Appendix A

QUESTIONNAIRE

The following questionnaire was sent to planners and engineers at each of the 15 jurisdictions in Alameda County in September 2005. Follow-up interviews were conducted in person with the agency staff listed in Appendix B.

COUNTYWIDE STRATEGIC PEDESTRIAN PLAN

INTERVIEW QUESTIONNAIRE

Jurisdiction _____

→ INTRODUCTION

Please complete and return this questionnaire before your scheduled interview. Please review the questionnaire ASAP to determine if anyone else in your jurisdiction may be needed to answer particular questions and/or if these colleagues should be included in the interview.

You may complete the form electronically and email it to victoria@eisenletunic.com or fax a hard copy to 510-525-1232.

→ SECTION 1 | STAFF

Which staff work on pedestrian issues (planning, engineering, trails) in your jurisdiction?

Department	*Job title*	*Approx. % FTE*	*Phone number*	*Email address*

→ SECTION 2 | PEDESTRIAN PLANNING IN YOUR COMMUNITY AND RELATED POLICIES

2.1 Planning priorities

A jurisdiction's downtown and other commercial and mixed-use areas are often the centers of pedestrian activity and the focus of civic investment in walkability. Transit stations and/or schools may be other investment priorities. The information below will aid ACTIA in developing countywide pedestrian priorities.

1. Are there any particular areas (e.g., downtown, transit, schools, and shopping districts) where your jurisdiction is focusing pedestrian improvements? ☐ Yes ☐ No
2. If yes, please list these areas and adopted policies guiding these activities, if any.

Area	*Policy reference*

3. How does your jurisdiction define "pedestrian districts"? ☐ No definition

   3a. If applicable, where are your jurisdiction's pedestrian districts located?

4. Are there any policies in your jurisdiction that link walking and public health? ☐ See below ☐ No such efforts

Policies that link public health and walking

2.2 Planning efforts and policies

1. Please list any ongoing or one-time planning efforts aimed at improving walkability in your community, including efforts sponsored by other agencies and organizations. ☐ See below ☐ No such efforts

Plan or effort title	*Completion date or expected*	*Contact person/dept.*

2. Please list your jurisdiction's most innovative policies which influence the walkability of your jurisdiction and which could be used as models in Alameda County.

Innovative policies to improve walkability

2.3 Overcoming institutional obstacles

Communities are often challenged at creating safe and convenient walking conditions as a result of factors such as: state transportation facilities that travel through local jurisdictions; roadway standards that favor automobile travel; conflicting priorities between city departments; facilities that cross jurisdictional boundaries; and lack of funding for pedestrian facilities. The information you provide below will help ACTIA develop priorities and resources that work for Alameda County jurisdictions.

1. In your jurisdiction, what are the primary institutional (as opposed to physical) obstacles to improving the pedestrian environment?

Obstacles to improving pedestrian travel

2. Please list your jurisdiction's most successful efforts to overcome such barriers.

Successful efforts to overcome barriers

➔ SECTION 3 | PEDESTRIAN PROGRAMS AND ADVOCACY WORK

Creating a pedestrian-friendly environment depends on more than a welcoming infrastructure. Many municipalities, non-profit organizations and advocacy groups sponsor educational programs and promotions to encourage local residents and workers to get out and walk. The information below will help ACTIA inventory and spread the word about these resources.

1. Please list any ongoing or one-time educational programs or promotions aimed at improving walkability in your community, including efforts sponsored by other agencies and organizations. ☐ See below ☐ No such efforts

Program or effort title	Timeframe	Contact person/org.

2. Are there any programs in your jurisdiction that link walking and public health? ☐ See below ☐ No such efforts

Public health/walking efforts	Contact person/org.

3. Please list the most successful pedestrian programs in your jurisdiction, if any, which could be used as models in Alameda County. Examples could include educational or promotional programs, and could be provided by advocacy or non-profit groups. (Please respond on following page.)

Successful pedestrian programs

➔ SECTION 4 | PEDESTRIAN INFRASTRUCTURE NEEDS

The information requested below will be used to understand the level of information available about each jurisdiction's pedestrian infrastructure. Specific cost estimates and funding shortfalls will be requested in a separate, focused questionnaire, which will be used to prioritize countywide pedestrian funds, such as Measure B pedestrian grant funds, as well as to attract new funding for pedestrian projects and programs.

4.1 Infrastructure and engineering

Does your jurisdiction have . . .

			Notes:
1. A sidewalk inventory?	☐ Yes	☐ No	
2. A curb ramp inventory?	☐ Yes	☐ No	
3. An inventory of traffic signal with pedestrian facilities (such as pedestrian signal heads)?	☐ Yes	☐ No	
4. An inventory of trails and pathways?	☐ Yes	☐ No	
5. An adopted ADA Transition Plan?	☐ Yes	☐ No	
6. Pedestrian design guidelines/standards?	☐ Yes	☐ No	

Does your jurisdiction regularly collect information and analyze: .

			Notes:
1. Pedestrian collisions?	☐ Yes	☐ No	
2. Pedestrian counts?	☐ Yes	☐ No	

Briefly describe your jurisdiction's pedestrian infrastructure needs.

Please list your jurisdiction's most successful and/or innovative pedestrian infrastructure projects that could be used as models in Alameda County.

Successful pedestrian infrastructure projects

4.2 Crossing barriers

Freeways, railroads and waterways can create significant barriers to pedestrian travel. In some cases, crossings are available but are unsafe, while in others, a lack of crossing requires a significant

detour. The information you provide below will aid ACTIA in developing countywide pedestrian priorities.

1. Are there operating railroad tracks in your jurisdiction (other than BART)? ☐ Yes ☐ No
2. Please tell us about any planned or needed new or improved crossings in your jurisdiction (such as railroad, freeway or canal crossings):

	Facility to cross	*Location*	*Planned/needed improvement*	*Phase of planning or dev.*	*Estimated cost*
Crossing 1					$
Crossing 2					$
Crossing 3					$
Crossing 4					$
Crossing 5					$

3. Please describe additional crossing barriers, if any:

➔ SECTION 5 | FUNDING PEDESTRIAN IMPROVEMENTS

The information requested below will help assess current pedestrian funding needs and will be used to attract additional funds to Alameda County.

1. Please list the funding sources that your jurisdiction typically uses for pedestrian projects and programs. Include grant funding.

Funding Source	*Funded project or program*

2. Does your jurisdiction have an annual sidewalk maintenance program and budget? ☐ Yes ☐ No Notes

3. Please list any funding partnerships or other innovative funding arrangements that your jurisdiction has used to improve walkability.

Funding arrangements to improve walkability

➔ SECTION 6 | USEFUL RESOURCES

An important component of ACTIA's Countywide Strategic Pedestrian Plan is the development of a toolkit to assist interested Alameda County jurisdictions in improving local walkability. This toolkit will include design, policy, and funding information, as well as references to printed resources.

In the space below, please list the resources that you have found most useful in your efforts to improve the pedestrian environment.

Recommended resources

Please tell us about any additional efforts, needs or ideas that were not mentioned in the previous sections.

We may want to follow up on the information provided in this questionnaire. This form was primarily completed by:

Name _____ Phone number _____ Email address _____

Appendix B

List of Interviewees

The following individuals were interviewed during the Pedestrian Plan development in September–October 2005.

Agency/Organization	Name	Title
Alameda (City of)	Barry Bergman	Program Specialist II, Public Works Department
	Andrew Thomas	Supervising Planner
Albany	Cherry Chaicharn	Transportation Planner
Berkeley	Heath Maddox	Associate Planner, Bicycle and Pedestrian Programs
	Kate Clayton	Chronic Disease Prevention Program Manager
Emeryville	Peter Schultze-Allen	Environmental Analyst
	Hank Van Dyke	Public Works Director
	Diana Keena	Associate Planner
Oakland	Jason Patton	Program Analyst III, Planning and Zoning Department
Piedmont	Elizabeth Watty	Planning Consultant
	Larry Rosenberg	Director of Public Works
Hayward	Roxy Carmichael-Hart	Senior Transportation Planner
Alameda County	Paul Keener	Senior Transportation Planner, Public Works Agency
	Cindy Horvath	Senior Transportation Planner, Public Works Agency
San Leandro	Keith Cooke	Principal Engineer
	Reh-Lin Chen	Senior Transportation Engineer
	Debbie Pollart	Planning Manager
Fremont	Rene Dalton	Associate Transportation Engineer
Union City	Marilou Ayupan	Principal Civil Engineer
	Joan Malloy	Planning Manager
Newark	Trang Tran	Associate Civil Engineer
	Soren Fajeau	Associate Civil Engineer
Livermore	Alison Bissell	Assistant Planner
	Anna Vickroy	Associate Transportation Engineer

Appendix B: Interviewees

AGENCY/ORGANIZATION	NAME	TITLE
Pleasanton	Janice Stern	Principal Planner
	Fan Ventura	Management Analyst, Parks and Community Services Department
	Mike Tassano	Senior Traffic Engineer
Dublin	Ferd Del Rosario	Senior Civil Engineer
	Ananthan Kanagasundaram	Assistant Engineer & ADA Coordinator
	Jeri Ram	Planning Manager
Association of Bay Area Governments (ABAG)	Lee Huo	Planner
AC Transit	Nathan Landau	Senior Transportation Engineer
East Bay Regional Park District (EBRPD)	Jamie Perkins	Resource Analyst
Livermore Amador Valley Transit Authority (LAVTA)	Cyrus Sheik	
Union City Transit	Wilson Lee	
Bay Area Rapid Transit District (BART)	Val Menotti	Planning Manager
Alameda County Congestion Management Agency (ACCMA)	Diane Stark	Senior Transportation Engineer
California Walks and **Bay Area Walkable Communities Collaborative**	Wendy Alfsen	
United Seniors of Oakland and Alameda County	Lucy Wicks	
Alameda County Public Health Department	Brooke Kuhn	Physical Activity Consultant
Metropolitan Transportation Commission (MTC)	James Corless	
Urban Ecology	Robert Hickey	Project Coordinator
Union Pacific Railroad (UPRR)	Wayne Horiuchi	
Port of Oakland	Lauren Eisele	Associate Port Environmental Planner

Appendix C

LOCAL COST SUMMARY

NEEDED IMPROVEMENTS ($1,000s)

JURISDICTION	SIDEWALKS	CURB RAMPS	TRAFFIC SIGNALS	TRAILS & PATHWAYS	TOTAL
Alameda (City of)	$ 1,100	$ 740	$ 85	$ 632	$ 2,557
Albany	$ 295	$ 204	---	---	$ 499
Berkeley	---	---	---	---	---
Emeryville	$ 0	$ 0	$ 15	---	$ 15
Oakland	$ 137,400	$ 28,200	$ 8,500	$ 10,500	$ 184,600
Piedmont	$ 15	---	---	$ 5	$ 20
Hayward	$ 4,674	$ 600	$ 158	$ 711	$ 6,143
San Leandro	$ 2,300	---	$ 115	$ 4,600	$ 7,015
Alameda County	$ 600,000	---	---	---	$ 600,000
Fremont	$ 3,051	$ 633	$ 500	$ 9,113	$ 13,297
Newark	$ 1,750	$ 1,500	$ 950	$ 125	$ 4,325
Union City	$ 201	$ 158	$ 1,958	$ 1,640	$ 3,957
Dublin	$ 65	---	---	---	$ 65
Livermore	$ 42,000	$ 5,400	$ 200	$ 60,000	$ 107,600
Pleasanton	---	$ 90	---	$ 17,500	$ 17,590
TOTAL	**$ 792,851**	**$ 37,524**	**$ 12,481**	**$ 104,826**	**$ 947,681**

Note: At the time of the survey, the City of Berkeley was developing comprehensive curb ramp, sidewalk and crosswalk inventories.

Source: Data was provided in April 2006 by local jurisdictions in response to a short survey from ACTIA. Jurisdictions were asked to provide cost estimates based on existing inventories for each category, if available. Costs were developed according to each agency's own methodology and may not represent the complete need.

Appendix D

MONITORING EFFORTS BY LOCAL AGENCIES

PLANNING AREA	JURISDICTION	INVENTORIES				TRACKING / ANALYSIS		
		Sidewalk	**Curb ramp**	**Traffic signal**	**Trail & pathway**	**Ped counts**	**Collect/ analyze ped collisions**	**Issue trip & fall reports**
North	**Alameda (City of)**	No	No	Yes	Yes	As needed	No	Yes
	Albany	Yes	No	Yes	Yes	Yes[1]	Yes[2]	Yes
	Berkeley	Underway	Underway	Yes	Yes	Yes[3]	No	No
	Emeryville	No	No	Yes	Yes	As needed	Yes	Yes
	Oakland	Underway	Yes	Yes	Yes	No	Yes	Yes
	Piedmont	Yes	No	No[4]	Yes	Yes[2]	Yes	Yes
Central	**Hayward**	Partial	Yes	Yes	Yes	Yes[5]	No	No
	San Leandro	No	No	Yes[6]	Yes	Yes[7]	Yes	Yes
	Alameda County	Underway	Underway	Yes	No	No	Yes	No
South	**Fremont**	No	Yes	Yes	Yes	Yes[5]	Yes	No
	Newark	Underway	Yes	Yes	Yes	No	Yes	Yes
	Union City	Yes	Yes	Yes	Yes	No	Yes[8]	No
East	**Dublin**	No	No	Yes	Yes	No	Yes[8]	Yes
	Livermore	Yes	Yes	Yes	Yes	Yes	Yes[9]	Yes
	Pleasanton	No	Yes	Yes	Yes	No	Yes[3]	Yes

Source: Information collected in September/October 2005 through interviews with local agency staff (see Appendix B), in response to the relevant questions listed in the questionnaire (see Appendix A).

Notes

1. On Marin Avenue and the Ohlone Greenway
2. Around schools
3. Annually
4. With only five signals, all attributes are known
5. As part of turning movement counts
6. Focus on visually impaired
7. When needed for Transportation Fund for Clean Air grant
8. Collect, don't analyze
9. Analyze when threshold number of accidents or complaints is reached

Appendix E

Areas of Countywide Significance

The following are the projects and places that were known to meet the definition of countywide significance (as outlined in Chapter 4: *Countywide Priorities*) as of the publication of the Pedestrian Plan. These are the areas that have been included in Figures 3–7.

TRANSIT

AC Transit

1. San Pablo Avenue: Downtown Oakland to Albany
2. International Blvd/E 14th: Downtown Oakland to Hayward
3. Bancroft/Foothill/Shattuck/Telegraph: San Leandro-East Oakland-Emeryville
4. MacArthur/40th: San Leandro to Berkeley
5. University/College/Broadway: Berkeley-Oakland-Alameda
6. Hesperian: Bayfair BART to Union City BART
7. E 14th/Mission: Bayfair BART to Union City BART
8. Fremont Blvd: Fremont BART to Ohlone College
9. 35th Avenue: Merritt College to Fruitvale BART
10. Fruitvale BART to Eastmont Mall: via Alameda and Oakland Airport
11. Cal State University East Bay to Chabot College: via Hayward BART and Southland Mall

Dumbarton Express

Union City Transit

1. Routes 1A/1B
2. Route 2 Whipple

WHEELS

1. Route 10
2. Route 12

Rail

All stops/stations for the following operators:

1. ACE (4 stops)
2. Amtrak/Capitol Corridor (6 stops)
3. BART (19 stations)
4. Alameda/Oakland Ferries (3 stops)

ACTIVITY CENTERS

Downtowns

1. Berkeley
2. Oakland
3. San Leandro
4. Hayward
5. Fremont
6. Pleasanton
7. Livermore
8. Alameda

Major Commercial Districts

1. Lower Solano Avenue, Albany
2. Mid- and Upper Solano Avenue, Albany and Berkeley
3. Fourth Street – Virginia to University, Berkeley
4. Telegraph Avenue – Bancroft to Parker, Berkeley
5. Rockridge – College from Alcatraz to Broadway, Oakland
6. Piedmont Ave – Macarthur to Pleasant Valley, Oakland
7. Fruitvale – International from Fruitvale to 42nd, Oakland
8. Webster Street, Alameda
9. Centerville, Fremont
10. Irvington, Fremont
11. Mission San Jose, Fremont
12. Niles, Fremont

Shopping Centers

1. Eastmont Mall
2. Bay Street
3. Powell Street Plaza
4. Emeryville Market Place
5. South Shore Center
6. Bayfair Mall
7. Southland Mall
8. New Park Mall Shopping Center
9. Union Landing Shopping Center
10. Pacific Commons Shopping Center
11. Hacienda Crossings
12. Stoneridge Mall

Post Secondary Educational Institutions

1. UC Berkeley
2. CSU East Bay
3. Chabot
4. Laney
5. Ohlone
6. Las Positas
7. Merritt
8. College of Alameda
9. Berkeley City College (formerly Vista)

Hospitals and Medical Centers

1. Alameda County Medical Center-Fairmont Campus (San Leandro)
2. Alameda County Medical Center-Highland Campus (Oakland)
3. Alameda Hospital (Alameda)
4. Alta Bates Summit Medical Center (Berkeley)
5. Alta Bates Summit Medical Center - Summit Campus (Oakland)
6. Children's Hospital and Research Center at Oakland (Oakland)
7. Fremont Hospital (Fremont)
8. Kaiser Foundation Hospital (Oakland)
9. Kaiser Foundation Hospital - Hayward (Hayward)
10. Kaiser Foundation Hospital - (Fremont)
11. San Leandro Hospital (San Leandro)
12. St. Rose Hospital (Hayward)
13. ValleyCare Medical Center (Pleasanton)
14. Washington Township Health Care District (Fremont)
15. Eden Medical Center (Hayward/Castro Valley)
16. Alta Bates Summit Medical Center - Herrick Hospital (Berkeley)

Major Public Venues

1. Golden Gate Fields (Albany)
2. Chabot Space & Science Center (Oakland)
3. Network Associates Coliseum (Oakland)
4. Oakland Arena (Oakland)
5. Oakland Zoo (Oakland)
6. Western Aerospace Museum (Oakland)
7. Children's Fairyland (Oakland)
8. Paramount Theater (Oakland)
9. Kaiser Convention Center (Oakland)
10. Lawrence Hall of Science (Berkeley)
11. Berkeley Art Museum (Berkeley)
12. Oakland Museum of California (Oakland)
13. Berkeley Community Theater (Berkeley)
14. Greek Theater (UC Berkeley)
15. Zellerbach Hall (UC Berkeley)
16. Memorial Stadium (UC Berkeley)
17. Alameda County Fairgrounds (Pleasanton)

Government Buildings

Alameda County Offices

1. County Offices - 1221 Oak, Oakland
2. Alameda County Courthouse and Registrar of Voters – 1225 Fallon, Oakland
3. Dept of Adult and Aging Services – 6955 Foothill Blvd, Oakland

Social Services

4. Welfare to Work – 8477 Enterprise Way
5. Veteran's Services – Eastmont Mall
6. Veteran's Services – 39175 Liberty, Fremont
7. Veteran's Services - 29800 Mission Blvd, Hayward

Superior Court

8. Justice Center – 600 Washington, Oakland
9. Berkeley Courthouse – 2000 Center St
10. Fremont Hall of Justice – 39439 Paseo Padre Pkwy
11. Gale-Schenone Hall of Justice – 5672 Stoneridge Dr, Pleasanton
12. George E. McDonald Hall of Justice – 2233 Shoreline Dr, Alameda
13. Hayward Hall of Justice – 24405 Amador
14. Juvenile Court – 400 Broadway, Oakland
15. Wiley W Manuel Courthouse – 661 Washington, Oakland
16. Santa Rita Jail – 5325 Broder Bl, Dublin
17. North County Jail – 550 6th , Oakland

Regional Offices

18. MTC – 101 8th St, Oakland

State Offices—Motor Vehicles Department
19. 501-85th Ave, Oakland
20. 5300 Claremont, Oakland
21. 6300 West Las Positas Bl, Pleasanton
22. 4287 Central Ave., Fremont
23. 150 Jackson St., Hayward

US Government Office
24. Courts– 1301 Clay, Oakland

Regional Parks
1. Anthony Chabot
2. Tilden
3. Coyote Hills
4. Dry Creek Pioneer
5. Lake Chabot
6. Redwood
7. Ardenwood Farm
8. Claremont Canyon
9. Huckleberry Botanic
10. Leona Heights
11. Mission Peak
12. Robert Sibley
13. Palomares Ridge
14. Cull Canyon
15. Don Castro
16. Quarry lakes
17. Roberts
18. Shadow Cliffs
19. Temescal
20. Hayward Shoreline
21. MLK Jr Shoreline
22. Oysterbay Shoreline
23. Crown Beach
24. Eastshore State Park
25. Middle Harbor

TRAILS

1. SF Bay Trail – Spine and Connectors
2. Iron Horse Trail from Dublin/Contra Costa County border to Livermore eastern city limits
3. Shadow Cliffs to Iron Horse (EBRPD #29)
4. Tassajara Creek Trail (EBRPD #31)
5. Coyote Hills to Ardenwood (EBRPD #9)
6. Ardenwood to Quarry Lakes (EBRPD #10)
7. Shadow Cliffs to Morgan Territory (EBRPD #8C) - between Stanley Rd (Iron Horse Trail) and Las Positas College only.
8. Ohlone Greenway Trail (Albany & Berkeley)
9. Jack London/Arroyo Mocho Trail (Livermore/Pleasanton)
10. Emeryville Greenway (Berkeley to Emeryville)

Appendix F

Effectiveness of Pedestrian Improvements

The following list categorizes pedestrian improvements as either an infrastructure item or amenity, and rates the effectiveness of each. The list is from the Metropolitan Transportation Commission's Pedestrian Districts Study (2006), Cost Estimating Template Table 4-1. (See www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#pedcommittee, under Pedestrian Districts Study, 4. Generic Cost Estimating Tool.)

As described in the Study, "Items in the infrastructure section include the core facilities, or 'building blocks' of a safe and healthy pedestrian district. Facilities in the pedestrian amenities section include items that improve the overall comfort and appearance of the pedestrian environment." The definition of effectiveness is included below the table.

This categorization and the effectiveness ratings will be used as a guide when deciding project eligibility and prioritization for countywide funds.

Item	Description	Effectiveness
Pedestrian Infrastructure		
Crossings		
1.0	Audible Pedestrian Crossing Cues at Intersection	⊙
1.1	Automatic Pedestrian Detection	⊙
1.2	Bulbout (LF curb, SF concrete, wheelchair access, demo)	●
1.3	Crosswalk Countdowns	●
1.4	Crosswalk: Lighted Flashing (In Pavement Flashers)	⊙
1.5	Crosswalk: Raised above grade	⊙
1.6	Crosswalk: Striping (Standard and High Visibility)	⊙
1.7	Pedestrian Push Button Treatments	⊙
1.8	Pedestrian Refuge Island	⊙
1.9	Signage (Standard vs. High Visibility)	●
1.10	Signalized Intersections	●
1.11	Wheelchair Ramps (w/ warning surface half domes)	●
1.12	Yield Lines (Advanced limit lines or back lines)	●
Enforcement		
1.13	Radar Speed Display Sign	●
1.14	Rat Box	⊙
1.15	Traffic Cameras	●

High: ● Medium: ⊙ Low: ○

ITEM	DESCRIPTION	EFFECTIVENESS
Materials		
1.16	Asphaltic Concrete	○
1.17	Concrete Paving Sidewalk (scored)	●
Sidewalks and Lighting		
1.18	Concrete Curb and Gutter Installation	●
1.19	Concrete Curb and Gutter Removal and Replacement	●
1.20	Concrete Sidewalks Removal and Replacement	●
1.21	Pedestrian-Level Street Lights	●
1.22	Standard Street Light (Cobra Head)	○
1.23	Widened Sidewalks	●
Traffic Calming		
1.24	Chicanes	●
1.25	Speed bumps	●
1.26	Stop Signs	⊙
1.27	Traffic Calming Circles	●
Pedestrian Amenities		
2.0	24" Box Trees	●
2.1	60 Day Maintenance	⊙
2.2	Bench (6' wide)	⊙
2.3	Bike Racks	⊙
2.4	Bollards	⊙
2.5	Bus Shelter	●
2.6	Bus Concrete Pad	○
2.7	Crosswalk: Permeable Paving- Brick	○
2.8	Crosswalk: Scored Concrete	○
2.9	Crosswalk: Stamped Colored Concrete	○
2.10	Gateway Features	●
2.11	Grade Separated Crossing (Pedestrian Bridge)	○
2.12	Information Kiosks	⊙
2.13	Landscaped Median	⊙
2.14	Newsracks	○
2.15	Orange Safety Flags at Corner Intersections	○
2.16	Planting at Bulb-outs	⊙
2.17	Seat Wall	○
2.18	Street Pole Banners	⊙

High: ● Medium: ⊙ Low: ○

ITEM	DESCRIPTION	EFFECTIVENESS
2.19	Trash Cans	○
2.20	Tree Grates includes frame (4'x4')	⊙
2.21	Tree Guards (Powder Coated)	○
2.22	Tree Well	●
2.23	Water Fountain	○

High: ● Medium: ⊙ Low: ○

EFFECTIVENESS DEFINITION (QUOTED FROM THE PEDESTRIAN DISTRICTS STUDY)

This column provides a normative assessment of the effectiveness of each pedestrian facility on a high/medium/low scale. The rating is inherently qualitative. A high effective rating means that the facility has strong value related to safety, access, aesthetics and cost. The facility promotes walkability, induces people to walk, improves safety or creates an attractive pedestrian environment. A highly effective facility achieves these things in the most cost effective way possible. Core pedestrian infrastructure such as sidewalks, traffic signals, and pedestrian lights are all considered "high." The effectiveness of other facilities is considered relative to these essential items.

A limitation of the template is that it does not capture the idea that the effectiveness of an individual facility is typically greater when it is installed in combination with other pedestrian improvements. For example, a crosswalk is made more effective when it is implemented with stop back lines and stop signs to ensure that vehicles come to a stop.

Appendix G

Cost Calculations

The methodology used for calculating cost estimates of Alameda County pedestrian capital projects in areas of countywide significance and programmatic and planning efforts of countywide significance is discussed in Chapter 5: *Costs and Revenue*. This appendix provides more detail for selected areas: walk access along bus corridors and to bus corridors, rail stations, ferry terminals and downtown areas. For detailed calculations and assumptions for all costs reported in Chapter 5, please see ACTIA's website (www.acta2022.com/bikeped.html).

Walk access along bus corridors ("corridor improvements")

Calculations are based on MTC's Cost Estimating Template. (See Table 4-1, which can be found at www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#pedcommittee, under Pedestrian Districts Study, 4. Generic Cost Estimating Tool.) Assumed improvements—at various frequencies—include audible pedestrian crossings, automatic pedestrian detection at signalized intersections, bulb-outs, crosswalk countdown signals, crosswalk striping, pedestrian push buttons, pedestrian refuge islands, signage, new signals, curb ramps, yield lines, removing and replacing concrete curb and gutter and sidewalks, pedestrian level street lights, standard cobra street lights, and street trees.

Walk access to bus corridors ("off-corridor improvements")

Calculations are based on bus stop frequency and assumptions regarding the number of streets within one-half mile of each bus stop. Per-mile cost is assumed to be ten percent of cost to improve pedestrian access along bus corridors themselves, to cover curb cuts, pedestrian signal heads, and widened sidewalks in some locations. Way-finding to 30 planned Bus Rapid Transit stops is also included.

To approximate off-corridor mileage of countywide significance, all block faces surrounding a bus corridor were assumed, on average, to be one-eighth mile (660 feet) long. Corridors with quarter-mile bus stop spacing or less (i.e., all eligible AC Transit and Union City Transit corridors) were estimated separately from those with half-mile spacing (i.e., WHEELS and Dumbarton Express corridors).

Corridors with quarter-mile bus stop spacing

Corridors with quarter-mile bus stop spacing were assumed to have one intersecting, perpendicular street at each bus stop, each being one mile in length (i.e., one-half mile on either side of the bus corridor). (See Figure 8.) Halfway between each consecutive pair of bus stops, it was further assumed that there is another intersecting street, one-eighth mile from each bus stop. Since off-corridor improvements must be within one-half mile of a bus stop, three-eighths of a mile along these midway streets in either direction from the corridor is included, for a total of three-quarters of a mile per stop. (The cost of making improvements to the one-eighth mile along the corridor was included under Corridor Improvements.)

The entire length of streets parallel to and within three-eighths of a mile of bus corridors is within the half-mile walk-shed. (See Figure 8.) For each bus stop, six such streets are assumed on either side of the bus corridor, for a total of 12 one-eighth mile segments per stop. In sum, for each bus corridor with quarter-mile bus stop spacing (or less), the off-corridor mileage will be:

[(# stops) x (1+ ¾) miles)] + [total corridor mileage x 6]
(perpendicular streets) (parallel streets)

Corridors with half-mile bus stop spacing

For corridors with bus stops that are spaced closer to a half-mile apart, the calculations for streets that intersect at the bus stops themselves are the same as for corridors with more closely spaced stops (i.e., one-half mile on either side of the bus corridor). However, rather than assuming one intersecting street between each consecutive pair of bus stops, three such streets were assumed. (See Figure 9.) Improvements along one-quarter mile of the middle street of these three streets on either side of the bus corridor are within the half-mile walk-shed, as they are one-quarter mile from the closest bus stop. The average distance from the other two

midway intersecting streets to the closest stop, however, is only one-eighth mile along the corridor (improvements along these segments were included under Corridor Improvements), which means that three-eighths of a mile along these two midway streets in either direction from the corridor are included in the calculation, for a total of three-quarters of a mile per each midway street.

The entire length of streets parallel to and within one-quarter mile of bus corridors of countywide significance are within the half-mile walk-shed. For each bus stop, there are eight such blocks assumed on either side of the bus corridor, for a total of 16 one-eighth mile segments (two miles) per stop. In addition, one-quarter mile per bus stop along the two streets parallel to and three-eighths of a mile from corridors of countywide significance are also included in the calculation. (See Figure 9.) Therefore, the off-corridor mileage calculation for bus corridors with half-mile spacing is:

[(# stops) x (1+ ½+¾+¾) miles)] + [(# stops x 2 ½ miles)]
(perpendicular streets) (parallel streets)

Walk access to rail stations

As described in Chapter 5, calculations for each rail station vary depending on: whether pedestrian access to the station (within one-half mile) has been recently improved; if improvements are planned, but only partially funded; and/or adjacent land uses. Figure 10 illustrates the half-mile walk-shed assumed around the average rail station. A higher level of improvement was assumed for eight one-eighth mile block faces (for a total of one mile) than for other blocks farther from the station, but within the one-half mile walk-shed (a total of seven miles). The higher level of improvements are based on planned improvements to 40th Street between Telegraph Avenue and Martin Luther King Jr. Way, adjacent to the MacArthur BART station in Oakland; the cost of improvements to the blocks farther from the station were assumed to be ten percent of the higher level improvement costs. Way-finding is assumed to all stations.

Walk access to ferry terminals

Cost estimates of improvements in the immediate vicinity of ferry terminals (assumed to be a 1/8-mile block) are based on the expected cost of pedestrian infrastructure at the planned South San Francisco ferry terminal. Estimates of the cost of pedestrian improvements within the remaining one-half mile walk-shed around each terminal, taking into account that one side is water, include 21 eighth-mile block faces (total of 2.625 miles) and are based on the off-corridor bus cost of the local bus operator. (See Figure 11.)

Pedestrian improvements in downtown areas

Costs are based on the per mile cost of the higher level improvements nearest to the BART stations. Each downtown area is categorized as small, medium or large. Pedestrian improvements to small downtowns are assumed to be equal to those in the immediate vicinity of a BART station. Medium and large downtowns are assumed at twice and five times the cost of small downtowns, respectively. Where the downtown contains a BART station, the assumed BART improvements (see above) are subtracted from the total downtown cost estimate.

Figure 8
Walk Access to Bus Corridors with 1/4 Mile Bus Stop Spacing

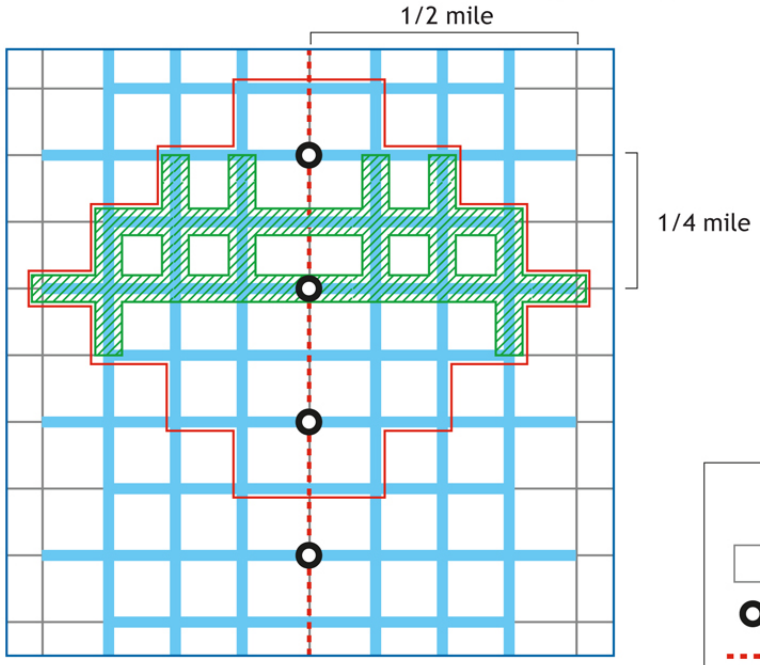
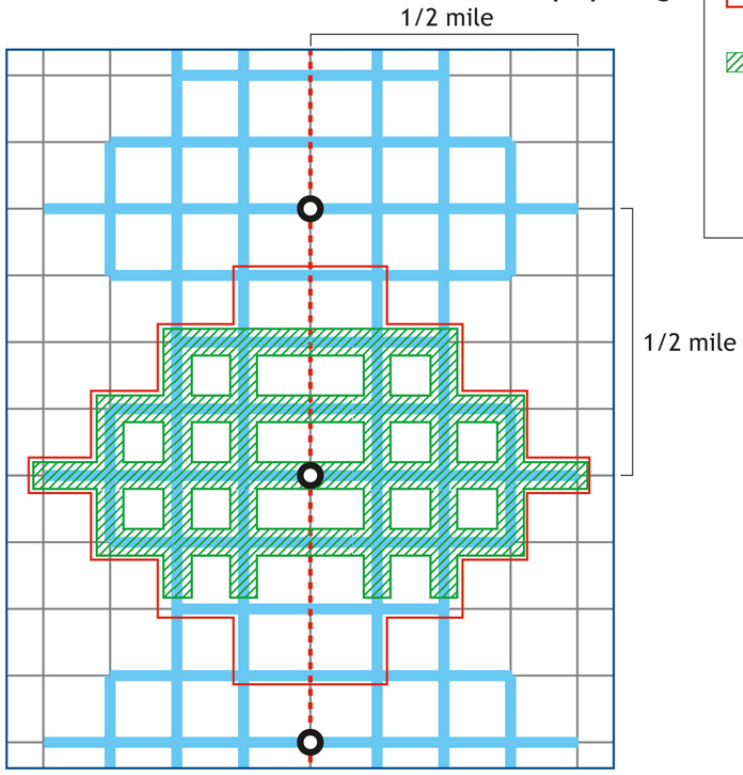


Figure 9
Walk Access to Bus Corridors with 1/2 Mile Bus Stop Spacing



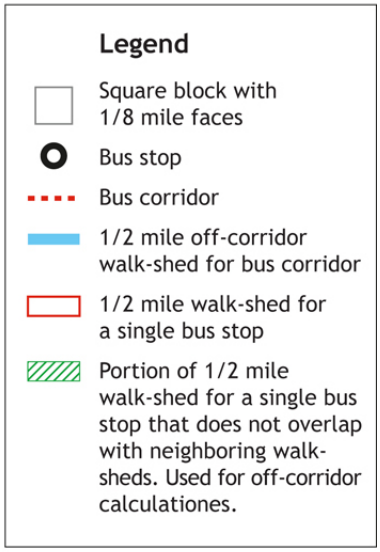


Figure 10
Walk Access to Rail Stations

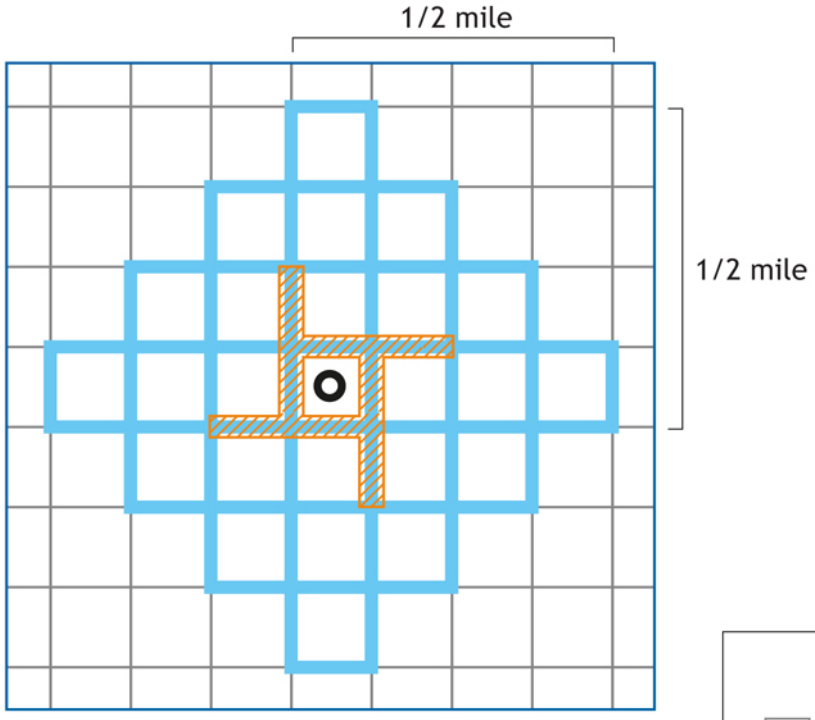
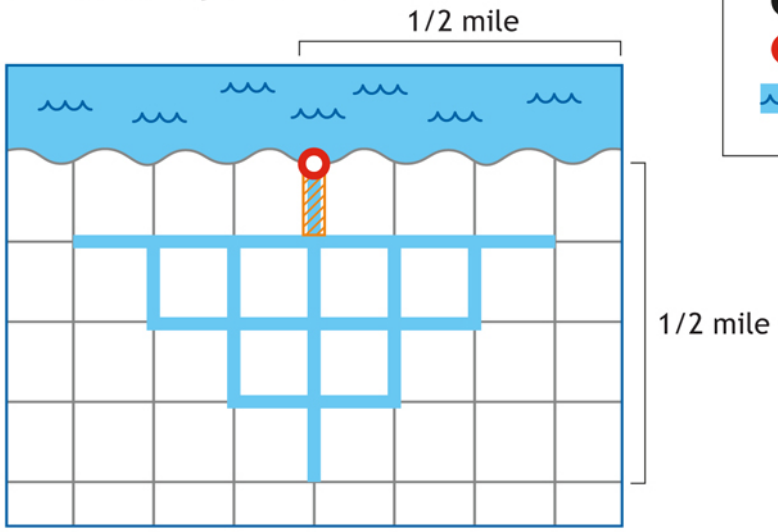
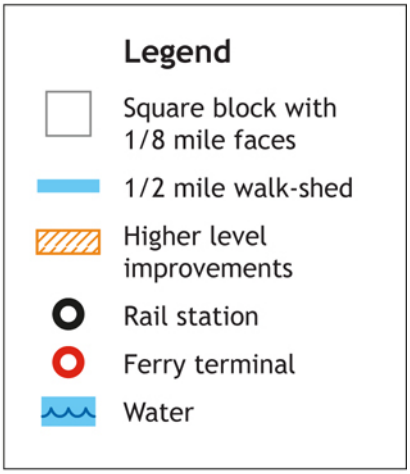


Figure 11
Walk Access to Ferry Terminals





Appendix H

Revenue Assumptions

Calculations of expected revenues discussed in the *Pedestrian Plan* are based on the assumptions listed below. In most cases, these assumptions are not requirements of the respective funding programs; rather they are best guesses based on historical revenue allocations. All amounts are in 2006 dollars. Please see www.actia2022.com/bikeped.html for actual spreadsheet calculations.

Tier 1: Dedicated Funds

Measure B

- Source: ACTIA
- $108 million from 2005 to 2022: The current Measure B expires in 2022; no additional Measure B revenue (for instance, from a new measure) is assumed.
- Assumes 50 percent pedestrian projects /50 percent bicycle projects.
- **Local pass-through**
  - 75 percent of total funds (as required by Measure B).
  - Assumes 50 percent be used in areas of countywide significance (AoCS), since these funds are expended by local agencies and much will go towards local needs that may not be among the areas of countywide significance.
- **Countywide projects/programs**
  - 25 percent of total funds (as required by Measure B).
  - Assumes 80 percent to be used in AoCS, since 20 percent are typically reserved for the countywide bicycle/pedestrian coordinator position, countywide planning, and additional countywide bicycle and pedestrian programs.

Regional Bicycle and Pedestrian Program (RBPP)

- Source: MTC
- Assumes RBPP program goal of 50 percent pedestrian projects/50 percent bicycle projects.
- 21 percent of funds required to go to Alameda County recipients, based on population.
- **County share**
  - 75 percent of total funds
  - 40% of resulting county share funds available because MTC policy for these funds allows congestion management agencies to take a "credit" if their county has a sales tax that includes five percent or more dedicated to bicycle and pedestrian projects, as is the case in Alameda County. These counties can receive a CMAQ credit of up to 60 percent of their RBPP county share funds (but not the regional competitive), and must prove before each cycle that an equivalent amount of credited funds have been allocated from the sales tax funds to regional bicycle and pedestrian projects, as defined in the RBPP. At this time, the ACCMA has chosen to exercise this right, and therefore this assumption was made for the cost calculations.
  - Assumes 100 percent of available funds in AoCS, since these projects are assumed to meet RBPP criteria.
- **Regional competitive**
  - 25 percent of total funds
  - Assumes 100 percent of available funds in AoCS, since these projects are assumed to meet RBPP criteria.

Transportation Development Act (TDA), Article 3

- Source: Alameda County Public Works Agency
- Annual amount is average annual allocation over previous three years.
- Assumes 50 percent pedestrian projects/50 percent bicycle projects.
- 50 percent of available funds assumed in AoCS, with the rest going to local projects.

Tier 2: Competitive Funds

Transportation Fund for Clean Air (TFCA)

- Source: Bay Area Air Quality Management District (Karen Chi)
- $20 million/year total for both programs.
- **County Program Manager Fund**
  - 40 percent of total funds (approximately $8 million/year).
  - Alameda County receives its population share of 21 percent.
  - In Alameda County, 30 percent of these funds goes to transit operators; 70 percent to jurisdictions.
  - Assumes historic proportion of funds will go to pedestrian projects (i.e., two percent).
- **Regional Fund**
  - 60 percent of total funds (approximately $12 million/year).
  - $2 million funds miscellaneous (i.e., non-pedestrian) projects.
  - No information available on historic allocation of regional fund to Alameda County recipients, so 21 percent of available regional funds (i.e., remaining $10 million) assumed to go to Alameda County recipients, based on population.
  - Assumes historic proportion of funds will go to pedestrian projects (i.e., two percent).
- Since TFCA funds must be used for "smart growth" projects, they will likely be in AoCS, so 100 percent of available funds assumed in AoCS.

Transportation for Livable Communities (TLC) (Regional and Local Capital Programs)

- Source: Metropolitan Transportation Commission (Doug Johnson)
- Assumes 60 percent of all projects are pedestrian projects.
- Assumes 21 percent of funds available to Alameda County projects, based on population.
- Note: Since TLC planning grants do not fund pedestrian plans per se, nor do they fund pedestrian programs, these funds are not included in this table.
- **Regional Capital Program**
  - $18 million annual allocation.
  - Since funded projects are likely to be near regional transit, 100 percent of available funds assumed in AoCS.
- **Local Capital Program**
  - $9 million annual allocation
  - Since by ACCMA policy, funded projects must be used at one of eight transit-oriented development sites (all of which are BART stations), 100 percent of available funds assumed in AoCS.

Safe Routes to School (SR2S)

- Source: Caltrans Office of Local Assistance (Chen Wu)
- Assumes available annual statewide amount to be annual average of first five years of program (i.e., $112 million over five years averages $22.4 million/year).
- Assumes 90 percent funds pedestrian-only or bicycle/pedestrian projects, as opposed to bicycle-only (based on historic estimate by Caltrans staff).
- Annual amount available in Alameda County based on historic allocations to County (i.e., $5,147,100 over five years averages $1.029 million/year or 4.5 percent of statewide of total).
- Note: SAFETEA-LU includes a $33 million nationwide SR2S program (2005/06). The State of California is in the process of deciding whether to discontinue its SR2S program, combine it with the federal program or continue to maintain a separately funded program. Since $33 million nationwide is so little compared to, on average $20 million in the State of California, combined State/SAFETEA-LU total assumed to be equal to the historic State program (i.e., no additional funds from SAFETEA-LU).
- Assumes 50 percent of available funds in AoCS.

Safe Routes to Transit (SR2T)

- Source: Transportation and Land Use Coalition (Amber Crabbe)
- $16 million is allocated over eight years (i.e., $2 million/year average).
- Assumes Regional Measure 2 (or another funding source) will be extended through Plan timeframe at current funding level.
- Estimates do not consider historic allocations for plans since SR2T does not fund pedestrian plans per se.
- Assumes 50 percent pedestrian projects/50 percent bicycle projects.
- TALC staff recommends assuming Alameda County share will be similar to first cycle allocation due to multiple toll bridges, and presence of two major transit operators, AC Transit and BART.
- Alameda County projects received 38 percent of first cycle total allocations (i.e., $1,482,584 of $3,938,584 allocated, assuming 50 percent of Ohlone Greenway Lighting project is in Alameda County).
- 100 percent of available funds assumed in AoCS, since all projects must be near transit.

Lifeline Transportation

- Source: MTC website
- $150 million available over 25 years.
- Assumes 20 percent of program to be allocated to pedestrian projects, based on first funding cycle.
- 27.4 percent estimated to be allocated in Alameda County, based on county's percent of region's poverty population.
- Figure does not include $1.3 million region-wide that Caltrans will distribute to small and non-urbanized areas.
- Assumes 100 percent of available funds in AoCS, since all projects must be near transit.

Bay Trail Grant Program

- Source: ABAG/San Francisco Bay Trail Project (Laura Thompson, Lee Huo & Maureen Gaffney)
- Not a secured, regular source of funding. No annual amount is guaranteed and funding levels vary from year-to-year. Annual grant amounts assumed available based on historic grants (1997-2010).
- 14 percent of region-wide grants assumed to go to Alameda County based on Bay Trail cost estimates to complete (publicly-funded portion of) trail in Alameda County and region (i.e., $25,999,669/$187,798,000). Note: These figures represent the cost to construct the spine and spur segments of the Trail. See Chapter 5: *Costs and Revenue* for complete discussion of Bay Trail cost calculations in Alameda County.
- Assumes 100 percent of available funds in AoCS, since the Bay Trail is an AoCS.

State of California Office of Traffic Safety (OTS)

- Source: OTS website (www.ots.ca.gov/Publications/2006hsp.asp)
- Amount available based on first year amounts of 2005/06 grants for "Pedestrian and Bicycle Safety" category projects.
- Assumes 50 percent pedestrian projects/50 percent bicycle projects.
- Grants are awarded purely based on merit; there are neither geographic nor programmatic set-asides.
- Although no OTS grants have been awarded to Alameda County pedestrian projects in the past three cycles (2002/03, 03/04 and 04/05), on average, Alameda County is assumed to receive county's share of state's population (i.e. four percent) over life of the Plan.
- Assumes 50 percent of available funds in AoCS.

Regional Trails Program (RTP)

- Source: California State Parks Department (Ted Novack)
- Per SAFETEA-LU, California statewide RTP program received approximately $3.3 million/year in 2006. This amount will increase by approximately $200,000 each year through 2010. This increase assumed through 2030.
- Assumes all projects assumed are pedestrian projects.
- Northern California receives approximately 40% of statewide amount.
- Alameda County grant success rate (based on ten year historic average) is five percent per grant cycle.
- Assumes 100 percent of available funds are in AoCS, since many Alameda County trails are in these areas.

Environmental Justice

- Source: Caltrans (Reza Narai)
- Total available based on historic average over last five program cycles (2001/02 through 2005/06) of $2 million per year.
- Assumes 50 percent of funds to go to pedestrian projects.
- Share of funding allocated to Alameda County assumed to be equivalent to five-year average (i.e., seven percent).
- Assumes 100 percent of available funds in AoCS, since many funded projects will be near transit.

Appendix I

Relationship between Countywide Pedestrian and Bicycle Plans

Because the *Countywide Pedestrian Plan* was developed at the same time that the *Countywide Bicycle Plan* was being updated, there were many opportunities to coordinate the two plans. This Appendix contains three parts: (1) a description of the relationship between the two plans (below); (2) a map of the intersection between high priority bicycle projects and pedestrian areas of countywide significance (Figure 12); and (3) a comparison of the plans' revenue estimates.

The Countywide Pedestrian and Bicycle Plans will be used to guide countywide planning and funding decisions for their respective modes, including decisions regarding the allocation of countywide bicycle and pedestrian funds, such as Measure B and the Regional Bicycle and Pedestrian Program.

Topic: Capital Projects

- Where Addressed in Pedestrian Plan: *Chapter 4: Countywide Priorities*
- Where Addressed in Bicycle Plan: *Chapter 3: Proposed Facility Improvements,* and *Chapter 5: Implementation Plan*

Although they address different modes, the two plans both focus on countywide needs, and in particular, pedestrian and bicycle improvements that will benefit people traveling throughout the county, rather than within one jurisdiction. The two investment types where there is the most overlap between countywide pedestrian and bicycle projects are trails and transit, both of which provide numerous opportunities for leveraging funds by making improvements that will serve both modes.

Trails - Trails that are in both plans include the Ohlone Greenway, Alameda Creek Trail, Jack London/Arroyo Mocho Trail, Alamo Canal Trail, and Tassajara Creek Trail; and portions of the Bay Trail, the Iron Horse Trail, Shadow Cliffs to Iron Horse, and the Emeryville Greenway. All of these trails are Class I, multi-use trails that are used by both pedestrians and bicyclists.

Transit - Both plans have a focus on improvements at and to major transit in the County. The transit locations that overlap between the two are:

- BART Stations
- Ferry terminals
- ACE rail stations
- Amtrak/Capitol Corridor stations
- Major bus transfer points (as identified in the Bicycle Plan, and shown on Figure 12).

In some cases a facility that is at or around a transit stop or station may serve both modes, such as a new traffic signal. Or, there might be separate pedestrian and bicycle facilities (such as bike lanes and a widened sidewalk), which are built around the same transit stop or station.

Figure 12 shows the areas of overlap between the Pedestrian Plan's areas of countywide significance and the High Priority Capital Project List in the Bicycle Plan Update. As shown, eleven of the 15 High Priority bicycle projects are also pedestrian areas of countywide significance. There are also 52 transit areas that overlap. Please note that this map does not illustrate the overlap between the Pedestrian Plan's areas of countywide significance and the larger Bicycle Plan Vision network.

Topic: Programs

- Where Addressed in Pedestrian Plan: *Chapter 4: Countywide Priorities*
- Where Addressed In Bicycle Plan: *Chapter 4: Proposed Programs*

Although all of the programs described in the Pedestrian Plan address pedestrians specifically, many of these programs could also benefit bicyclists, depending on their design. Two such program categories are also included in the Bicycle Plan:

Promotion – Some programs could promote all non-motorized modes of travel.

Education – These programs could target both pedestrian and bicycle safety.

The following program categories are identified in the Pedestrian Plan only.

Technical Support – This program, to be administered by ACTIA and funded through Measure B, will be designed to provide assistance to local agencies and others on pedestrian and bicycle issues.

Local Match Support for Safe Routes to School, Lifeline Transportation, and Environmental Justice Grants – The matching funds provided through this Measure B funded program would also be available for projects that address bicycling needs.

Topic: Cost Estimating

- Where Addressed in Pedestrian Plan: *Chapter 5: Costs and Revenue, Appendix G*
- Where Addressed In Bicycle Plan: *Chapter 5: Implementation Plan*

The Pedestrian Plan relied on the costs provided in the Bicycle Plan for estimating all trail costs, with the exception of the Bay Trail, for which numbers were provided by the Bay Trail Project.

Topic: Revenue Estimates

- Where Addressed in Pedestrian Plan: *Chapter 5: Costs and Revenue, Appendix H*
- Where Addressed In Bicycle Plan: *Chapter 5: Implementation Plan*

Revenue estimates were initially developed for each mode separately. These numbers were subsequently compared and adjustments made to ensure consistency. A detailed comparison is shown in this appendix, in Table 11. The total revenue estimate for countywide pedestrian projects, programs and plans is $174 million, while the estimate for countywide bicycle projects is presented as a range of $78-to-$99 million. The higher pedestrian revenue estimate is due to the fact that the pedestrian areas of countywide significance cover a much larger area than the Bicycle Plan's Vision network and the Transportation for Livable Communities and several other programs are anticipated to fund a much higher percentage of pedestrian than bicycle projects, given their program foci.

Topic: Design Guidelines

- Where Addressed in Pedestrian Plan: *Toolkit for Improving Walkability in Alameda County* (companion to the Plan)
- Where Addressed In Bicycle Plan: *Chapter 3: Proposed Facility Improvements, Appendix C-4: Design Guidelines and Best Practices*

Both plans include design guidelines and best practices for their respective modes; information about planning for pedestrians and bicycles together; and suggestions for how to minimize conflicts between the two modes. Sections addressing both pedestrians and bicycles provide the same information, although it is in slightly different formats. In the *Toolkit for Improving Walkability*, the information on planning for both modes can be found primarily in the chapter on Design Standards, under "Planning for Pedestrians and Other Roadway Users." Both documents address Class I trail design, designing a street for both modes, and bicycling on sidewalks.

Additionally, many of the resources provided in the *Toolkit* are also applicable for bicycle planning and design. This includes information on policies that benefit both modes, routine accommodation, multi-modal level of service, safe routes to school programs, and funding resources.

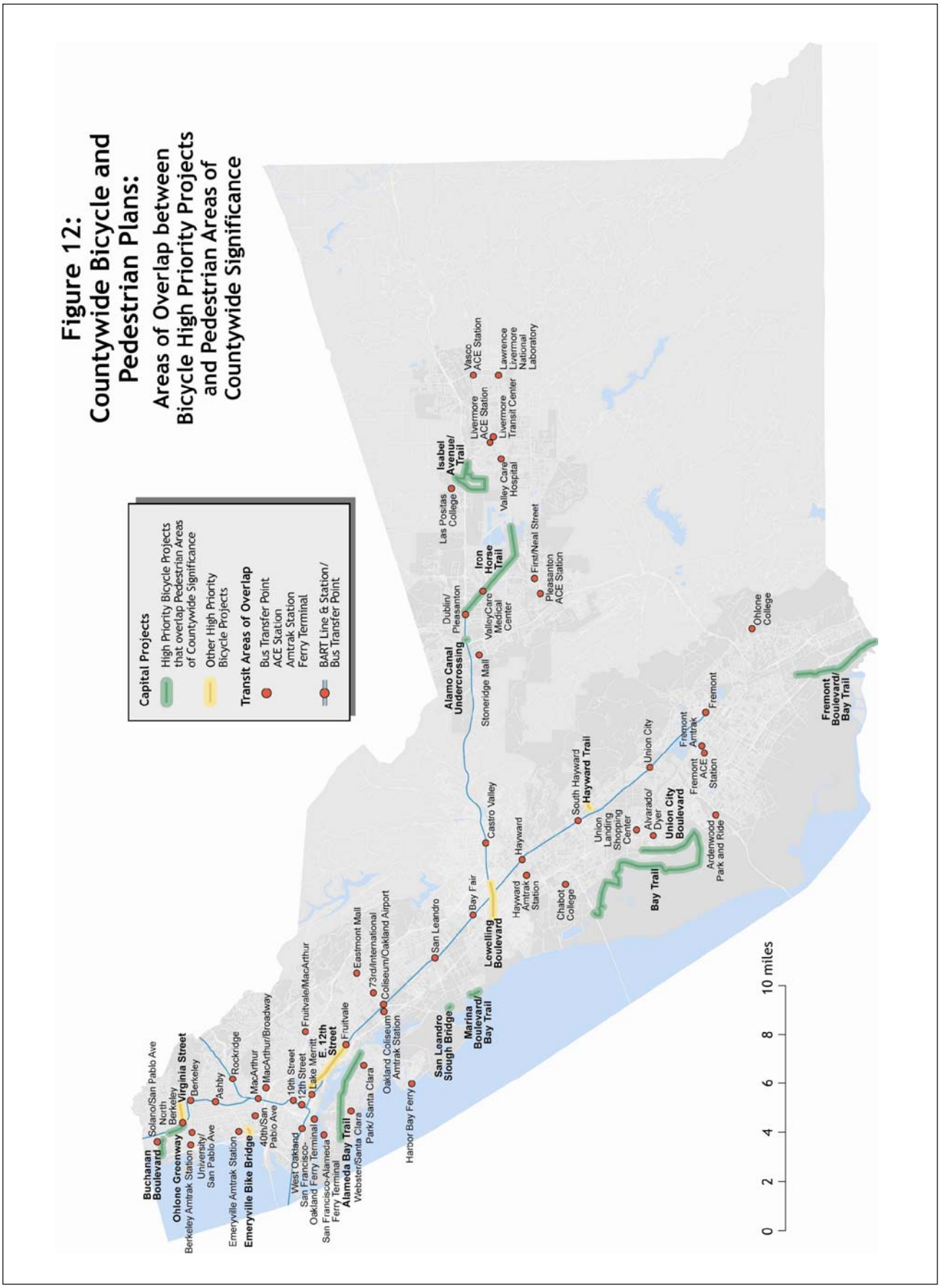


Figure 12:
Countywide Bicycle and Pedestrian Plans:
Areas of Overlap between Bicycle High Priority Projects and Pedestrian Areas of Countywide Significance
Capital Projects
High Priority Bicycle Projects that overlap Pedestrian Areas of Countywide Significance
Other High Priority Bicycle Projects
Transit Areas of Overlap
Bus Transfer Point
ACE Station
Amtrak Station
Ferry Terminal
BART Line & Station / Bus Transfer Point
Buchanan Boulevard
Solano/San Pablo Ave
North Berkeley
Ohlone Greenway
Virginia Street
Berkeley
Berkeley Amtrak Station
University/ San Pablo Ave
Ashby
Emeryville Amtrak Station
Emeryville Bike Bridge
Rockridge
MacArthur
40th/San Pablo Ave
MacArthur/Broadway
19th Street
12th Street
Lake Merritt
West Oakland
San Francisco-Oakland Ferry Terminal
San Francisco-Alameda Ferry Terminal
Alameda Bay Trail
Webster/Santa Clara
Park/ Santa Clara
E. 12th Street
Fruitvale
Fruitvale/MacArthur
Eastmont Mall
73rd/International
Coliseum/Oakland Airport
Oakland Coliseum Amtrak Station
Harbor Bay Ferry
San Leandro
San Leandro Slough Bridge
Marina Boulevard/ Bay Trail
Bay Fair
Lewelling Boulevard
Castro Valley
Hayward
Hayward Amtrak Station
Chabot College
South Hayward
Hayward Trail
Union Landing Shopping Center
Alvarado/ Dyer
Union City Boulevard
Bay Trail
Ardenwood Park and Ride
Union City
Fremont Amtrak
Fremont ACE Station
Fremont
Alamo Canal Undercrossing
Stoneridge Mall
Dublin/ Pleasanton
ValleyCare Medical Center
Iron Horse Trail
Las Positas College
Isabel Avenue/ Trail
Livermore ACE Station
Livermore Transit Center
Vasco ACE Station
Valley Care Hospital
Lawrence Livermore National Laboratory
First/Neal Street
Pleasanton ACE Station
Ohlone College
Fremont Boulevard/ Bay Trail
0
2
4
6
8
10 miles

TABLE 11: COMPARISON OF PEDESTRIAN AND BICYCLE PLAN REVENUE ESTIMATES (In $1,000s; 2006 dollars)

SOURCE	TOTAL FOR PEDESTRIANS IN COUNTYWIDE PLAN	TOTAL FOR BICYCLES IN COUNTYWIDE PLAN	EXPLANATION OF DIFFERENCES
Dedicated Funds			
Measure B bike/ped - local pass-through (75%)	$ 20,250	$ 10,000	The Pedestrian Plan Areas of Countywide Significance encompass a higher percentage of jurisdictional streets than the Countywide Bicycle Plan network. Therefore, more local pass-through dollars are likely to be spent on the Pedestrian Areas of Countywide Significance than on the smaller Bicycle Plan network.
Measure B bike/ped - countywide discretionary (25%)	$ 10,800	$ 10,800	
Regional Bicycle and Pedestrian Program (RBPP) - county share(75%)	$ 6,300	$ 6,300	
Regional Bicycle and Pedestrian Program (RBPP) - regional competitive (25%)	$ 5,250	$ 5,250	
Transportation Development Act (TDA), Article 3	$ 7,063	$5,000 - $7,500	The amounts for both plans are basically equal. Based on how this fund source has been allocated in the past, a range was assumed for bicycle projects on the countywide bicycle network; while in the Pedestrian Plan, half of the total funds available were assumed for pedestrian projects, and half of this was assumed for areas of countywide significance.
Competitive Funds			
Transportation Fund for Clean Air (TFCA) - County Program Manager Fund (40%)	$ 588	$2,500 - $5,500	Based on how this fund source has been allocated in the past, bicycle projects are expected to receive a higher percentage of the funding from this source than pedestrian projects.
Transportation Fund for Clean Air (TFCA) - Regional Fund (60%)	$ 1,050	$ 5,000	Based on how this fund source has been allocated in the past, bicycle projects are expected to receive a higher percentage of the funding from this source than pedestrian projects.
Transportation for Livable Communities (TLC) - Regional capital program	$ 56,700	$ 14,000	Based on how this fund source is allocated and defined, pedestrian projects are likely to receive 60% of funding from this source while bicycle projects may receive 15%.
Transportation for Livable Communities (TLC) - County capital program	$ 28,350	$3,000 - $8,500	Based on how this fund source is allocated and defined, pedestrian projects are likely to receive 60% of funding from this source while bicycle projects may receive 5 to 15%.

Source	Total for Pedestrians in Countywide Plan	Total for Bicycles in Countywide Plan	Explanation of Differences
Safe Routes to School (SR2S)	$ 11,340		See "Miscellaneous" below.
Safe Routes to Transit (SR2T)	$ 9,500	$ 9,500	
Lifeline Transportation	$ 8,220		See "Miscellaneous" below.
Bay Trail Grant Program	$ 4,203		See "Miscellaneous" below.
Office of Traffic Safety	$ 996		See "Miscellaneous" below.
Recreational Trails Program (RTP) - non-motorized program	$ 2,080		See "Miscellaneous" below.
Environmental Justice	$ 1,256		See "Miscellaneous" below.
Bicycle Transportation Account		$ 4,500	This fund source is for bicycles only.
STP/Local Streets and Roads		$ 2,000	These funds are typically spent on roadways, and therefore funding will benefit bicycles, but not pedestrians.
Miscellaneous		$ 10,000	Because it is not known how much would be available for bicycle projects from other competitive sources and because that amount is expected to be small, up to $10 million was estimated in the Bicycle Plan to be available from other competitive sources such as Safe Routes to School, Bay Trail Grant Program, impact fees and private sources. For the Pedestrian Plan, estimates for the competitive sources shown above without a corresponding Bicycle Plan estimate total about $28 million and are based on a combination of historical data and assumptions about the amounts that will be allocated to pedestrian projects. For SR2S and Lifeline Transportation, pedestrian projects are expected to receive a higher percentage of the funding than bicycle projects. For the remaining fund sources, the amounts are assumed to be more equal.
TOTAL	**$ 173,946**	**$77,350 - $98,850**	

Appendix J

GLOSSARY

Arterials	Major roadways designed to carry large volumes of traffic through and between cities. Traffic on arterials is generally controlled by traffic signals. Examples of arterials in Alameda County include San Pablo Avenue, Hesperian Boulevard, East 14th Street and Fremont Boulevard.
Audible pedestrian signals	Pedestrian signals that provide a distinctive sound to guide visually impaired pedestrians in crossing the street.
Bulb-out	Where curb, gutter and sidewalk extend into the parking lane, usually in order to shorten pedestrian crossing distance and make pedestrians more visible to drivers.
California Vehicle Code	The body of State law in California which regulates all facets of driving.
Chicane	A traffic calming device which slows traffic by forcing it to divert from a straight path of travel, often into another lane. Chicanes are often built as chokers, narrowing the travel lane. See also Choker.
Choker	A traffic calming device which slows traffic by narrowing the roadway from both directions, constricting traffic into one center lane. See also Chicane.
Crossing treatment	The techniques used at roadway intersections to facilitate safe and convenient pedestrian movement, including crosswalk markings, median refuges, and curb extensions.
Collectors	Secondary streets designed to bring motor vehicle traffic to arterial roadways. Collector streets are generally designed for travel to or within a neighborhood but not for long distance travel. Collectors are narrower than arterials but are generally wider than local streets. Collectors may be controlled by traffic signals or stop signs.
Curb extension	See Bulb-out.
Curb radius	The radius of the imaginary circle drawn by continuing the curve of a curb along a street corner. The bigger the radius, the farther pedestrians will have to cross the street and the faster motor vehicles will turn the corner.
Curb ramp	A combined ramp and landing pad that allows wheeled users to travel easily between street and sidewalk levels.
Free right turns	Right turn lanes which allow vehicles turning right to avoid passing through the intersection. Also know as slip turns.
General Plan	The adopted document that guides a jurisdiction's development. Under California law, each city and county must maintain a current General Plan that includes a land use, transportation, housing and other required elements. The General Plan is a community's broadest statement of how it intends to structure its land use and transportation networks.
Grade separation	Where two surfaces are separated by virtue of being at different vertical elevations, typically to separate pedestrians from automobiles and bicycles. Examples include sidewalks and pedestrian overpasses and underpasses.

Infill	Development in an area that is already developed (although the specific site may not have been previously developed).
Intermodal	A place where transfers occur between different types of transportation, such as bus and rail.
Mode	A type of transportation. Travel modes include automobile, bicycle, bus, ferry, rail and walking (pedestrian). Many trips, especially transit trips, involve more than one mode, and are usually classified by the mode that covers the longest distance.
Multi-modal	Incorporating many types of transportation.
MUTCD	Manual on Uniform Traffic Control Devices, a publication of the Federal Highway Administration that establishes national standards for traffic control.
Raised crosswalk	A high-visibility crosswalk painted on a raised hump, generally at least ten feet wide, six-to-eight inches high, and aligned with the curb, which allows pedestrians to be more visible to motorists and forces motorists to slow down even when pedestrians are not present.
Refuge Island	A raised island in the center of a roadway that provides a safe place for pedestrians to wait between crossing the two directions of traffic.
Right-of-way (ROW)	The right which one has to pass across the lands of another. An easement.
Routine Accommodation	Specific policies supporting or requiring the consideration of pedestrians in all phases of building transportation facilities.
Smart growth	Compact, mixed-use, development within existing developed areas, which is designed to minimize the amount of land consumed and to maximize opportunities for travel by means other than driving alone. Transit-oriented development is a common type of smart growth.
Specific plan	A specific plan guides a community's development in a focused neighborhood or district. The policies put forth in a specific plan are more detailed and geographically specific that those found in a General Plan.
Speed hump	A traffic calming treatment which uses a gradual rise in the roadway to cause vehicles to slow in order to pass over it safely. The gradual sloping shape of the speed hump does not jolt vehicles or bicycles abruptly, as do speed bumps.
SPUI	A Single Point Urban Interchange is a modified diamond interchange, where all traffic meets at a single traffic signal in the center of the interchange. The SPUI design allows opposing left turns to proceed concurrently, allowing for greater capacity within a smaller right-of-way footprint. Standard SPUI signal timing does not include a phase for pedestrian crossing (as it would decrease efficiency).
Tactile warning	A surface treatment, usually at a curb ramp or any unexpected edge, such as a rail platform, to warn those with vision impairments.
Traffic circle	An intersection with a circular shape which forces vehicles entering the intersection to curve around a central island. Traditional traffic circles are controlled by yield signs, allowing vehicles to merge at higher speeds than if they were required to stop before entering the intersection. Variations on this design control traffic with stop signs or traffic signals, thus using the central island to slow and direct traffic, rather that to provide a continuous flow of traffic around the circle.
Transit-oriented development (TOD)	Housing, commercial or mixed use development sited and designed, in large part, to take advantage of adjacent or nearby transit service, such as a rail station or bus hub.
Urban design	The element of city planning that concerns how buildings and other features are physically arranged in a city. Many cities have urban design guidelines that seek to make streets and neighborhoods attractive and pedestrian-friendly. These guidelines regulate such matters as buildings' relationship to the sidewalk, location of doors, stepbacks on upper stories, etc.