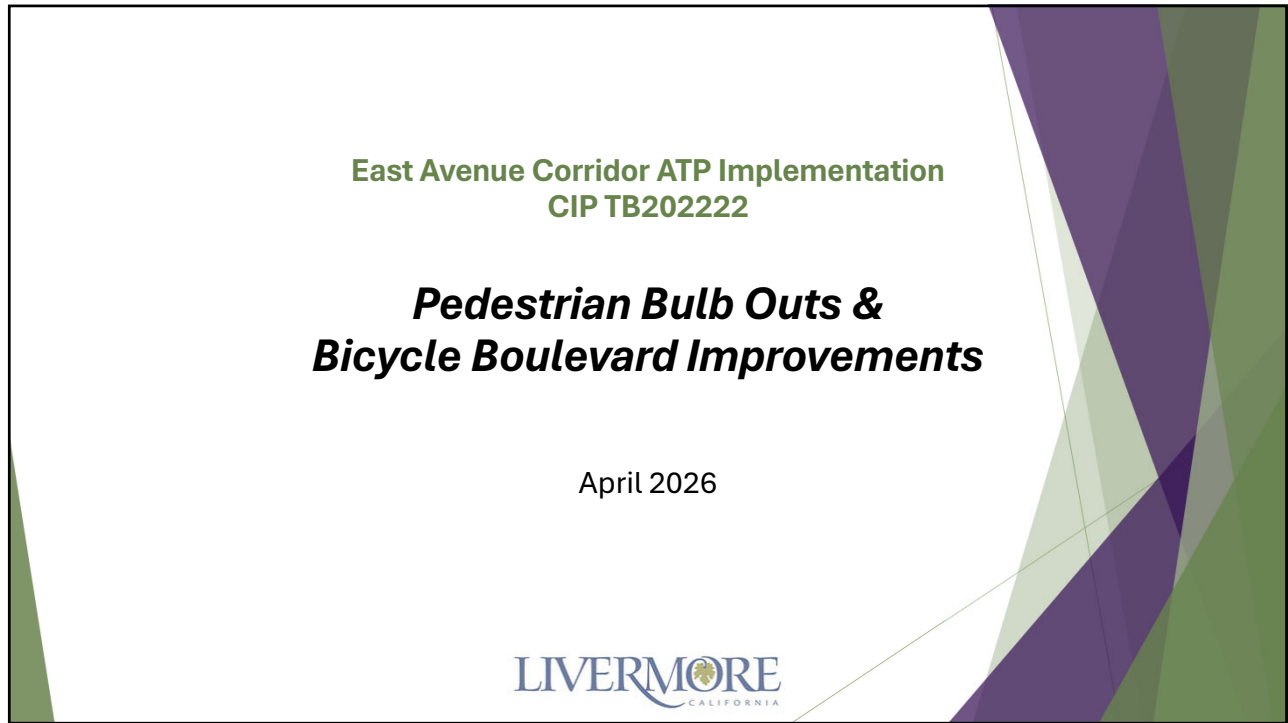
H HAYWARD

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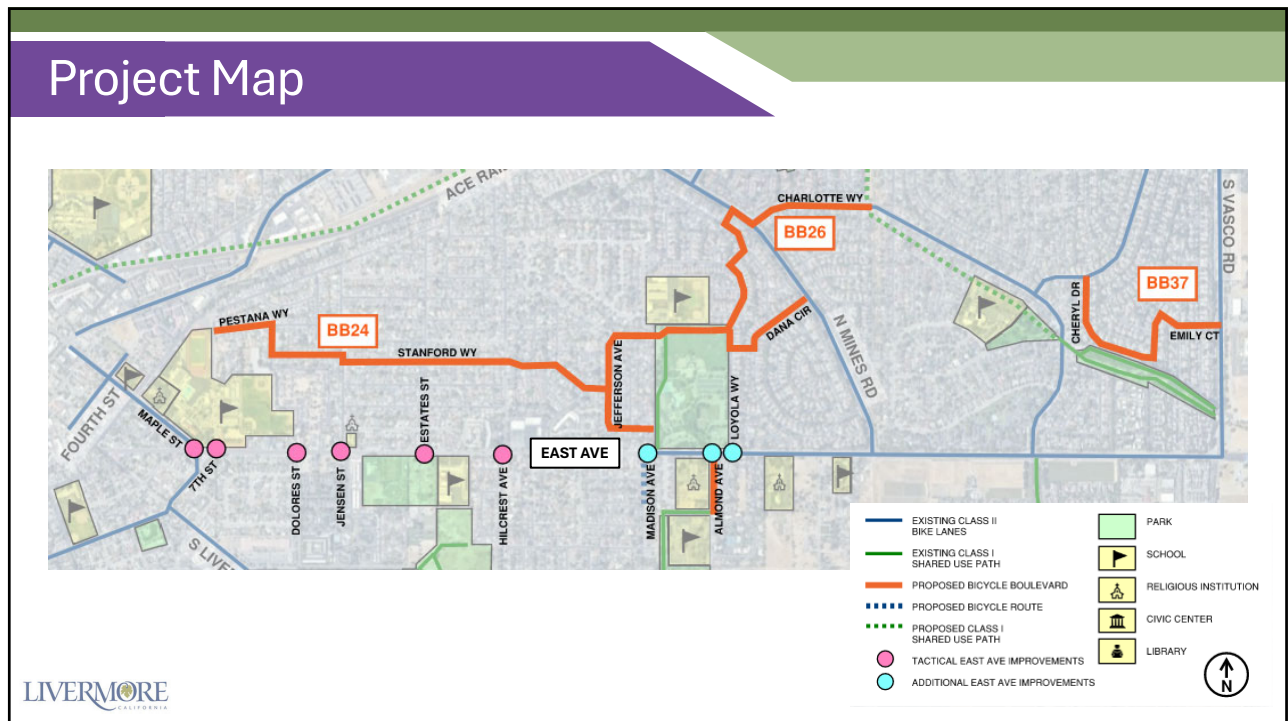
Questions & Comments



5.1 D



1



2

Project Overview

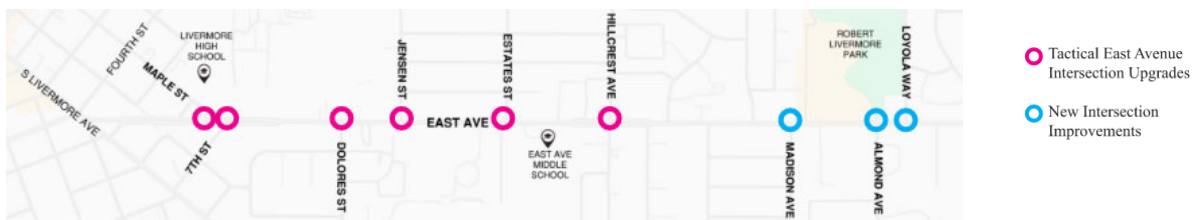
Design Status

- 65% Civil Design submitted for review
- 65% Traffic Design in progress
- Tentative construction target Summer 2027
- Estimated construction cost is \$3.0M



3

East Ave Ped Improvements

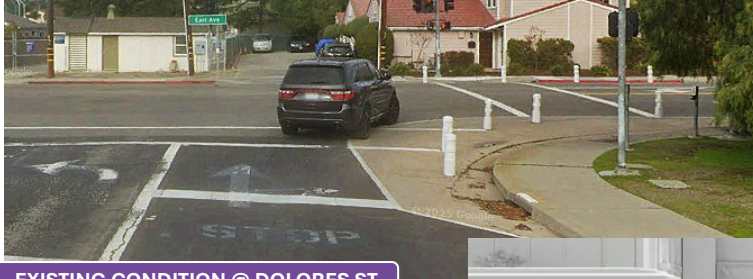


- Upgrade the 2024 'Tactical East Ave' pilot program intersection improvements
- Expand the project with 3 new intersections
- Use a combination of post-delineators, modular curb, paint & ceramic domes to make pedestrian crossings more comfortable

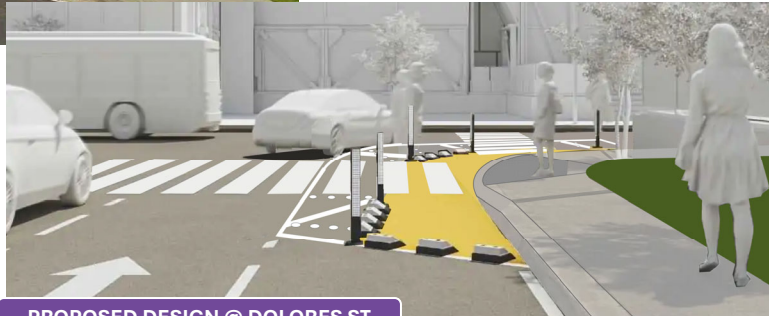


4

East Ave Ped Improvements



EXISTING CONDITION @ DOLORES ST

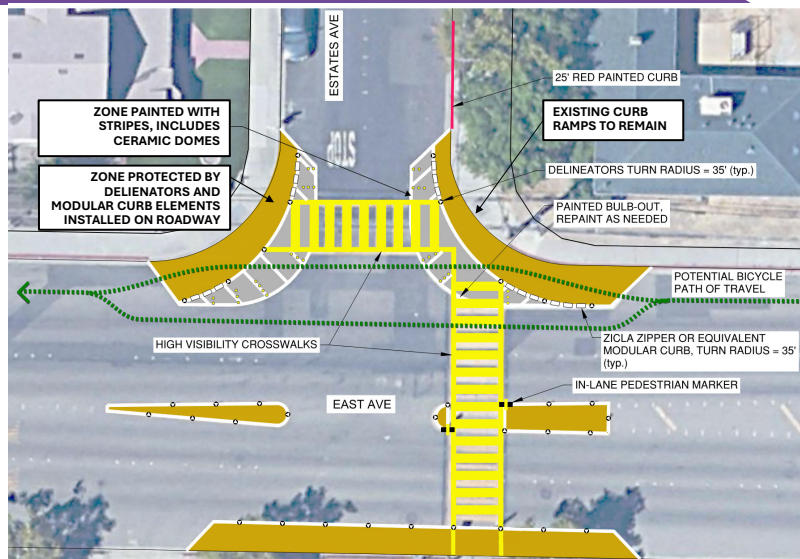


PROPOSED DESIGN @ DOLORES ST

LIVERMORE
CALIFORNIA

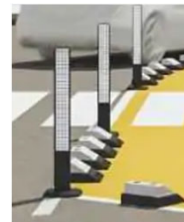
5

East Ave Ped Improvements



LIVERMORE
CALIFORNIA

THIS CONCEPT GENERALLY APPLIES TO ALL OF THE INTERSECTIONS ON EAST AVE TO BE IMPROVED



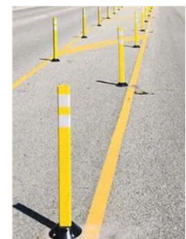
Zicla 'Zipper' product



Ceramic domes



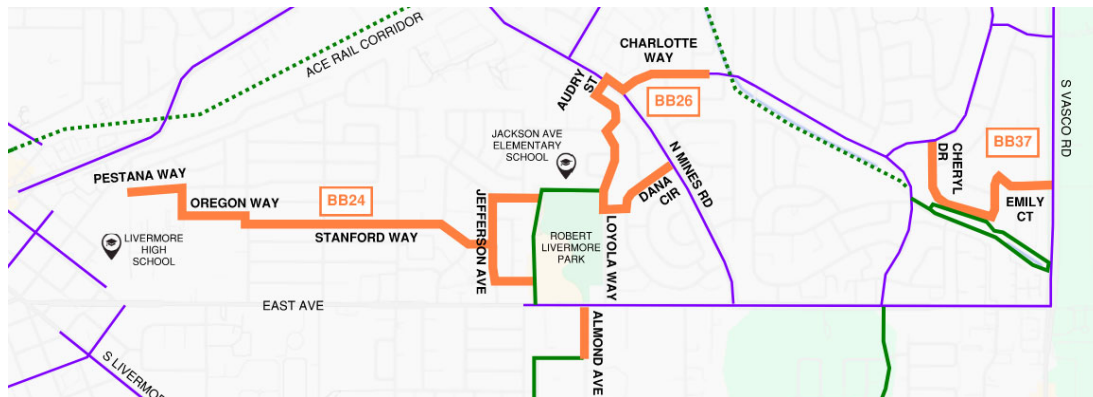
In-lane pedestrian marker



Post delineators

6

Bike Boulevards 24, 26, 37



- Create east-west bicycle routes along streets with lower traffic volumes



- Proposed Bicycle Boulevard
- Existing Class II Bike Lane
- Existing Class I Shared Use Path
- - - Future Class I Shared Use Path

7

Bike Boulevards 24, 26, 37

Improvements include:

- painted curb extensions
- re-striped crosswalks
- rectangular rapid flashing beacons (RRFBs)
- in-lane pedestrian markers
- new wayfinding signage
- painted markings to delineate the bicycle boulevard
- curb ramps upgrade



8

Bike Boulevards 24, 26, 37



LIVERMORE
CALIFORNIA

Install curb cut to connect existing bike lane to Park bike path. Add bollards to restrict vehicular access.

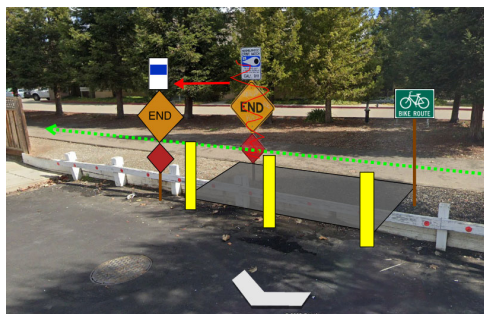


9

Bike Boulevards 24, 26, 37



LIVERMORE
CALIFORNIA



Demo center of fence, add asphalt connection from Claremont Way to Bike Path in Park. Add bollards to maintain dead-end street.



Connect existing bike path to Community Center parking lot.

10

BB – Robert Livermore Park



LIVERMORE
CALIFORNIA

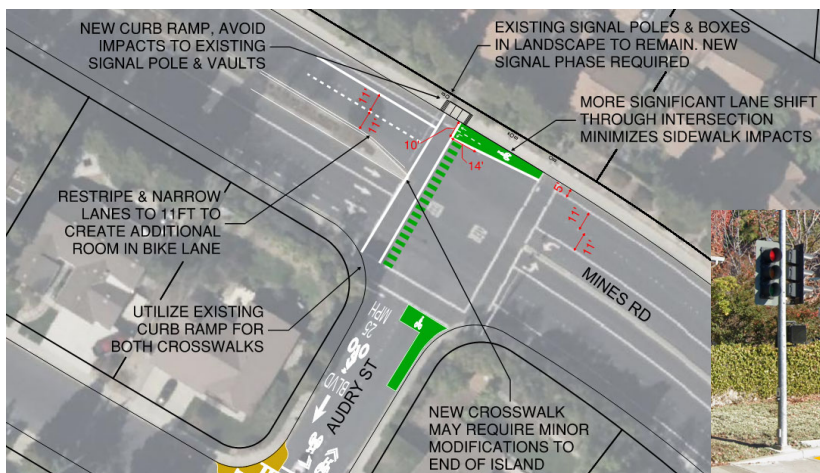
Install curb cut to connect existing bike lane to Park bike path. Add bollards to restrict vehicular access.



11

BB – N Mines Rd

Left hand turn at N Mines Rd / Audry St to facilitate safer bicycle crossing



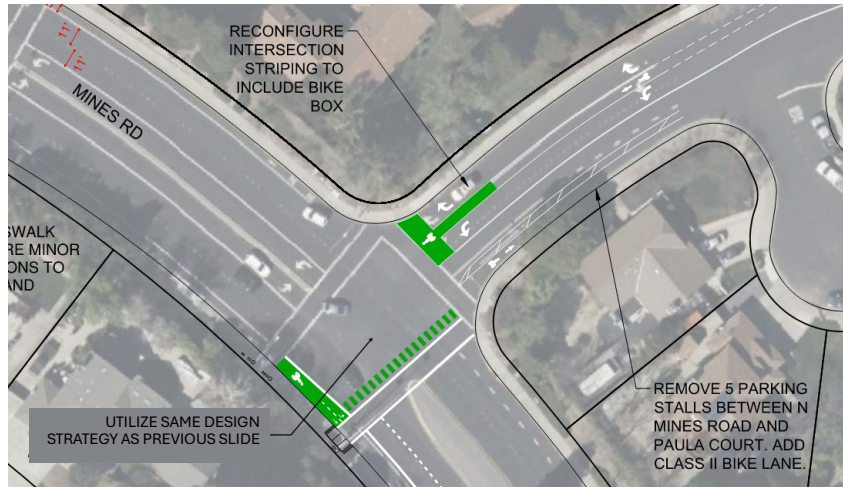
LIVERMORE
CALIFORNIA



12

BB – N Mines Rd

Utilize same design strategy as previous slide



LIVERMORE
CALIFORNIA

13

Discussion

Questions?

LIVERMORE
CALIFORNIA

14

5.1 E



1



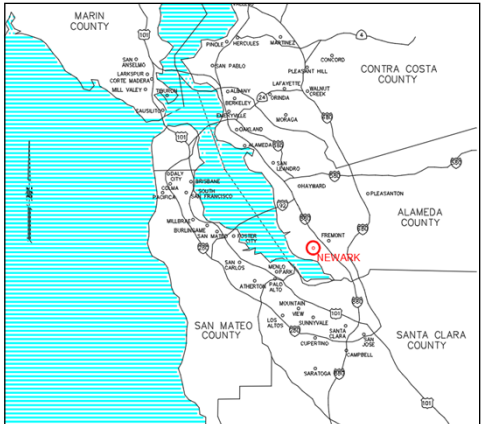
1

City of Newark

Background

City of Newark

- Population ~46,000
- About 30% of population is under 18 and over 65



2



2

City of Newark Vicinity Map

Parks, schools, and routes



PROJECT & VICINITY MAP

3



3

Purpose

Project Needs and Benefits

City of Newark

- Potential to support 4,000 students
- ~6 miles of proposed bikeways
- Upgrades to high visibility crosswalks and other crossings



City of Newark
**Pedestrian & Bicycle
 Master Plan**
 February 2017



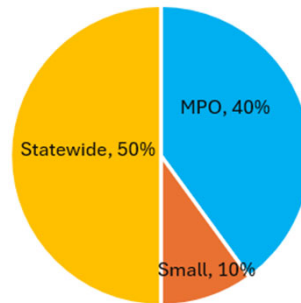
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4

Purpose

Funding



Funding for ATP Cycle 8

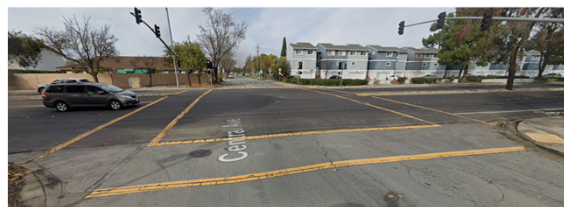
5



5

Existing Conditions

- Speeding
- Bike network gaps
- Basic/no crosswalks
- Outdated sidewalk ramps
- Limited signage and striping
- Requests for traffic calming, additional law enforcement



6



6

Proposed Potential Improvements

Quick-Build / Near Term

- High Visibility Crosswalks
- AB413 Daylighting
- Additional signage and striping

Long Term

- Enhanced crossings
- Upgraded sidewalks
- Traffic calming considerations



7



7

Existing Conditions



8



8

Existing Conditions



9



9

Existing Conditions



10

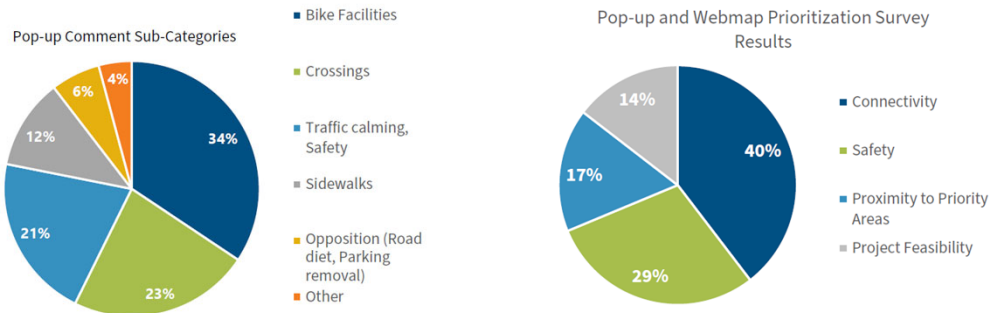


10

Community Engagement

From past engagements...

- In person pop-up survey, online webmap feedback

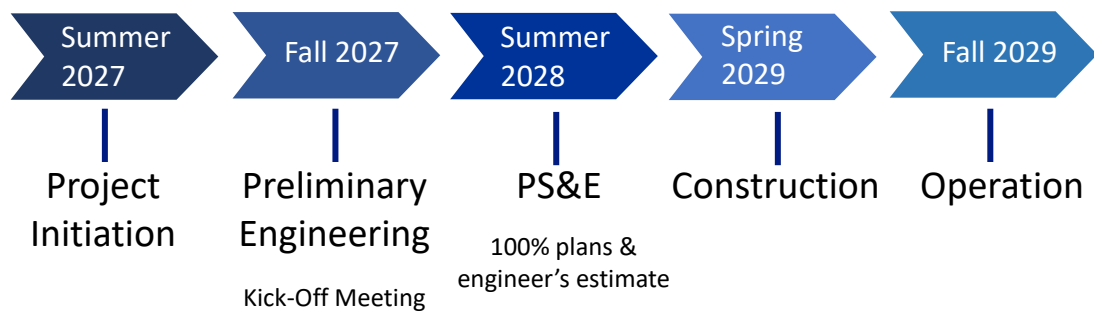


11



11

Proposed Project Timeline



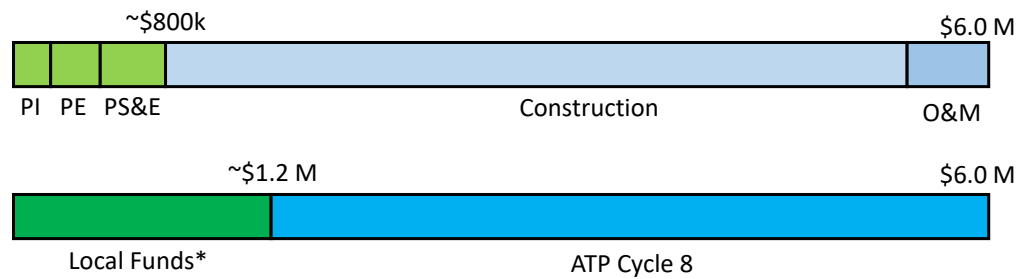
12



12

Potential Funding Plan

- Project costs is roughly \$6 M
- Local match is about \$1.2 M (20%)
- **Funding request for an estimated \$4.8 M**



*Local funds are not secured and will be based on available amounts per FY

13



13

Questions

14



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 20, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Farid Javandel, Director of Project Delivery
Emma Burkhardt, Associate Transportation Engineer

SUBJECT: East Bay Greenway Multimodal-Hayward Segment: Project Update and 2027 Active Transportation Program (ATP) Cycle 8 Complete Streets Review

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) review the Metropolitan Transportation Commission (MTC) Complete Streets Checklist for the East Bay Greenway Multimodal-Hayward Segment (EBGWMM-Hayward) Project as required by the Regional Active Transportation Program (ATP), Cycle 8 grant.

Summary

Alameda CTC is applying to the Statewide and Regional ATP Cycle 8 Grant for the implementation of the EBGWMM-Hayward Project. MTC requires project sponsors to submit a Complete Streets Checklist reviewed by the BPAC to be considered for funding under the Regional ATP component. The BPAC last received an update on the EBGWMM-Hayward Project at its October 2025 meeting.

The EBGWMM-Hayward Project is the southernmost segment of the EBGWMM Project, which is being delivered separately from the Oakland-San Leandro segments. Alameda CTC has been coordinating with the City of Hayward and other project stakeholders such as AC Transit, BART, and various community groups, including public schools, Bike Hayward, disability groups, and community-based organizations (CBOs), for the development of this project.

The goals of the EBGWMM – Hayward Project are to:

- Create a continuous north/south bike facility connecting the Hayward and South Hayward BART stations.
- Provide safe, high-quality bicycle facilities suitable for people of all ages and abilities.
- Improve safety by physically separating bicyclists from high-speed vehicular traffic to the extent feasible.

- Improve access to regional transit, schools, Downtown areas, and major activity centers.
- Improve multimodal access to BART.
- Reduce greenhouse gas emissions.

Project Background

Alameda CTC is the Project Sponsor and Implementing Agency for the near-term EBGWMM Project, including the EBGWMM-Hayward Project. At the October 2025 BPAC meeting, Alameda CTC staff provided an update that included project development activities to date, a summary of a robust outreach and engagement phase with the public and stakeholders, technical analysis, and development of a draft alignment and bike facility types tailored to street context. Please see Attachments B and C for details of the recommended alignment and bike facility types.

Outreach and Engagement

As reported in October 2025, Alameda CTC conducted extensive outreach during the current scoping phase to solicit community input. The outreach activities included the following:

- A project-specific Active Transportation Working Group (ATWG) comprised of AC Transit, BART, members of bicycle advocacy organizations, people with disabilities, school and park districts, business community groups, parents of school-aged children, and interested residents
- Emails and website announcements
- Pop-up events at the Hawaiian May Day Festival and the Eden Greenway hot meal and grocery giveaway
- Walking and biking tours of the corridor, with attendees recommended by the ATWG
- Focus group meetings, one exclusively in Spanish
- Flyers mailed to nearby addresses (flyers were made available in English, Spanish, simplified Chinese, Tagalog, and Vietnamese)
- Door-to-door outreach to residents along the corridor
- Meetings with the principals of Tennyson High and Cesar Chavez Middle schools
- Online survey to summer school students, faculty, and staff

Project Development

Based on the analysis conducted, the community and stakeholder feedback received, and feedback previously received from the City's Infrastructure and Airport Committee (CIAC), the project team refined the conceptual-level project alignment and types of facilities. The draft alignment and facility types are tailored to each street's specific characteristics, and are shown in Attachments B and C.

In October 2025, after conducting an initial series of scoping-level public outreach, completing technical studies such as traffic and parking studies, and working though

iterations of different alignment options and facility types with the ATWG, Alameda CTC and Hayward staff presented the proposed improvements to the CIAC and obtained their concurrence for approval recommendation.

At its January 27, 2026, meeting, the Hayward City Council unanimously approved the project scoping that allowed Alameda CTC to commence a concurrent Project Approval and Environmental Document (PA&ED) phase in early April 2026.

MTC Complete Streets Checklist

Alameda CTC staff is applying to the State and Regional ATP Cycle 8 grant opportunity that is currently accepting applications. For the Regional component, MTC requires that any project seeking \$250,000 or more in regional discretionary funds submit a Complete Streets Checklist and make it available to a BPAC for review. The checklist is included as Attachment D and the BPAC is requested to provide feedback at the meeting.

The total Project cost is estimated at \$66 million and Alameda CTC is applying for \$40 million in ATP Cycle 8 funds for the design and construction phases.

Upcoming Activities

Staff will continue to advance the environmental phase project development activities while continuing to engage the community and interested groups to further refine the design for project approval in compliance with the state's California Environmental Quality Act (CEQA) and federal National Environmental Policy Act (NEPA).

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. EBGWMM-Hayward Project Fact Sheet
- B. EBGWMM-Hayward Project – Map of Recommended Alignment and Facility Types
- C. EBGWMM-Hayward Project – Project Cross Sections
- D. MTC Complete Street Checklist

East Bay Greenway Multimodal – (Phase 1) - Hayward Segment

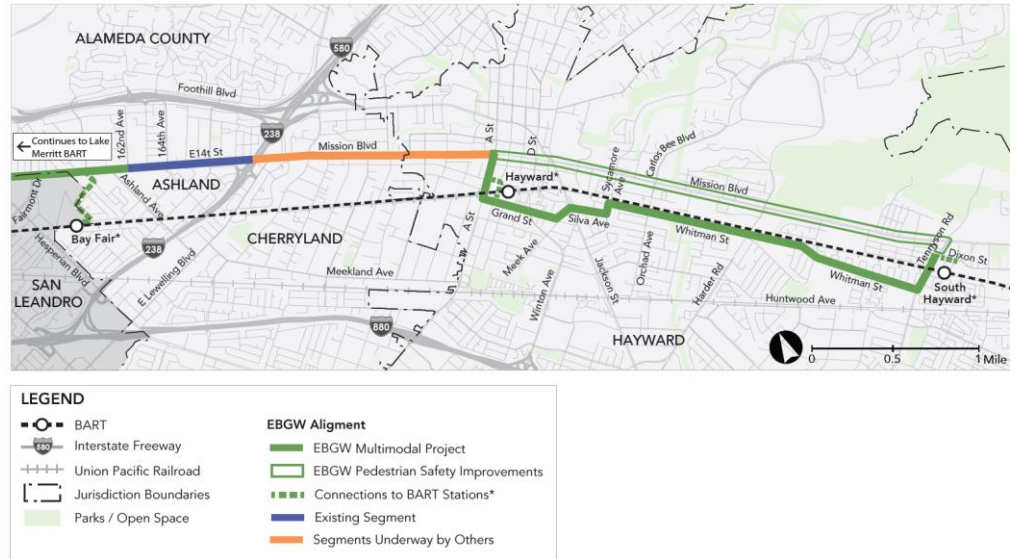


SPRING 2026

Project Overview

As the project sponsor and implementing agency, Alameda County Transportation Commission (Alameda CTC) is partnering with the City of Hayward to develop alternative concepts for implementing the East Bay Greenway Multimodal project that will construct an active transportation facility on the west side of the BART and Union Pacific Railroad corridors to connect the Hayward and South Hayward BART stations through Downtown Hayward. Project improvements will include Class I pathways, Class IV separated bikeways, where feasible, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for improving stormwater treatment, street trees, etc.

The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near-term safety and multimodal access improvements.



* Connections into the BART stations to be coordinated as part of the evaluation.

Aerial graphic of project location and details. (Preliminary, subject to revisions.)

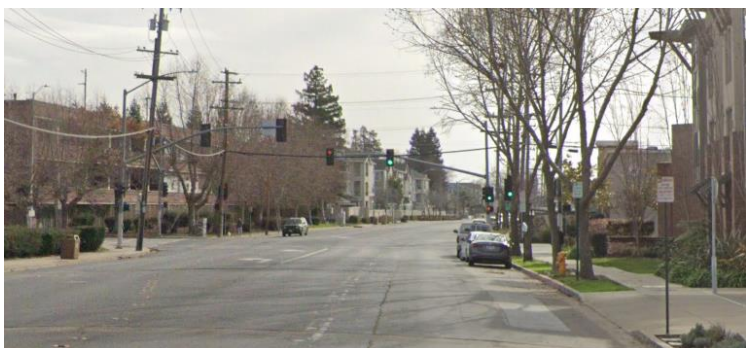
Project Need

- Existing bikeway network does not provide a continuous and comfortable route connecting along the BART corridor.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic and have established histories of collisions involving bicyclists and pedestrians.
- East Bay Greenway jurisdictions have adopted land use plans calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

Project Benefits

- Improves safety for everyone
- Improves access to regional transit, schools, affordable housing, commercial districts, employment centers, and other destinations
- Improves bicycle and pedestrian network connectivity in densely populated neighborhoods home to many families along the BART line
- Creates a facility that is accessible and comfortable to families with children, and bicyclists and pedestrians of all ages and abilities
- Makes area travel more efficient by promoting various transportation methods to support existing communities and future development.





Grand Avenue.



Whitman Street.



Whitman Street at Tennyson Road.

COST ESTIMATE BY PHASE (\$ X 1,000)

Scoping	\$1,215
PE/Environmental	\$2,040
Design ¹	\$5,000
ROW	\$500
Construction ²	\$57,000
Total Expenditures	\$65,755

¹Includes ROW support costs.

²Includes construction support costs.

FUNDING SOURCES (\$ X 1,000)

Local	\$3,255
TBD	\$62,500
Total Revenues	\$65,755

SCHEDULE BY PHASE

	Begin	End
Scoping	Early 2024	Early 2026
PE/Environmental	Early 2026	Mid 2027
Final Design (PS&E)	TBD	TBD
Construction	TBD	TBD

Status

Implementing Agency: Alameda CTC

Current Phase: Environmental

On January 27, 2026, the Hayward City Council approved the scoping level project evaluation.

Project Documents

For more information on the project, please visit:

www.alamedactc.org/eastbaygreenway.

Partners and Stakeholders

City of Hayward, AC Transit, and Bay Area Rapid Transit (BART)

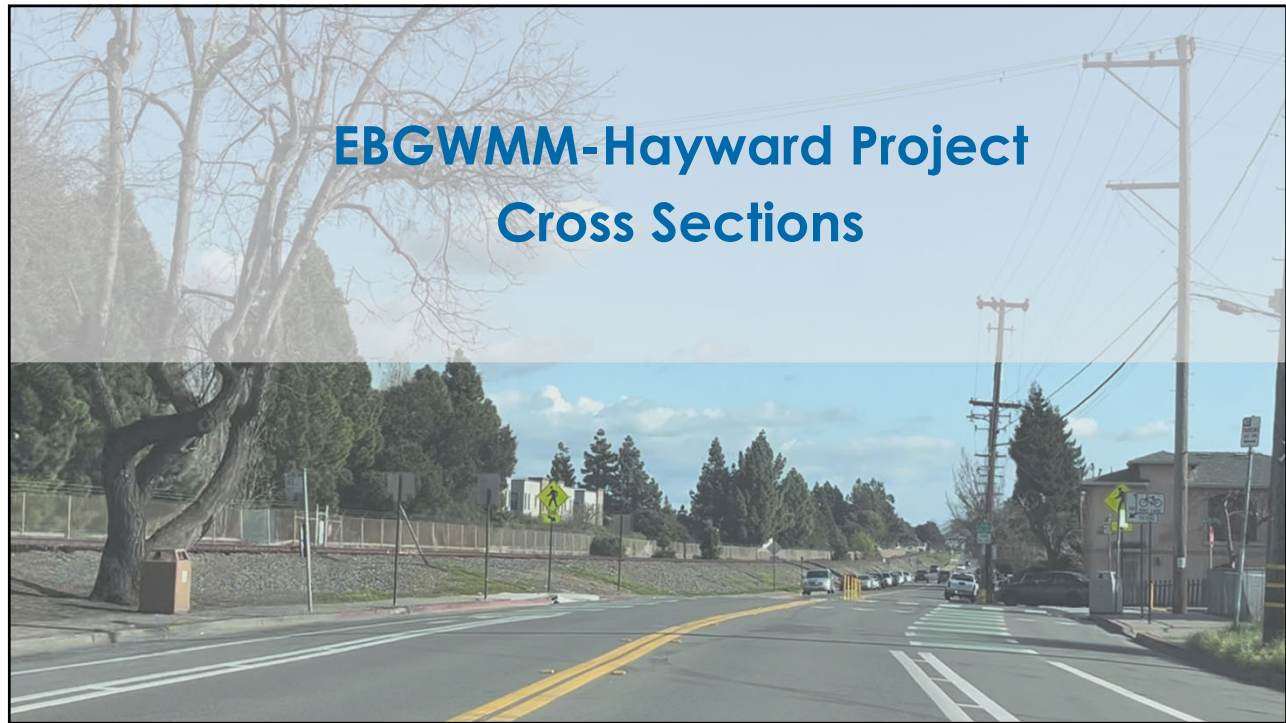
Fact sheet periodically updated.



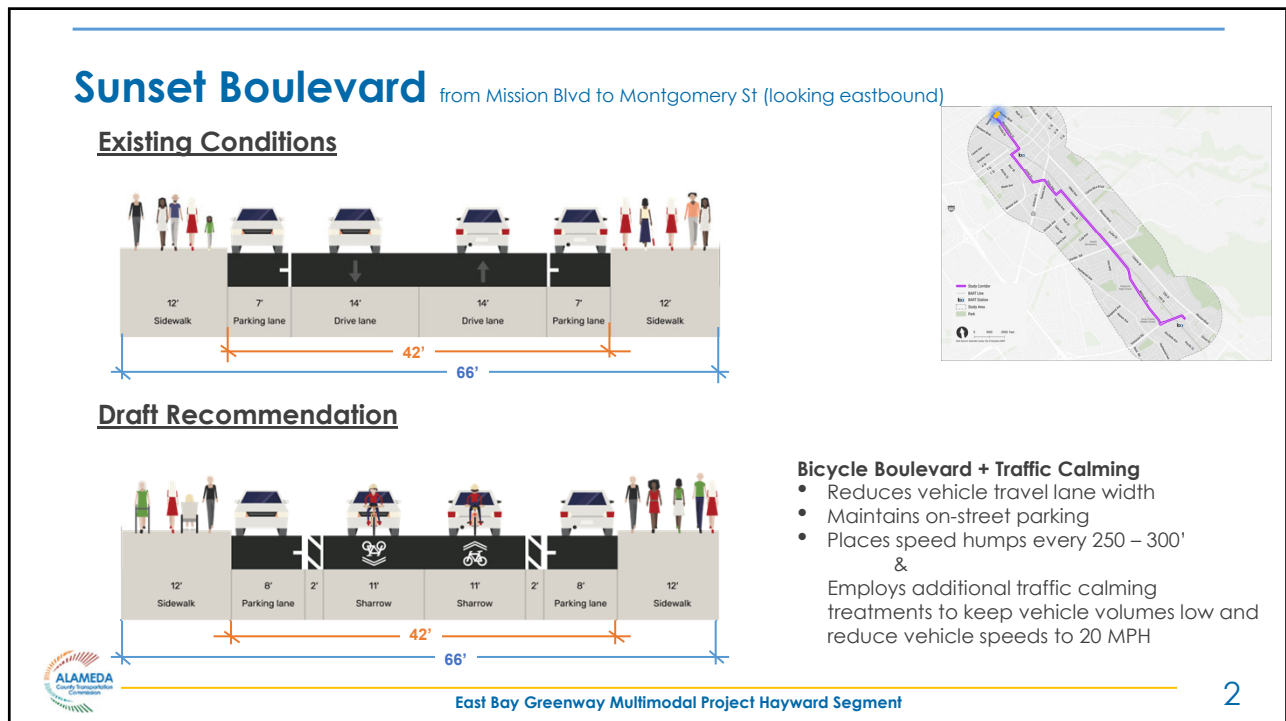
High visibility bike markings.

EBGWMM-Hayward Project: Map of Recommended Alignment and Facility Types





1

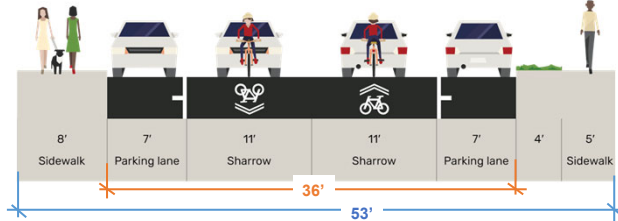


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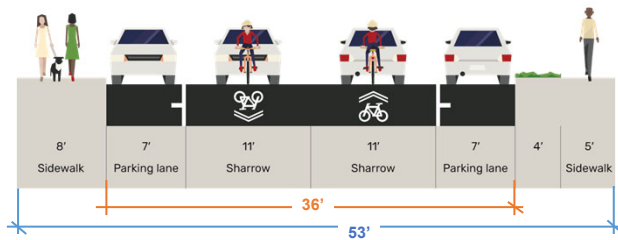
2

Montgomery Avenue from Sunset Blvd to B St (looking northbound)

Existing Conditions



Draft Recommendation



Bicycle Boulevard + Traffic Calming

- Maintains on-street parking
- Maintains existing cross section
- Places speed humps every 250 – 300'

&
Employs additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH



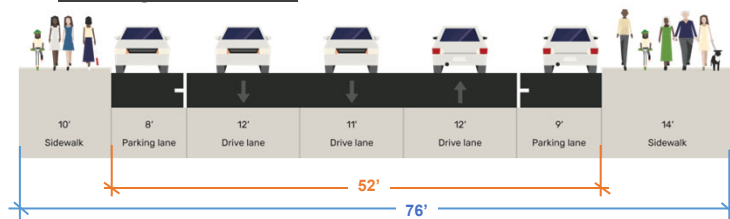
East Bay Greenway Multimodal Project Hayward Segment

3

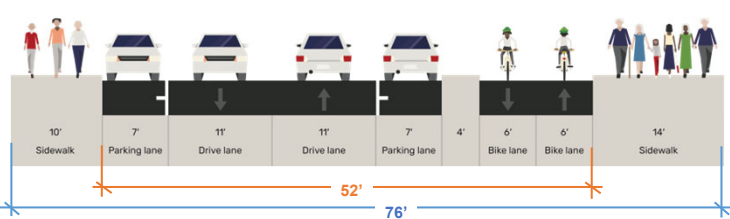
3

B Street from Montgomery Ave to Grand St (looking eastbound)

Existing Conditions



Draft Recommendation



Two-Way Class IV Bikeway

- Employs road diet from 3 lanes to 2
- Maintains on-street parking
- Introduces two-way Class IV bikeway on south side, next to BART station



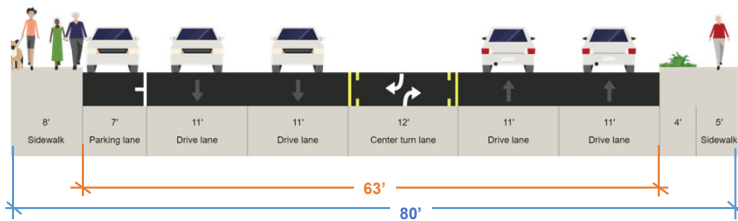
East Bay Greenway Multimodal Project Hayward Segment

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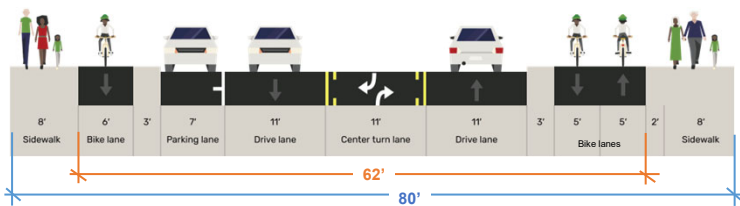
4

Grand Street from B St to D St (looking northbound)

Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment

5



Two-Way + One-Way Class IV Bikeway

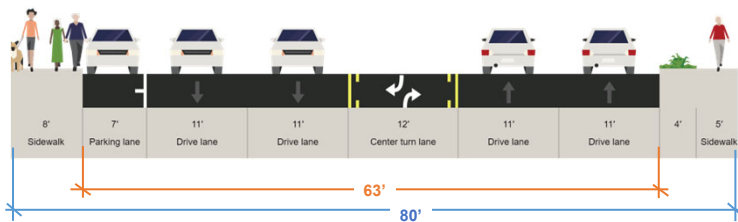
- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces two-way Class IV on east side near BART

&
One-way Class IV on west side

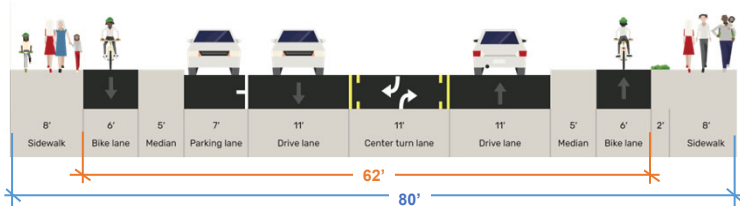
5

Grand Street from D St to Meek Ave (looking northbound)

Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment

6



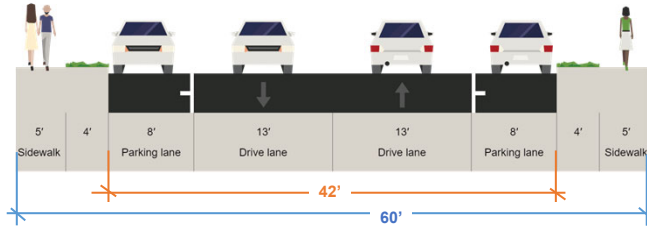
One-Way Class IV Bikeway

- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces one-way Class IV on both sides

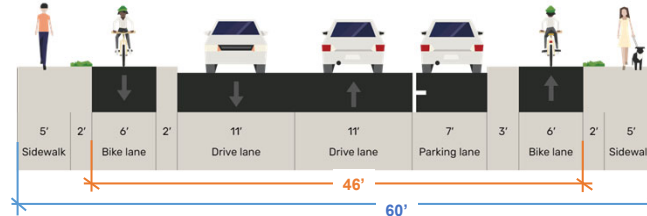
6

Meek Avenue from Grand St to Silva Ave (looking westbound)

Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment

7



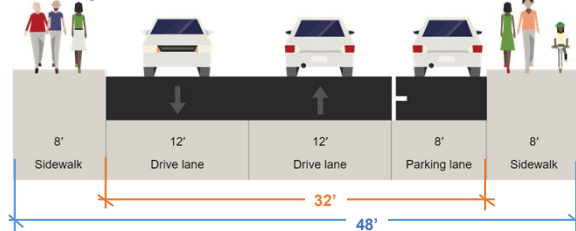
One-Way Class IV Bikeway

- Removes on-street parking on west side (68% utilization) (~11 spaces)
- Introduces one-way Class IV on both sides

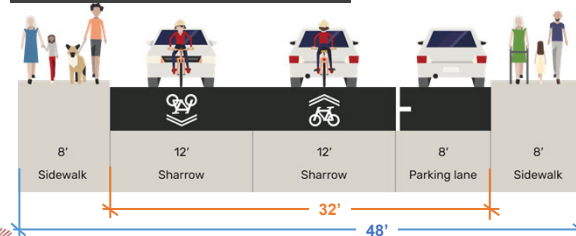
7

Silva Avenue from Jackson St to Sycamore Ave (looking northbound)

Existing Conditions



Revised Recommendation



East Bay Greenway Multimodal Project Hayward Segment

8

Bike Boulevard + Traffic Calming

- Maintains on-street parking
- Places speed humps every 250 – 300 feet

&

Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

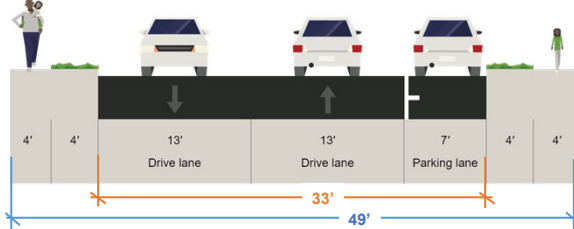
Notes: Facility will not meet All Ages and Abilities (AAA) Criteria due to traffic volume generated within is over 5,000 vpd vs. 2,000 vpd to meet AAA Criteria



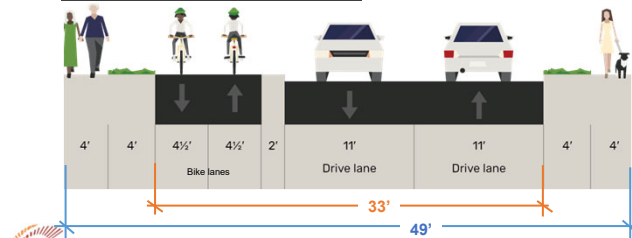
8

Sycamore Avenue from Silva Ave to Whitman St (looking eastbound)

Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



Two-Way Class IV Bikeway

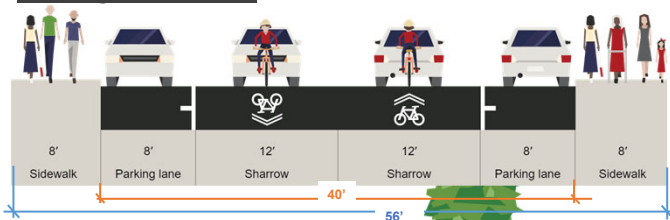
- Removes on-street parking (49% utilization, ~7 spaces)
- Introduces two-way Class IV on north side of street
- Provides continuous two-way Class IV facility around curve to Whitman St

9

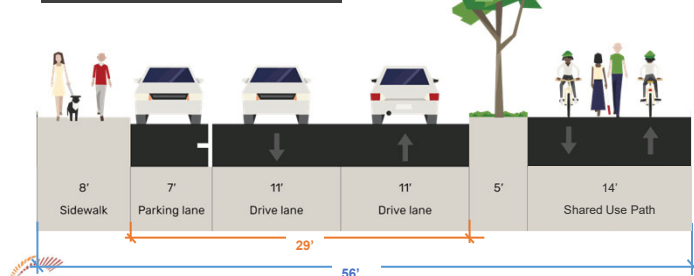
9

Whitman Street from Sycamore Ave to Orchard Ave (looking northbound)

Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



Class I Shared Use Path

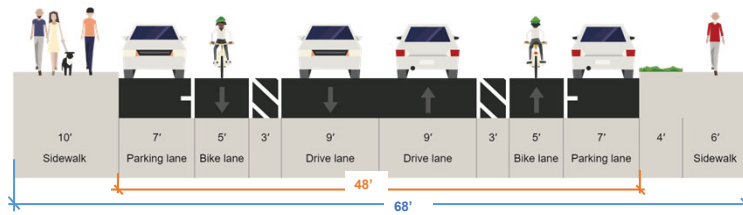
- Reduces lane width from 12 to 11 feet (and maintains bus route)
- Removes on-street parking on east side only (49% utilization, ~55 spaces)
- Introduces Class I shared use path on east side within city R/W, near rail line (fewer bike/ped/driveway conflicts)
- Employs traffic calming treatments to reduce vehicle speeds to posted speed limit of 25 MPH
- Provides room for landscaping

10

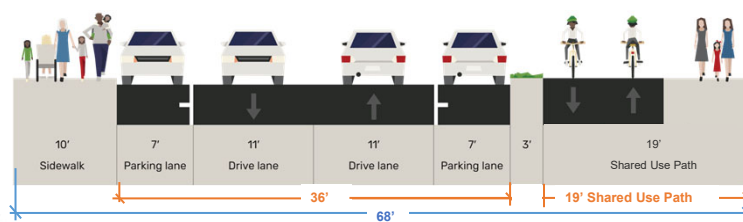
10

Whitman Street from Orchard Ave to Berry Ave (looking northbound)

Existing Conditions



Draft Recommendation



Class I Shared Use Path

- Maintains on-street parking on both sides
- Introduces Class I shared use path on east side within city R/W, near rail line
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping



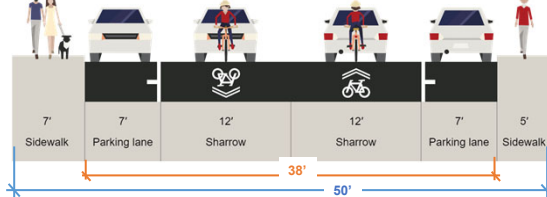
East Bay Greenway Multimodal Project Hayward Segment

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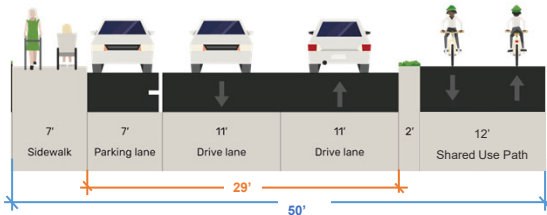
11

Whitman Street from Berry Ave to Harder Rd (looking northbound)

Existing Conditions



Draft Recommendation



Class I Shared Use Path

- Removes on-street parking on east side only (50% utilization, ~77 spaces)
- Introduces Class I shared use path on east side within city R/W, near rail line
- Employs traffic calming treatments to reduce vehicle speeds



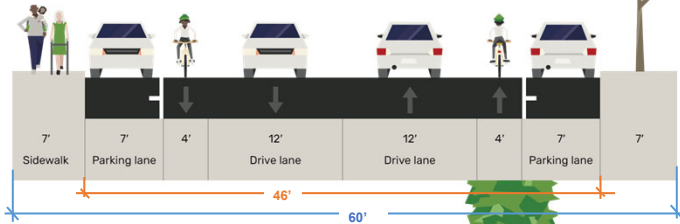
East Bay Greenway Multimodal Project Hayward Segment

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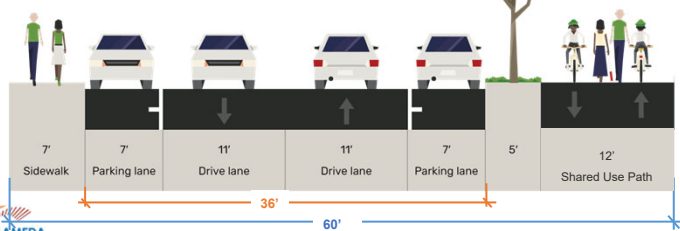
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Whitman Street from Harder Rd to Fruitwood Wy (looking northbound)

Existing Conditions

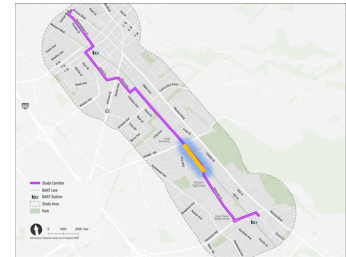


Draft Recommendation



Class I Shared Use Path

- Maintains on-street parking
- Introduces Class I shared use path on east side within city R/W, near rail line
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping



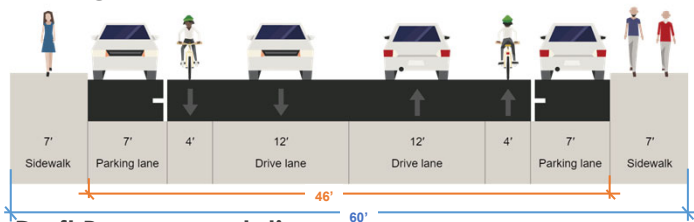
East Bay Greenway Multimodal Project Hayward Segment

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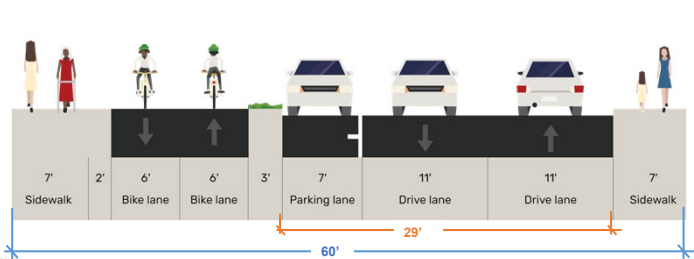
13

Whitman Street from Fruitwood Way to Tennyson Road (looking northbound)

Existing Conditions

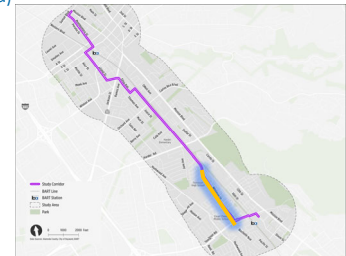


Draft Recommendation



Two-Way Class IV Bikeway

- Removes on-street parking on east side (students preferred option, 43% utilization, ~60 spaces)
- Introduces two-way bikeway (transitions to west side from Roadway north of, next to middle and high schools to enhance safe school access)
- Employs traffic calming treatments to reduce vehicle speeds



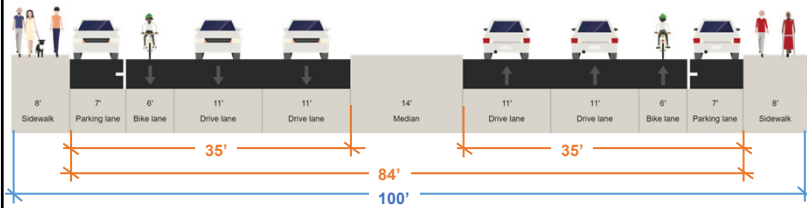
East Bay Greenway Multimodal Project Hayward Segment

14

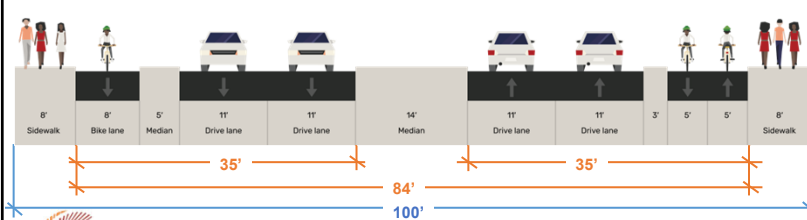
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Tennyson Road from Whitman St to Dixon St (looking eastbound)

Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



Two-Way + One-Way Class IV Bikeway

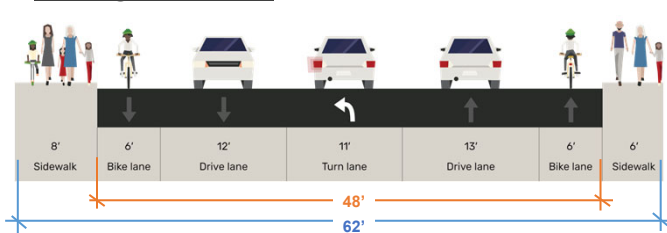
- Removes on-street parking on both sides (21% utilization)
- Introduces two-way Class IV bikeway on south side of street next to BART station
- Converts existing westbound Class II bike lane to Class IV bike lane

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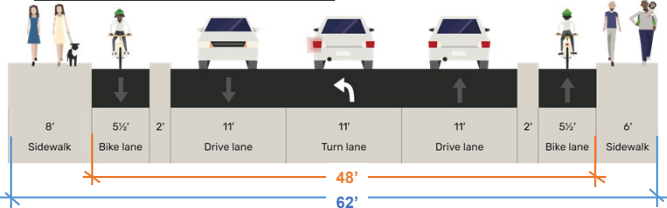
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Dixon Street from Tennyson Rd to BART (looking northbound)

Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



One-Way Class IV Bikeway

- Reduces travel lane widths to 11 feet
- Converts Class II bike lanes to Class VI on both sides

16

16

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	East Bay Greenway Multimodal - Hayward Segment (Project)
Project Area/Location(s):	In Alameda County and in the City of Hayward from Dixon Street to Sunset Boulevard <a area/location map will be attached>
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

The Project will implement safe-high quality- bicycle and pedestrian facilities within the City of Hayward that meet all-ages-and abilities criteria, where feasible. The Project traverses a mix of local, collector, and arterial streets, with draft alignments and facility types tailored to the specific context and functional characteristics of each street
The Project is in Planning Phase

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title: Project Manager (Consultant)	Contact Email: kraj@alamedactc.org	Contact Phone: 925-330-8355
Agency: Alameda County Transportation Commission (ACTC)		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	The Project is included in the Alameda Countywide Active Transportation Plan (2019), Hayward Downtown Specific Plan (2019), Hayward Bicycle & Pedestrian Master Plan (2020), Plan Bay Area 2050 (2021), Alameda Countywide Transportation Plan (2020), and overlaps with the Caltrans District 4 Bike (2018) and Pedestrian Plans (2022) and the Hayward Local Road Safety Plan (2023). The Project is also consistent various BART Station Area plans.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	The Project proposes to construct Class IV and Class I bike facilities for most of the project's length. The Project includes separated, safe, high-quality bicycle and pedestrian facilities, where feasible for the use of people with disabilities, seniors, students, and people with less experience riding bicycles and rolling. These facilities will provide a safe and inviting environment for all users to travel on an alternative mode.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	Portions of the Project corridor along Whitman Street, Tennyson Road, Dixon Street, Silva Avenue, Meek Avenue, and Grand Street are included in Hayward's High Injury Network as defined in the Local Road Safety Plan (2023). The project includes protected intersections, separated bikeways, and traffic calming to address conflicts and reduce vehicle speeds.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	The Project improves LTS conditions by providing separated Class I and Class IV bikeways along most of the Project's length. Protected intersections are included where the Project crosses high-volume streets or connects with other bikeways. Traffic speed data was collected and showed excessive speeding along most of the corridor. To address this, the Project also includes traffic calming.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	List transit facilities (stop, station, or route) and all affected agencies.	Refer to project location map. AC Transit Routes 41 and 93. Route 93 operates along Grand Street between A Street and D Street and along B Street, while Route 41 travels along several Project streets including B Street, Grand Street, Meek Avenue, Silva Avenue, Sycamore Avenue, Whitman Street north of Harder Road, Tennyson Road, and Dixon Street The Hayward and South Hayward BART stations are located within the Project limits.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	Please attach confirmation email from transit operator(s) to email.	Awaiting a Transit Acknowledgment Checklist from AC Transit

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☒	☐	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	Emerging Urban District at Hayward BART.
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	Class IV, Class III, and Class I multi-use path Standards: National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide. Americans with Disability Act (ADA) City of Hayward Design Guide for Bicycle and Pedestrian Facilities
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected.	Refer to Attachment X. Median Household Income(MHI) (Purple) MTC Equity Priority Communities (Blue) SB 535 Disadvantaged Communities are within a mile
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☐	☐	Please provide meeting date(s) and a summary of comments, if any.	Will be presented in April 30,2026 Alameda CTC BPAC

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

5.2



East Bay Greenway Multimodal Project Hayward Segment



Presentation at the April 30, 2026, Bicycle and Pedestrian Advisory Committee (BPAC)

1

Project Purpose

- Create a continuous north/south bike facility connecting the Hayward and South Hayward BART stations.
- Provide safe, high-quality bicycle facilities suitable for people of all ages and abilities, where feasible.
- Improve safety by physically separating bicyclists from high-speed vehicular traffic to the extent feasible.
- Improve access to regional transit, schools, Downtown areas, and major activity centers.
- Improve multimodal access to BART.
- Reduce greenhouse gas emissions.



East Bay Greenway Multimodal Project - Hayward Segment

2

2

Project Status

Since our last October 2025 update to BPAC ...

- City Council approved the Project Scoping in January 2026
- A DEMO Fund Application was submitted in March 2026
- A concurrent Project Approval & Environmental Document (PA&ED) Phase began in April 2026
- An ATP-Cycle 8 Fund Application is in progress, due in June 2026



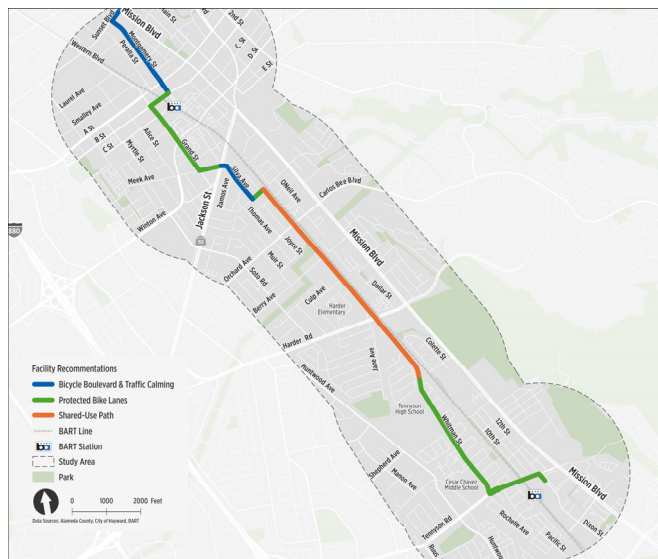
East Bay Greenway Multimodal Project - Hayward Segment

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Hayward City Council Approved Project Improvements (at Scoping)

Street Name	Facility Recommendation
Sunset Boulevard	Bike Boulevard + Traffic Calming
Montgomery Street	Bike Boulevard + Traffic Calming
B Street	Two-Way Class IV
Grand Street (North & South from D Street Intersection)	Two-Way Class IV & One-Way Class IV
Meek Avenue	One-Way Class IV
Silva Avenue	Bike Boulevard + Traffic Calming
Sycamore Avenue	Two-Way Class IV
Whitman Street (from Sycamore Avenue to Fruitwood Way)	Class I + Traffic Calming
Whitman Street (from Fruitwood Way to Tennyson Road)	Two-Way Class IV + Traffic Calming
Tennyson Road	Two-Way Class IV (EB) & One-Way Class IV (WB)
Dixon Street	One-Way Class IV



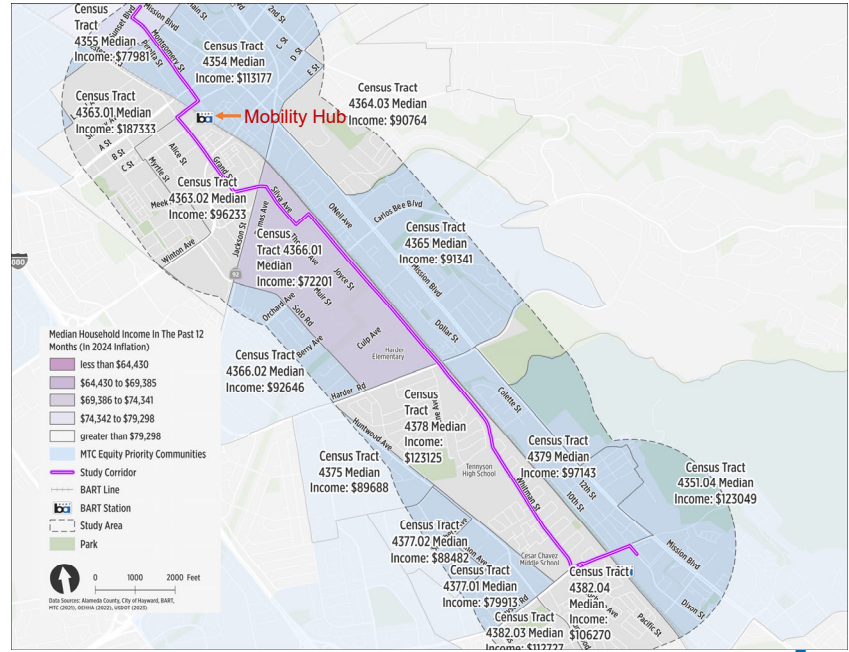
East Bay Greenway Multimodal Project - Hayward Segment

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4

Disadvantaged Communities & Mobility Hub

- Median Household Income (MHI) (Purple)
- MTC Equity Priority Communities (Blue)
- SB 535 Disadvantaged Communities are within a mile



East Bay Greenway Multimodal Project - Hayward Segment

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A Visual Simulation - Whitman Street

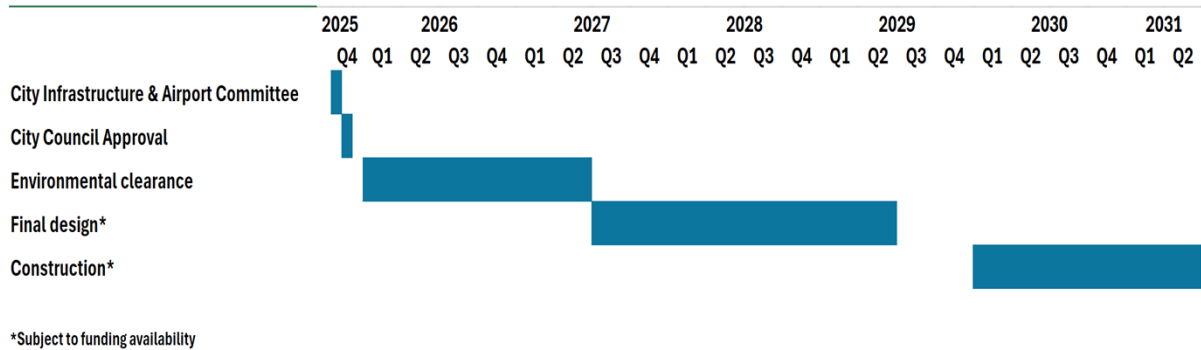


East Bay Greenway Multimodal Project - Hayward Segment

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Look-ahead Schedule



East Bay Greenway Multimodal Project - Hayward Segment

7

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MTC Complete Streets Checklist

- **Required for projects over \$250,000 in costs and utilizing regional funds**
 - Alameda CTC is seeking ATP funds
- **Request – provide input on project checklist**
 - Included in packet as Attachment D



East Bay Greenway Multimodal Project - Hayward Segment

8

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Thank You

kraj@alamedactc.org

fjavandel@alamedactc.org

Lucas.Woodward@hayward.ca.gov

Project Website <https://www.alamedactc.org/programs-projects/bicycle-and-pedestrian/eastbaygreenway>



East Bay Greenway Multimodal Project - Hayward Segment

9



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: April 23, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Colin Dentel-Post, Assistant Director of Planning
Shannon McCarthy, Senior Transportation Planner

SUBJECT: Central County Community Connections Plan (4CP) Update

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) receive an update on the Central County Community Connections Plan (4CP). This is an informational item only.

Summary

One of the main roles of the BPAC is to review and provide input on major active transportation plans and policies. At the April meeting, the BPAC will receive an update on development of the Central County Community Connections Plan (4CP).

In 2024, Alameda CTC was awarded a Sustainable Transportation Planning Grant by the California Department of Transportation (Caltrans) for the I-580/I-238/I-880 Safe Access & Community Resilience Plan, now referred to as the 4CP. The Plan aims to make it easier and safer for community members to travel around parts of San Leandro, San Lorenzo, Ashland, Cherryland and Castro Valley that border I-880, I-238, and I-580. The 4CP will identify community-prioritized transportation projects and recommend strategies to advance near-term improvements to safety, access, and climate resilience.

The 4CP began work in early summer 2025 with a review of previous plans and focused technical assessment to identify goals and needs in the plan area, which were confirmed during the first round of public outreach in winter 2025. Ten priority corridors were identified for focused planning through the 4CP based on community support and needs. Alameda CTC has since developed draft areawide recommendations and draft improvement ideas for each of the ten priority corridors, which are the focus of the 4CP's second round of public engagement this spring.

Community and stakeholder input will be used to refine 4CP recommendations and develop conceptual project designs for the highest-priority corridors, which will be shared for review during the third and final round of 4CP public outreach later this year.

Background

The 4CP builds upon a significant number of local, county, and regional plans, all of which highlight the needs for improved safety, multimodal access to transit, public health and climate resilience outcomes in central Alameda County. The study area, a map of which is shown on the [project website](#), extends along I-238 and I-580 from I-880 to Castro Valley BART, and is home to multiple racially and linguistically diverse, low-income, and equity-priority communities that are heavily impacted by extensive freeway and railroad infrastructure. While many plans have highlighted community needs in individual jurisdictions over the years, the 4CP seeks to comprehensively address the area's transportation needs.

Alameda CTC is leading this effort in partnership with Caltrans and coordinating closely with the cities of San Leandro and Hayward, Alameda County's Public Works and Community Development Agencies, AC Transit, BART, and the Hayward Area Recreational District. Alameda CTC has also partnered with five community-based organizations (CBOs) to more effectively reach historically underserved communities.

The 4CP is being developed in three phases, each of which coincides with a round of outreach:

- **Round 1 (Fall/Winter 2025):** Confirm needs and prioritize streets for focused planning through the 4CP
- **Round 2 (Spring 2026):** Co-create project ideas and workshop design concepts
- **Round 3 (Summer/Fall 2026):** Finalize conceptual designs for priority projects and share the draft plan and implementation strategy

Work began in early summer 2025 and will be complete no later than June 30, 2027, per grant requirements.

4CP Progress Update

In 2025, the 4CP team completed a review of existing plans and the public input they gathered, a focused technical needs assessment, and a first round of stakeholder and public engagement to confirm needs and priority corridors. The review and assessment highlighted the needs for speed management; reducing conflict points at freeway ramp intersections; more connected, high-quality bicycle and pedestrian infrastructure; and more transit stop amenities, shade, and permeable surfaces. Community outreach during Round 1 echoed these findings, with improved safety and access consistently rated the top two community priorities. Additional key findings are summarized in the presentation slide deck that accompanies this memorandum.

Round 1 public outreach activities included:

- CBO focus group
- Listening sessions in partnership with CBOs
- Online webmap and survey

Round 1 outreach coincided with public engagement for the Countywide Transportation Plan, Countywide Active Transportation Plan, and Paratransit Needs Assessment, so the 4CP also incorporated input received on those plans from community members in the study area.

4CP Draft Recommendations and Corridor Improvement Ideas

Based on community support and technical needs analysis, Alameda CTC selected ten corridors for focused planning through the 4CP and has developed draft improvement ideas for each corridor. The 4CP priority corridors (shown on slide 19 in Attachment A) include segments of Lewelling Boulevard, Hesperian Boulevard, Redwood Road, Castro Valley Boulevard, Washington Avenue, Ashland Avenue, Grove Way, North Foothill Boulevard, South Foothill Boulevard, and Lake Chabot Road.

Corridors that received significant support but already have major plans and projects underway, such as East 14th Street and Mission Boulevard, were not prioritized for focused planning through the 4CP but will be included as priorities in the final plan. In addition, some priority corridors have active plans or projects underway or recently completed on portions of the corridor but not their entirety; for these, the 4CP is focusing on segments that represent gaps between other projects and planning efforts. Attachment A shows existing conditions, community concerns, and draft improvement ideas for each of the 4CP's ten priority corridors for the BPAC's review.

Upcoming Public Outreach

The 4CP's draft recommendations and priority corridor improvement ideas are the focus of the second round of public outreach, currently underway. Alameda CTC is working with CBO partners to meet community members where they are and provide a variety of ways to engage, including:

- CBO focus group
- Listening sessions in partnership with CBOs
- [Online survey](#)
- Walk audits and design workshops focused on the highest-priority corridors in partnership with CBOs
- Pop-ups at farmer's markets and other community events

The full list of upcoming public events can be found on the [4CP project website](#). Event registration is encouraged to support planning and facilitate interpretation and accommodation requests.

Next Steps and Schedule

Community ideas, preferences, and feedback will be used to refine plan recommendations and develop initial project designs for a subset of the highest priority projects later this summer. The final plan will recommend community-prioritized projects, document initial

project designs and cost estimates for the highest priority projects, and outline implementation strategies to support project advancement in the near-term.

Staff will return to the BPAC to share the draft 4CP, anticipated in late 2026. Commission adoption of the 4CP is anticipated by spring 2027.

Fiscal Impact: There is no fiscal impact. This is an informational item only.

Attachments:

- A. [4CP Priority Corridors Draft Improvement Ideas](#)

Central County Community Connections Plan (4CP)

Bicycle and Pedestrian Advisory Committee
April 30, 2026



Central County Community Connections Plan

1

Agenda

- 4CP Background
- Needs Assessment & Round 1 Public Outreach Findings
- Draft Priority Corridor Improvement Ideas
- Round 2 Public Outreach
- Next Steps



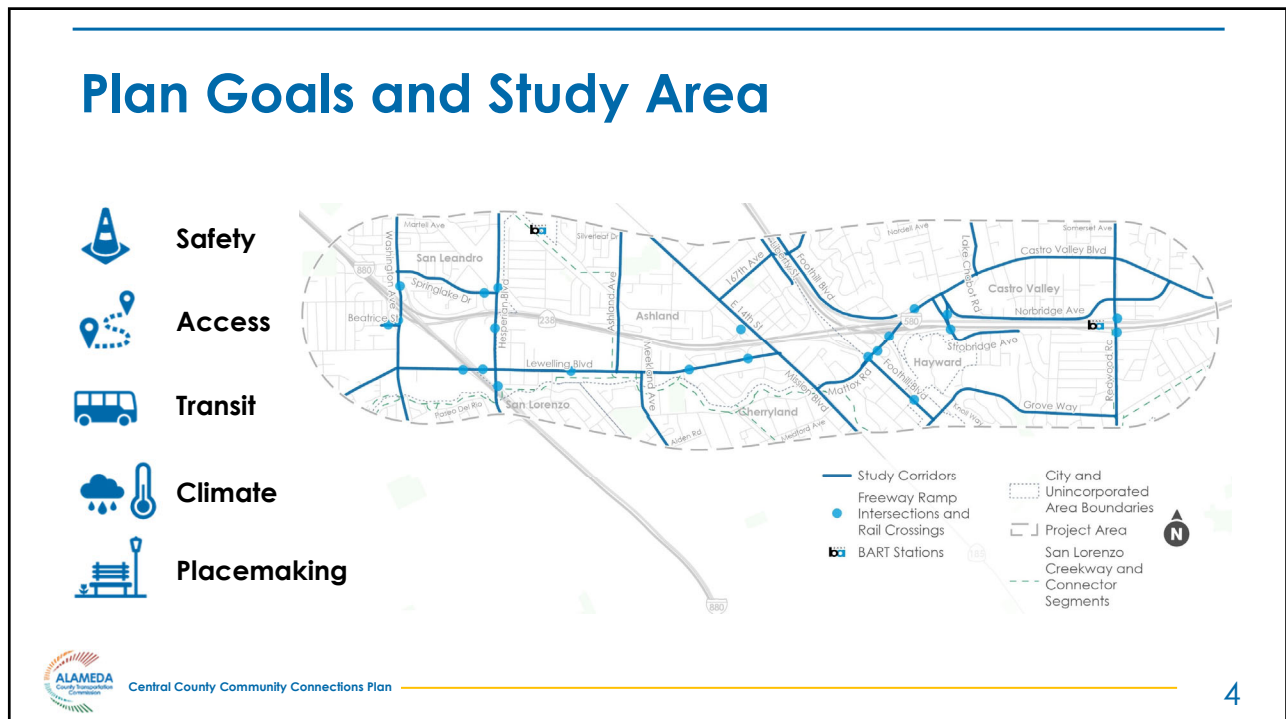
Central County Community Connections Plan

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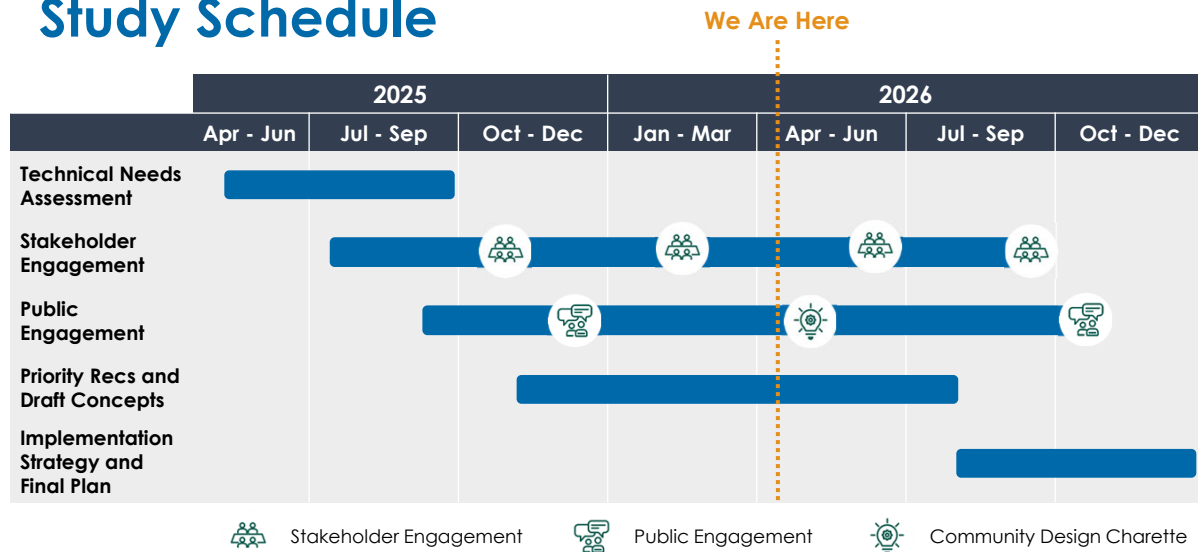


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Study Schedule

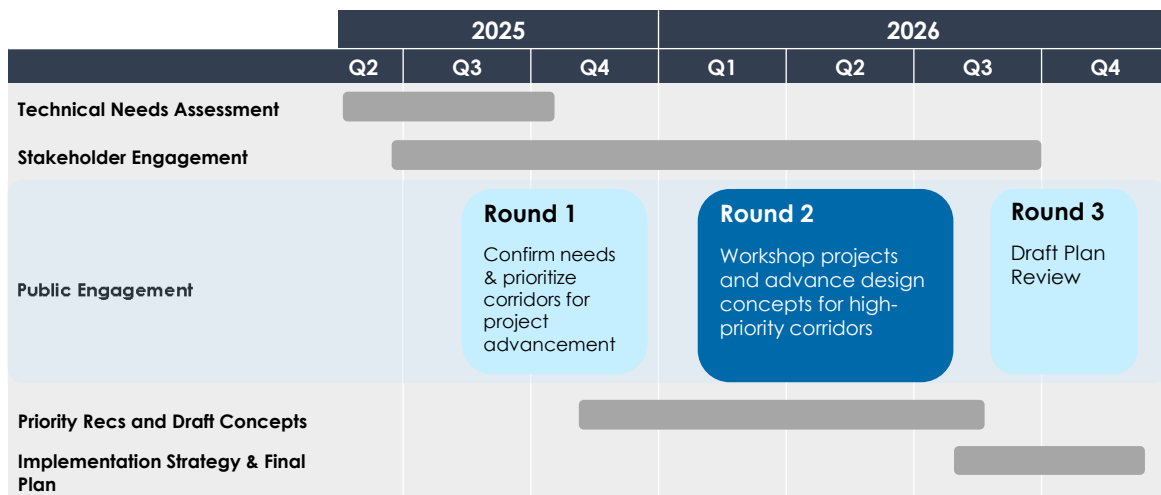


Central County Community Connections Plan

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Engagement Approach



Central County Community Connections Plan

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6

Stakeholders: TAC Members



AC Transit

Diann Castleberry
Crystal Wang



BART

Shelehia Meisner
Susan Poliwka



Alameda County CDA

Angelica Gonzalez
Dominic Lucchesi
Olivia Ortiz



ACPWA

Maritoni Maravilla



Caltrans

Anton Jacquard
Trisha Tran



City of Hayward

George Foster



City of San Leandro

Nicole Castelino
Erwin Ching
Jayson Imai



Hayward Area Recreation & Park District

Michael Williams



Central County Community Connections Plan

7

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Stakeholders: CBO Partners



Cherryland Community Association



El Tímpano



San Leandro 2050



Community Resources for Independent Living (CRIL)



Boys & Girls Clubs of San Leandro



Central County Community Connections Plan

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Round 1 Public Engagement Events

Method	Location	Reach	Participants
 CBO Focus Group	Virtual	6 participants	Representatives from 4CP CBO partners
 Listening Sessions	Virtual & In Person	44 participants across 4 sessions	CBO Hosts: CCA, SL 2050, CRIL, CRIL (Spanish) Local residents, including monolingual Spanish speakers, blind and low vision community members
 Survey & Web Map	Online	47 survey responses 117 comments (by 29 individuals)	General public Promoted by CBOs and Alameda CTC



Central County Community Connections Plan

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Community Feedback on Needs

Top Goals

- Access
- Safety

Top Priorities

- Safer walking & biking
- Slow speeding cars

Top Corridors

- Hesperian Boulevard
- Castro Valley Boulevard
- Mission Boulevard

Heatmap of 4CP Webmap Comments

Includes listening session comments

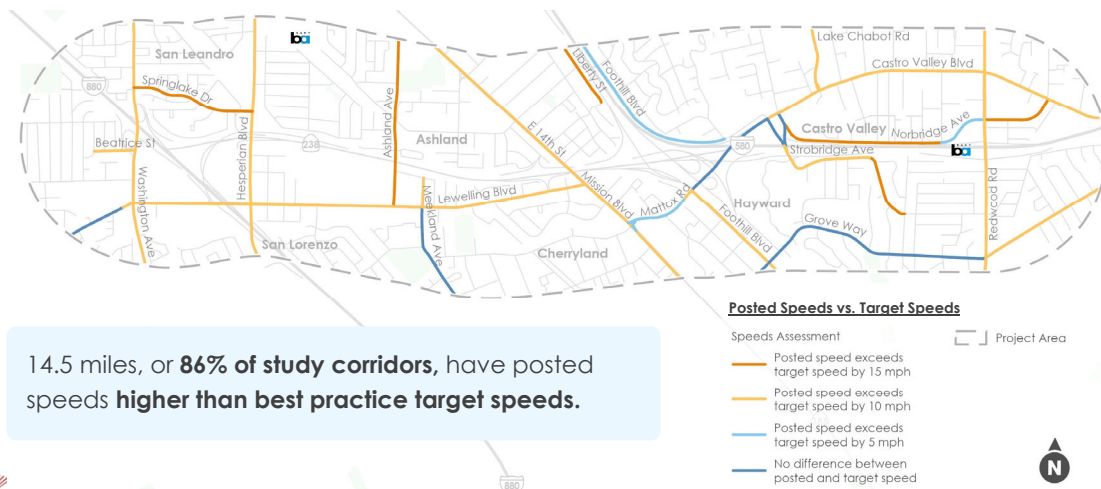


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Safety

Need to calm traffic and reduce speeding



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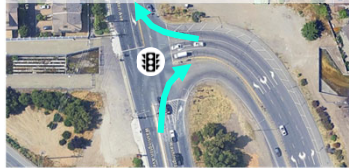
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Manage Speeds and Reduce Conflicts

High speeds and conflicts at interchanges

High speeds facilitated by free right turns, slip lanes, and wide turning radii increase severity

Washington Avenue and I-880 NB/I-238 WB Ramp



Castro Valley Boulevard and I-580NB/I-238 EB Ramp

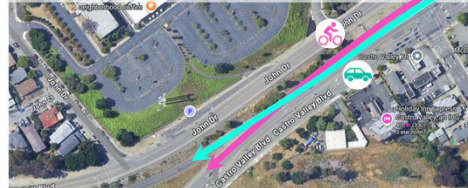


Key:

- Stop Controlled
- Signal Controlled
- Private Driveway

Bike & ped access is limited due to uncontrolled turns, slip lanes, and gaps in bicycle and pedestrian facilities

Castro Valley Boulevard and I-580 WB Ramp



Beatrice Street and I-880 SB/I-238 EB Ramp



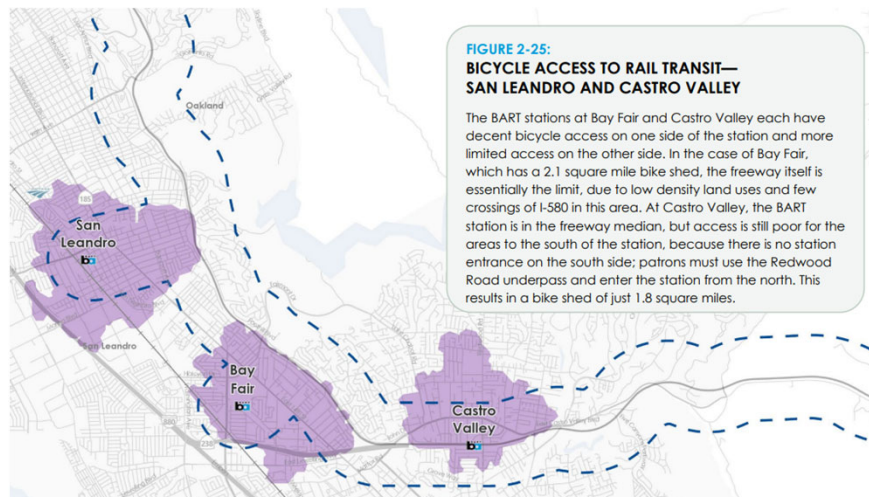
Central County Community Connections Plan

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Access

Freeways, rail lines, and street grid restrict access



Central County Community Connections Plan

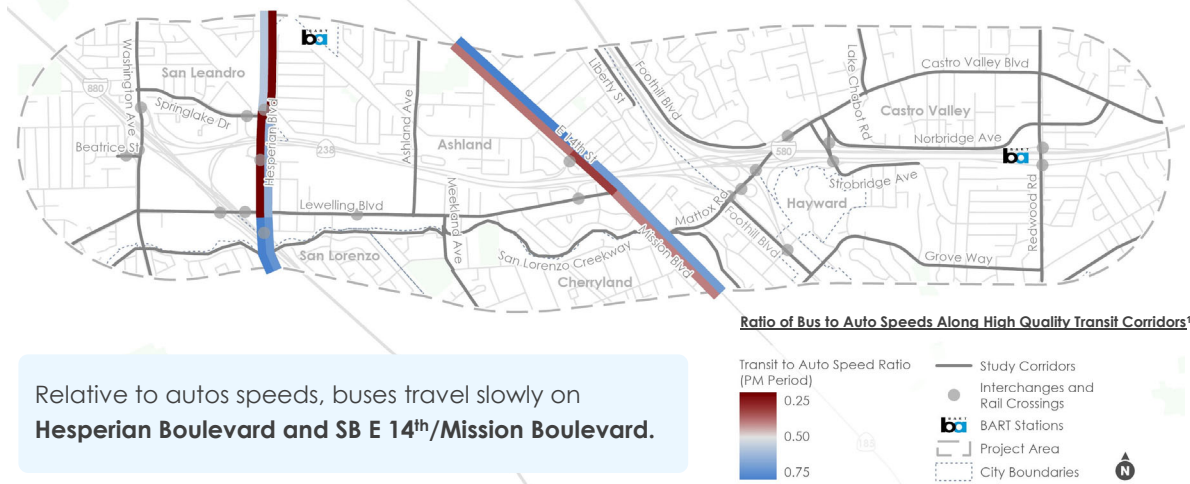
Source: Alameda CTC, I-580 Transit & Multimodal Strategy, 2025

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Transit

Buses travel slowly and stops lack amenities



Central County Community Connections Plan

Source: Alameda CTC CMP, 2023

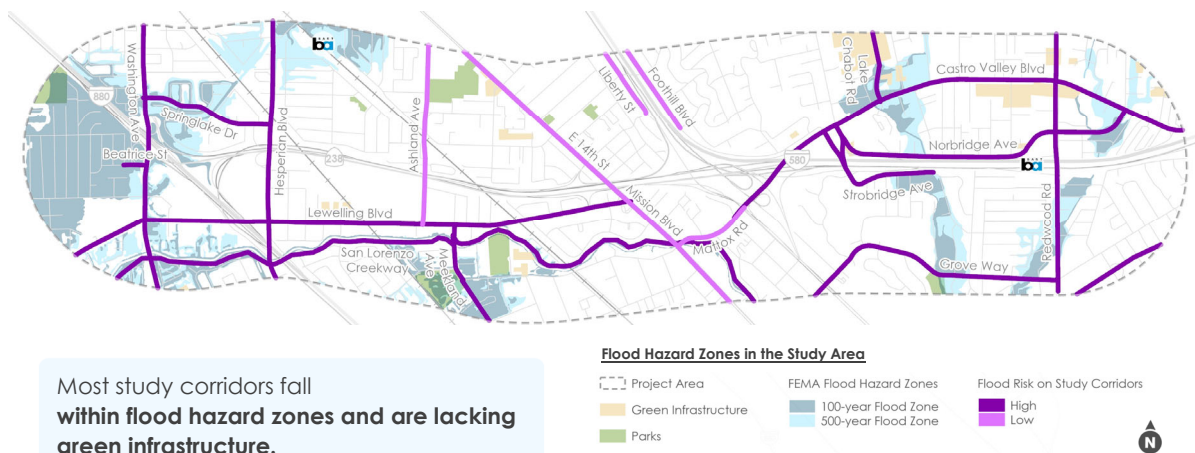
1. High quality transit corridors have a combined service frequency of 15 minutes or less

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Climate

High flood risk on study corridors

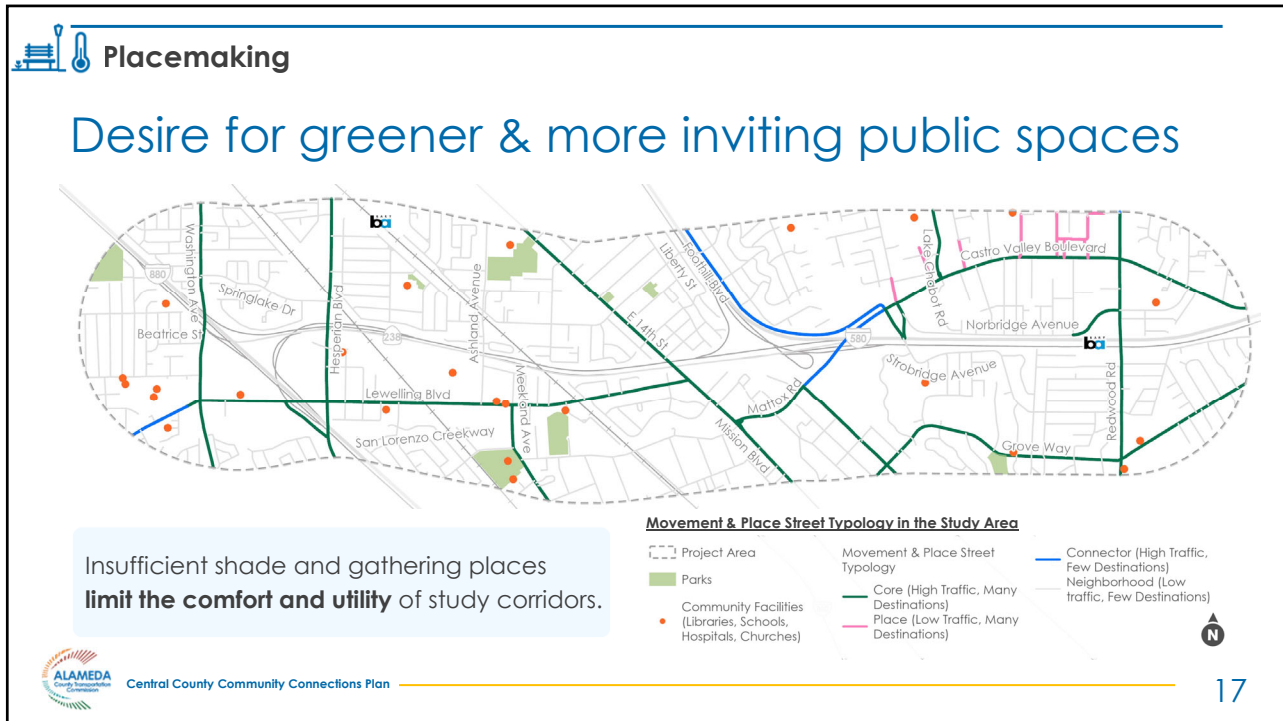


Central County Community Connections Plan

Sources: FEMA Flood Hazard (NFHL); ACPWA Green Infrastructure Plan, 2019

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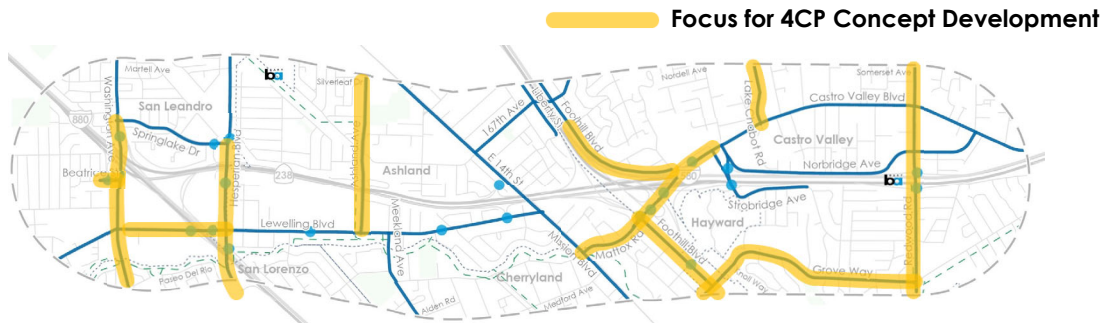


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4CP Priority Corridors



Corridor concepts are based on:

Previous plans
and outreach

4CP needs
assessment

4CP TAC
feedback

4CP community
engagement



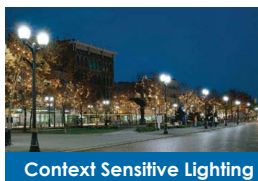
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Draft Recommendations

- Areawide & corridor-specific recommendations include:



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Spring Public Engagement

Objectives

- Generate community ideas for corridor specific improvements
- Gather input on potential corridor visions and tradeoffs
- Gather area-wide input on baseline improvements

Full Study Area

CBO Focus Group

Online Survey

Corridor/Community Specific

Walk Audits

Design Workshops

Pop-Up Tabling Events

Listening Sessions



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Corridor-Specific Outreach

Focus Corridors for 4CP Concept Development



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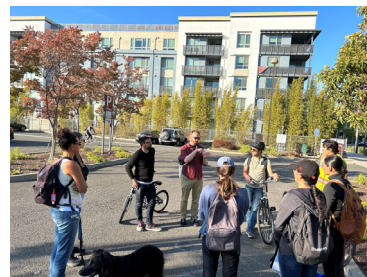
Walk Audits and Design Workshops

- Hosted in partnership with CBOs
- Each focuses on 1-2 priority corridors
 - Identify site-specific issues and opportunities
 - Seek input on options for potential improvements
- Dates: April 18, May 2, May 16

CBO Hosting Partners



Grove Way Neighborhoods Association



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Additional Engagement Activities

- Pop-ups, pop-ins, and listening sessions:
 - Padres Unidos de Cherryland Easter Event, April 11 (pop-up)
 - Castro Valley Farmers Market, April 25 (pop-up)
 - Bay Fair Farmers Market, May 23 (pop-up)
 - TBD: Local high school/church (pop-up/listening session)
- Online Survey (open for comment through May):
 - bit.ly/4cpinfo



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4CP Next Steps

- **Spring:** Outreach to seek input on corridor concepts
- **Summer/Fall:** Further develop and refine preferred design concepts
 - Round 3 stakeholder & public engagement
 - Seek feedback on draft plan and near-term implementation priorities
- **Fall/Winter:** Finalize Plan and Implementation Strategy



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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee

Meeting Schedule for 2026-2027 Fiscal Year

	Meeting Date	Alternate Date	Potential Meeting Topics
1	Thursday, 07/16/2026	Tuesday, 07/09/2026	- Countywide Transportation Plan and Countywide Active Transportation Plan Update - Complete Streets Checklists for OBAG candidate projects - I-80/Ashby Interchange Project—Bicycle and Pedestrian Overcrossing
2	Thursday, 11/12/2026	Tuesday, 11/03/2026	- Countywide Ramp Intersection Safety Plan Update - Central County Community Connections Plan
3	Thursday, 02/11/2027	Thursday, 02/18/2027	- Safe Routes to School Program Update - Bike Safety Education Program Update
4	Thursday 04/29/2027	Thursday, 05/06/2027	- Organizational Meeting - TDA Article 3 Project Review

Revised 04/01/26

Other Potential Future Topics:

- I-880 Interchange Improvements Update

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2025-2026

	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Marleau, Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	May-25	May-27
2	Turner, Vice Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Jul-25	Jul-27
3	Greenberg	Sam	Berkeley	Alameda County Board of Supervisors, District 5	Jun-25		Jun-27
4	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Apr-26	Apr-28
5	Purdy	Jason	Alameda	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
6	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Feb-25	Feb-27
7	Seavers	Kevin	Oakland	Alameda County Mayors' Conference, D-4	Sep-25		Sep-27
8	Toy	Kendra	Fremont	Alameda County Board of Supervisors, District 1	Jul-24		Jul-26
9	Wang	Jianhan	Hayward	Alameda County Board of Supervisors, District 2	Dec-25		Dec-27
10	Vacancy			Alameda County Mayors' Conference, D-5			
11	Vacancy			Transit Agency (Alameda CTC)			