

APPENDIX E-1 High Priority Projects

CORRIDOR 5

PROJECT 1—BAY TRAIL, NORTHERN from Contra Costa County line to San Leandro

Jurisdictions: Albany, Berkeley, Emeryville, Oakland and San Leandro

Description: The northern half of the Bay Trail in Alameda County consists of both on and off-street segments. The three needed bridges along this section of Bay Trail are separate projects. The alignment depicted in this plan is the current planned alignment, but in some sections, the alignment may change when feasibility studies are conducted. The high priority project is a segment in San Leandro and would construct an approximately half-mile Class 1 facility from Marina Boulevard to Fairway Drive and will cost \$1.2 million.

CORRIDOR 5

PROJECT 2—BAY TRAIL SOUTHERN from San Leandro to Santa Clara County

Jurisdictions: Hayward, Unincorporated County, Union City, Newark, Fremont

Description: The southern half of the Bay Trail in Alameda County consists of both on and off-street segments. The one needed bridge along this section of Bay Trail is a separate project. The alignment depicted in this plan is the current planned alignment, but in some sections, the alignment may change when feasibility studies are conducted. The high priority project is a segment that extends from Hayward to Fremont through Union City connecting SR 92 to the Alameda Creek Trail. It would construct three-miles of Class 1 facility Eden Landing to the Alameda Creek Trail and will cost \$1.9 million.

CORRIDOR 15

PROJECT 4—ALAMEDA/DOOLITTLE/LEWELLING from Alameda to Corridor 35

Jurisdictions: Alameda, Oakland, San Leandro, Unincorporated County

Description: This corridor would include on-street and off-street facilities from Alameda through Oakland, San Leandro and the unincorporated area of the county, ultimately connecting to Corridor 35 at E. 14th Street and Lewelling. Two high priority projects are identified on this route; one in Alameda and one in the unincorporated area of the County. In Alameda, 3.6 miles of potentially on-street and/or off-street facilities between Ferry Point and Tilden Way are proposed at a cost of \$3.6 million. In the County, 1.4 miles of bike lanes are proposed on Lewelling Boulevard between Hesperian and E. 14th at a cost of \$1.8 million.

CORRIDOR 25

PROJECT 7—OAKLAND I-880

from Emeryville to Fruitvale Avenue

Jurisdiction: Oakland

Description: This 11 mile segment of Corridor 25 would have bike lanes and bike routes on Market Street through downtown Oakland and continue on 12th Street to Fruitvale. The high priority segment in Oakland is 2.7 miles of bike lanes between Oak Street/Lakeside Avenue and Fruitvale Avenue and includes the 12th Street Reconstruction project. It is proposed to cost \$1.29 million.

CORRIDOR 25

PROJECT 9—SOUTHERN ALAMEDA COUNTY I-880

from Hesperian to Warm Springs Boulevard

Jurisdictions: Hayward, Union City, Fremont, Newark and San Lorenzo

Description: The total project spans 18-miles from Hayward to Santa Clara County. The high priority segment would provide 2.6 miles of Class 1 and Class 2 facilities on Union City Boulevard from Horner to the Alameda Creek Bridge at a cost of \$3.6 million.

CORRIDOR 35

PROJECT 11—NORTHERN ALAMEDA COUNTY, I-580-FOOTHILLS

from North Berkeley to MacArthur Boulevard

Jurisdictions: Albany, Berkeley and Oakland

Description: This project runs from North Berkeley through Lakeshore Avenue in Oakland. The project is composed of the Ohlone Trail in Berkeley, portions of the Bicycle Boulevard system, and connects to Oakland via bike lanes on Telegraph Avenue and on 27th Avenue. The high priority segment consists of two parts; a Class I facility in Berkeley that would provide 0.72 miles of upgrades to the existing Ohlone Greenway between the Albany/Berkeley city limit and Virginia and a 0.72 Class 3 facility on Virginia between the Ohlone Greenway Trail and Milvia. The cost for both segments would be about \$700,000.

CORRIDOR 35

PROJECT 13—SOUTHERN ALAMEDA COUNTY, I-580-FOOTHILLS

from Camden Avenue to Santa Clara County line

Jurisdictions: Oakland, San Leandro, San Lorenzo, Castro Valley, Hayward, Union City and Fremont

Description: This project primarily includes bike lanes along Bancroft Avenue in Oakland and San Leandro, wide curb lanes along Mission Boulevard and other streets in Hayward, Decoto Road in Union City, Paseo Padre Parkway, Grimmer Boulevard and Warm Springs in Fremont. The high priority segment is a 0.3 mile Class I facility in Hayward along Industrial/Mission between Pacific/BART tracks and Woodland. The cost is \$500,000.

CORRIDOR 75

PROJECT 34—IRON HORSE TRAIL

from Contra Costa County line to South Pleasanton

Jurisdictions: Dublin and Pleasanton

Description: This project is the continuation of the existing Iron Horse Trail along the abandoned Southern Pacific right-of-way that begins in Concord and currently terminates at the border of Alameda and Contra Costa Counties. The high priority segment is in Pleasanton and is a 4.5 mile Class I facility costing \$3.098 million.

CORRIDOR 80

PROJECT 37—SR 84/NILES CANYON

from Newark to Livermore

Jurisdictions: Newark, Fremont, Unincorporated County, Livermore

Description: This project crosses the county from Newark to Livermore via Niles Canyon. The high priority project is in Livermore and consists of 3 miles of Class 1 and 2 facilities from Jack London Boulevard to Portola. The segment provide both an on-street and off-street alternative for this section of Isabel Avenue. The cost is \$3.3 million.

CORRIDOR 5

PROJECT 42—SAN LEANDRO SLOUGH BRIDGE BAY TRAIL

from north slough to south slough

Jurisdictions: San Leandro

Description: This project consists of a pedestrian/bike bridge over the slough. This bridge is part of the Bay Trail in San Leandro and will cost \$3.1 million.

CORRIDOR 65

PROJECT 55—SAN RAMON ROAD/FOOTHILL/I-680 CORRIDOR

from Alamo Canal Trail to San Ramon Creek Trail

Jurisdictions: Dublin, Pleasanton, Fremont

Description: This project provides on-street and off-street facilities along San Ramon Road, Foothill Road and the I-680 Corridor through Niles Canyon to Fremont. The high priority project would provide an underpass connection along the Alamo Canal Trail under I-580/680. The project cost would be \$2.5 million.

CORRIDOR 5

PROJECT 56—EMERYVILLE PEDESTRIAN/BIKE OVERCROSSING

from Shellmound Street to Horton

Jurisdiction: Emeryville

Description: This project is a bridge connecting Ohlone Way (private street) at Shellmound to Horton Street near 53rd. The project would cost \$7.8 million.

CORRIDOR 25

PROJECT 58—SOUTHERN ALAMEDA COUNTY, I-880

from Hesperian to Warm Springs Boulevard

Jurisdictions: Hayward, Union City, Fremont, Newark and San Lorenzo

Description: The total project spans 18-miles from Hayward to Santa Clara County. The high priority segment would provide 3.8 miles of bike lanes on Fremont Boulevard from South Grimmer to the Santa Clara County line at a cost of \$850,000.

CORRIDOR 100

PROJECT 59—BUCHANAN/MARIN

from Contra Costa County line to South Pleasanton

Jurisdictions: Albany, Berkeley

Description: This project provides east-west access in North County between the Bay Trail and Spruce Street through Albany and Berkeley. The high priority project is 0.6 miles of Class I facility paralleling Buchanan Street in Albany and would cost \$1.1 million.

Next Highest Priority Projects by Jurisdiction

	Project	Seg.	Corridor	City	Roadway	From	To	Mi.	Status	Type	Cost (\$)
1	N. Alameda County, Bay Trail	AB	5	Albany	Bay Trail	Buchanan	Gilman (near GGF)	1.4	P	Class 1, Bike Trail	1,100,000
11	N. Alameda County, I-580/Foothills	AH	35	Berkeley	Hillegass	Dwight Way	Woolsey	0.9	E	Class 3, Res. Street	384,948
46	Emeryville Ped/Bike Overcrossing	AA	45	Emeryville	Emeryville overcrossing	Bay Trail	Shellmound	0.3	P	New Overpass	7,800,936
3	Fruitvale/Broadway	K	10	Oakland	East 12th Street	34th Avenue	Fruitvale	0.18	P	Class 2, Bike Lane	254,206
8	BART Trail/San Leandro St.	BM	25	Oakland	12th Street	34th Avenue	54th Ave.	1.1	P	Class 3, Bike Route	76,000
8	BART Trail/Western Blvd.	BL	25	San Leandro	Trail on UPRR/BART R-O-W	San Leandro Blvd.	Sunset Blvd.	5.1	P	Class 1, Bike Trail	9,000,000
15	E. Castro Valley Blvd./Dublin Canyon	BG	40	Unincorp.	Castro Valley Blvd.	Jenson	Villareal	0.9	P	Class 2, Bike Lane	2,000,000

Project	Seg.	Corridor	City	Roadway	From	To	Mi.	Status	Type	Cost (\$)	
13	S. Alameda County, I-580/Foothills	JE	35	UC Hayward	Mission Blvd.	Gresel	Decoto	1.4	P	Class 2, Bike Lane	481,000
57	Fremont Central/Peralta	B-E	A	Fremont	Central/Peralta	I-880	Mission	4.0	P	Class 2, Bike Lane	184,000
35	Iron Horse Trail	TD	75	Livermore/EBRPD	Iron Horse Trail	Livermore city limits	Junction	2.4	P	Class 1, Bike Trail	1,879,488
5	73rd Avenue/Hegenberger	SPR 1A-B		ABAG/Oakland	Coliseum BART to Bay Trail	Hegenberger/Coliseum	Bay Trail	0.9	P	Class 1, Bike Trail	2,187,000
51	Oakland Alameda Connection	SPR 1B	15	Alameda	Estuary Connection	Constitution Way Trail	Oakland Bay Trail	0.5	P	To Be Determined	7,800,780
Total								19.08			

P—Proposed

E—Existing

APPENDIX E-3 **MTC Resolution No. 3765**

Date: June 28, 2006
W.I.: 1125
Referred by: POC

ABSTRACT

Resolution No. 3765

This resolution sets forth MTC's regional policy for accommodation of bicycle and pedestrian facilities during transportation project planning, design, funding and construction.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum to the Planning Committee dated June 9, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

RE: Regional Policies for Accommodation of Bicycle and Pedestrian Facilities In
Transportation Project Planning, Design, Funding and Construction

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3765

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

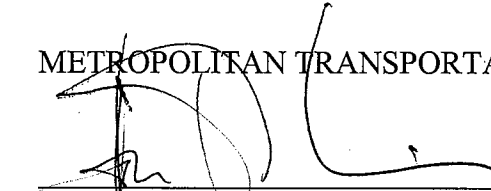
WHEREAS, MTC adopted Resolution No. 3427 in 2001 which adopted the 2001 Regional Transportation Plan and the 2001 Regional Bicycle Plan for the region; and

WHEREAS, MTC adopted Resolution No. 3681 in 2005 which adopted the Transportation 2030 Plan including Calls to Action to address bicyclist and pedestrian transportation needs during project development; and

WHEREAS, MTC recognizes that coordinated development of pedestrian and bicycle infrastructure offers cost savings in the long term and opportunities to create safe and convenient bicycle and pedestrian travel; now, therefore, be it

RESOLVED, that MTC adopts the Recommendations from the study *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area*, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 28, 2006.

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Attachment A
Resolution No. 3765
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Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, which include wheelchair users, and bicyclist needs into all projects where bicycle and pedestrian travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. To promote local bicyclist and pedestrian involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where bicyclists and pedestrians are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. MTC's fund programming policies shall ensure project sponsors consider the accommodation of bicyclists and pedestrians consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund bicycle and pedestrian facilities needed for new roadway or transit construction projects that remove or degrade bicycle and pedestrian access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. MTC and its partner agencies will monitor how the transportation system needs of bicyclists and pedestrians are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.