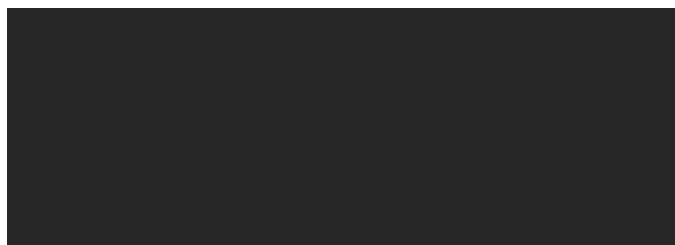


APPENDICES

TO THE ALAMEDA COUNTYWIDE PEDESTRIAN AND BICYCLE PLANS



Adopted October 25, 2012

Prepared by the Eisen | Letunic team



www.AlamedaCTC.org

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A | WEEKLY WALK TRIPS

	Home-based trips				Non-home based	Total
	Work	Shopping	Social/ recreation	School		
North planning area	146,513	494,446	484,673	358,564	607,914	2,092,109
% walk trips	7%	16%	17%	24%	19%	16%
% walk trips by purpose	7%	24%	23%	17%	29%	100%
% walk trips by PA	78%	54%	63%	53%	78%	63%
Central planning area	17,235	211,538	155,369	83,579	90,248	557,969
% walk trips	1%	10%	11%	14%	8%	8%
% walk trips by purpose	3%	38%	28%	15%	16%	100%
% walk trips by PA	9%	23%	20%	12%	12%	17%
South planning area	15,359	112,900	80,760	172,141	42,106	423,265
% walk trips	1%	6%	6%	23%	4%	7%
% walk trips by purpose	4%	27%	19%	41%	10%	100%
% walk trips by PA	8%	12%	11%	25%	5%	13%
East planning area	8,683	91,072	46,288	63,338	38,193	247,575
% walk trips	1%	9%	5%	19%	4%	6%
% walk trips by purpose	4%	37%	19%	26%	15%	100%
% walk trips by PA	5%	10%	6%	9%	5%	7%
Alameda County	187,791	909,955	767,090	677,621	778,461	3,320,919
% walk trips	4%	11%	12%	21%	12%	11%
% walk trips by purpose	6%	27%	23%	20%	23%	100%
% walk trips by PA	100%	100%	100%	100%	100%	100%
Bay Area	923,513	3,889,222	3,010,910	2,301,215	3,618,875	13,743,736
% walk trips	4%	10%	10%	29%	12%	10%
% walk trips by purpose	7%	28%	22%	17%	26%	100%

Source: BATS2000

B | WEEKLY BICYCLE TRIPS

	<i>Home-based trips</i>				<i>Non home-based</i>	<i>Total</i>
	<i>Work</i>	<i>Shopping</i>	<i>Social/ recreation</i>	<i>School</i>		
North planning area	83,983	76,939	155,761	21,390	104,593	442,665
% bike trips	4%	3%	5%	1%	3%	3%
% bike trips by purpose	19%	17%	35%	5%	24%	100%
% bike trips by PA	75%	69%	76%	42%	91%	75%
Central planning area	5,546	2,179	17,519	820	1,997	28,060
% bike trips	0%	0%	1%	0%	0%	0%
% bike trips by purpose	20%	8%	62%	3%	7%	100%
% bike trips by PA	5%	2%	9%	2%	2%	5%
South planning area	10,568	14,282	10,793	8,840	2,817	47,300
% bike trips	1%	1%	1%	1%	0%	1%
% bike trips by purpose	22%	30%	23%	19%	6%	100%
% bike trips by PA	9%	13%	5%	17%	2%	8%
East planning area	12,460	17,879	19,643	19,955	5,114	75,050
% bike trips	2%	2%	2%	6%	1%	2%
% bike trips by purpose	17%	24%	26%	27%	7%	100%
% bike trips by PA	11%	16%	10%	39%	4%	13%
Alameda County	112,556	111,278	203,715	51,005	114,521	593,076
% bike trips	2%	1%	3%	2%	2%	2%
% bike trips by purpose	19%	19%	34%	9%	19%	100%
% bike trips by PA	100%	100%	100%	100%	100%	100%
Bay Area	408,030	539,255	481,574	221,651	302,680	1,953,190
% bike trips	2%	1%	2%	3%	1%	1%
% bike trips by purpose	21%	28%	25%	11%	15%	100%

Source: BATS2000

C | JOURNEY-TO-WORK MODE SHARE

2000					2006-2008					Change in Alameda County mode share
Alameda County			Bay Area		Alameda County		Bay Area			
Drive alone	450,496	66.4%	2,248,095	68.0%	460,186	66.5%	2,293,205	67.8%	0.1%	
Carpool	93,652	13.8%	426,500	12.9%	72,023	10.4%	351,877	10.4%	(3.4%)	
Transit	72,174	10.6%	321,053	9.7%	77,343	11.2%	339,570	10.0%	0.6%	
Work at home	23,941	3.5%	132,735	4.0%	34,303	5.0%	178,928	5.3%	1.5%	
Walk	21,919	3.2%	106,063	3.2%	25,044	3.6%	120,692	3.6%	0.4%	
Bicycle	8,385	1.2%	36,003	1.1%	10,132	1.5%	44,518	1.3%	0.3%	
Other	8,343	1.2%	35,602	1.1%	12,768	1.8%	53,697	1.6%	0.6%	
Total	678,910		3,306,051		691,799		3,382,487			

Sources: 2000 Census, 2006-2008 ACS

D | WALK MODE SHARE BY JURISDICTION

Jurisdiction	2000			2006–2008			Change in walk mode share
	Total commuters	Pedestrian commuters	Walk mode share	Total commuters	Pedestrian commuters	Walk mode share	
Alameda	37,327	988	2.6%	37,452	1,367	3.7%	1.1%
Albany	8,568	300	3.5%	Not reported			n/a
Berkeley	54,674	8,147	14.9%	51,793	8,584	16.6%	1.7%
Dublin	14,336	193	1.3%	21,176	272	1.3%	0.0%
Emeryville	4,155	263	6.3%	Not reported			n/a
Fremont	100,215	1,091	1.1%	100,260	1,022	1.0%	(0.1%)
Hayward	61,696	1,325	2.1%	63,005	593	0.9%	(1.2%)
Livermore	37,874	529	1.4%	39,713	505	1.3%	(0.1%)
Newark	19,994	157	0.8%	20,265	270	1.3%	0.5%
Oakland	170,503	6,355	3.7%	166,258	7,987	4.8%	1.1%
Piedmont	5,116	79	1.5%	Not reported			n/a
Pleasanton	33,269	428	1.3%	34,730	593	1.7%	0.4%
San Leandro	36,928	697	1.9%	41,346	914	2.2%	0.3%
Unincorporated	63,798	984	1.5%	Not reported			n/a
Union City	30,457	383	1.3%	31,400	645	2.1%	0.8%
Alameda County	678,910	21,919	3.2%	691,799	25,044	3.6%	0.4%
Bay Area	3,306,051	106,063	3.2%	3,382,487	120,692	3.6%	0.4%

Sources: 2000 Census, 2006-2008 ACS

E | BICYCLE MODE SHARE BY JURISDICTION

Jurisdiction	2000			2006 - 2008			Change in bike mode share
	Total commuters	Bicycle commuters	Bike mode share	Total commuters	Bicycle commuters	Bike mode share	
Alameda	37,327	519	1.4%	37,452	337	0.9%	(0.5%)
Albany	8,568	349	4.1%	Not reported			n/a
Berkeley	54,674	3,071	5.6%	51,793	3,433	6.6%	1.0%
Dublin	14,336	45	0.3%	21,176	104	0.5%	0.2%
Emeryville	4,155	56	1.3%	Not reported			n/a
Fremont	100,215	556	0.6%	100,260	623	0.6%	0.0%
Hayward	61,696	218	0.4%	63,005	154	0.2%	(0.2%)
Livermore	37,874	515	1.4%	39,713	434	1.1%	(0.3%)
Newark	19,994	172	0.9%	20,265	36	0.2%	(0.7%)
Oakland	170,503	2,085	1.2%	166,258	3,201	1.9%	0.7%
Piedmont	5,116	37	0.7%	Not reported			n/a
Pleasanton	33,269	150	0.5%	34,730	509	1.5%	1.0%
San Leandro	36,928	232	0.6%	41,346	345	0.8%	0.2%
Unincorporated	63,798	235	0.4%	Not reported			n/a
Union City	30,457	145	0.5%	31,400	141	0.4%	(0.1%)
Alameda County	678,910	8,385	1.2%	691,799	10,132	1.5%	0.3%
Bay Area	3,306,051	36,003	1.1%	3,382,487	44,518	1.3%	0.2%

Sources: 2000 Census, 2006-2008 ACS

F | WALK ACCESS SHARE TO BART STATIONS

Station	1998		2008		Change in number	Change in number (%)	Change in walk share (% points)
	Number	Walk share	Number	Walk share			
North planning area							
North Berkeley	1,140	35%	1,620	43%	480	42%	8%
Downtown Berkeley	7,770	72%	10,050	84%	2,280	29%	12%
Ashby	1,750	45%	2,540	53%	790	45%	8%
Rockridge	1,340	34%	1,970	41%	630	47%	7%
MacArthur	1,260	22%	2,090	27%	830	66%	5%
19 th Street/Oakland	5,330	75%	8,550	87%	3,220	60%	12%
12 th Street/Oakland City Center	6,670	60%	11,010	82%	4,340	65%	12%
West Oakland	470	13%	980	18%	510	109%	5%
Lake Merritt	2,110	52%	3,740	62%	1,630	77%	10%
Fruitvale	960	14%	1,750	23%	790	82%	9%
Coliseum/Oakland Airport	460	9%	800	13%	340	74%	4%
Central planning area							
San Leandro	940	21%	1,510	28%	570	61%	7%
Bay Fair	710	16%	1,180	21%	470	66%	5%
Castro Valley	220	12%	420	17%	200	91%	5%
Hayward	640	14%	1,050	21%	410	64%	7%
South Hayward	370	14%	470	14%	100	27%	0%
South planning area							
Union City	470	14%	670	17%	200	43%	3%
Fremont	640	13%	1,500	20%	860	134%	7%
East planning area							
Dublin/Pleasanton	220	5%	850	11%	630	286%	6%
Alameda countywide	33,450	35%	52,750	43%	19,300	58%	8%
BART system	136,153	47%	192,884	53%	56,731	42%	6%

Includes both home-based and non-home-based trips.

Sources: BART's 1998 and 2008 Station Profile Study

G | BICYCLE ACCESS SHARE TO BART STATIONS

Station	1998		2008		Change in number	Change in number (%)	Change in mode share (% points)
	Number	Bike share	Number	Bike share			
North planning area							
North Berkeley	180	5%	340	9%	160	89%	4%
Downtown Berkeley	410	4%	580	5%	170	41%	1%
Ashby	280	7%	540	11%	260	93%	4%
Rockridge	120	3%	240	5%	120	100%	2%
MacArthur	260	5%	550	7%	290	112%	2%
19 th Street/Oakland	130	2%	220	2%	90	69%	0%
12 th Street/Oakland City Center	120	1%	150	1%	30	25%	0%
West Oakland	50	1%	290	5%	240	480%	4%
Lake Merritt	180	5%	340	6%	160	89%	1%
Fruitvale	330	5%	740	10%	410	124%	5%
Coliseum/Oakland Airport	90	2%	140	2%	50	56%	0%
Central planning area							
San Leandro	100	2%	240	5%	140	140%	3%
Bay Fair	80	2%	130	2%	50	63%	0%
Castro Valley	40	2%	80	3%	40	100%	1%
Hayward	150	4%	130	2%	-20	-13%	(2%)
South Hayward	120	4%	150	5%	30	25%	1%
South planning area							
Union City	150	4%	80	2%	-70	-47%	(2%)
Fremont	110	2%	120	2%	10	9%	0%
East planning area							
Dublin/Pleasanton	120	3%	180	2%	60	50%	(1%)
Alameda countywide	3,020	3%	5,240	4%	2,220	74%	1%
BART system	5,752	2%	10,230	3%	4,478	78%	1%

Includes both home-based and non-home-based trips.

Sources: BART's 1998 and 2008 Station Profile Study

H | MAJOR TRAILS MILEAGE IN ALAMEDA COUNTY

Table H.1 | Iron Horse Trail

Source: East Bay Regional Park District; 2009

<i>Segment</i>	<i>Existing</i>	<i>Proposed (unbuilt)</i>	<i>Total</i>
Unincorporated county	2.1	11.0	13.1
Dublin	2.5	--	2.5
Livermore	--	6.5	6.5
Pleasanton	1.2	2.2	3.4
Total	5.8	19.7	25.5

Table H.2 | San Francisco Bay Trail

Source: Source: San Francisco Bay Trail Project; 2010

<i>Component</i>	<i>Existing</i>	<i>Proposed (unbuilt)</i>	<i>Total</i>	<i>Description</i>
Spine	75.6	43.3	118.9	Main Bay Trail alignment, intended as a continuous recreational and commuter corridor encircling the Bay and linking the shoreline of all nine Bay Area counties.
Connector	23.8	9.3	33.1	Connectors link the Bay Trail to inland recreation sites, residential neighborhoods, employment centers and public transit facilities, or provide restricted access to environmentally sensitive areas.
Spur	22.4	8.8	31.2	Spurs provide access from the spine to points of recreational, natural, historic and cultural interest along the waterfront.
Total	121.8	61.4	183.2	

I | PEDESTRIAN FATALITIES AND INJURIES

<i>Year</i>	<i>Pedestrians killed</i>	<i>Pedestrians injured</i>	<i>Total pedestrians killed and injured</i>	<i>All traffic fatalities</i>	<i>Pedestrians' share of all traffic fatalities</i>
2000	25	723	748	114	22%
2001	24	775	799	111	22%
2002	28	847	875	112	25%
2003	23	752	775	113	20%
2004	29	657	686	103	28%
2005	23	675	698	102	23%
2006	20	654	674	98	20%
2007	18	618	636	106	17%
2008	34	687	721	88	39%
Total	224	6,388	6,612	947	24%

Source: SWITRS

J | PEDESTRIAN COLLISIONS, TRIPS AND COMMUTERS

<i>Jurisdiction</i>	<i>Pedestrians killed or injured (2004–2008)</i>	<i>Share of all pedestrian fatalities and injuries in county</i>	<i>Weekly walk trips</i>	<i>Share of weekly walk trips in county</i>	<i>Pedestrian commuters*</i>	<i>Share of pedestrian commuters</i>	<i>Annual collisions per 100 ped commuters</i>
North	2,440	64%	2,092,109	63%	18,580	76%	2.63
Alameda	187	5%			1,367	6%	2.74
Albany	53	1%			300	1%	3.53
Berkeley	497	13%			8,584	35%	1.16
Emeryville	47	1%			263	1%	3.57
Oakland	1,642	43%			7,987	33%	4.11
Piedmont	14	0%			79	0%	1.77
Central	830	22%	557,969	17%	2,491	10%	6.66
Hayward	305	8%			593	2%	10.29
San Leandro	340	9%			914	4%	7.44
Unincorporated	185	5%			984	4%	3.76
South	341	9%	423,265	13%	1,937	8%	3.52
Fremont	238	6%			1,022	4%	4.66
Newark	40	1%			270	1%	2.96
Union City	63	2%			645	3%	1.95
East	211	6%	247,575	7%	1,370	6%	3.08
Dublin	33	1%			272	1%	2.43
Livermore	68	2%			505	2%	2.69
Pleasanton	110	3%			593	2%	3.71
Total	3,822		3,320,919		24,378		3.14

* Year 2000 for Albany, Emeryville, Piedmont and unincorporated Alameda County; 2006–2008 for other jurisdictions.

Sources: SWITRS; 2000 Census, 2006–2008 ACS

K | BICYCLE FATALITIES AND INJURIES

<i>Year</i>	<i>Bicyclists killed</i>	<i>Bicyclists injured</i>	<i>Total bicyclists killed and injured</i>	<i>Traffic fatalities</i>	<i>Bicyclists' share of all fatalities</i>
2001	3	533	536	111	2.7%
2002	3	571	574	112	2.7%
2003	3	485	488	113	2.7%
2004	2	504	506	103	2.0%
2005	2	499	501	102	2.0%
2006	4	522	526	98	4.1%
2007	4	531	535	106	3.8%
2008	1	658	659	88	1.1%
Total	22	4,303	4,325	833	2.6%

Source: SWITRS

L | BICYCLE COLLISIONS, TRIPS AND COMMUTERS

<i>Jurisdiction</i>	<i>Bicyclists killed or injured (2004–2008)</i>	<i>Share of all bicycle fatalities and injuries in county</i>	<i>Weekly bike trips</i>	<i>Share of weekly bike trips in county</i>	<i>Bicycle commuters*</i>	<i>Share of bicycle commuters</i>	<i>Annual collisions per 100 bike commuters</i>
North	2,003	62%	442,665	75%	7,364	67%	5.44
Alameda	186	6%			337	3%	11.04
Albany	39	1%			300	3%	2.60
Berkeley	755	23%			3,433	31%	4.40
Emeryville	29	1%			56	1%	10.36
Oakland	980	30%			3,201	29%	6.12
Piedmont	14	0%			37	0%	7.57
Central	523	16%	28,060	5%	1,721	16%	6.08
Hayward	211	6%			154	1%	27.40
San Leandro	94	3%			345	3%	5.45
Unincorporated	218	7%			1,222	11%	3.57
South	389	12%	47,300	8%	800	7%	9.73
Fremont	260	8%			623	6%	8.35
Newark	60	2%			36	0%	33.33
Union City	69	2%			141	1%	9.79
East	332	10%	75,050	13%	1,047	10%	6.34
Dublin	35	1%			104	1%	6.73
Livermore	171	5%			434	4%	7.88
Pleasanton	126	4%			509	5%	4.95
Total	3,247		593,076		10,932		5.94

* Year 2000 for Albany, Emeryville, Piedmont and unincorporated Alameda County; 2006–2008 for other jurisdictions.

Sources: SWITRS; 2000 Census, 2006–2008 ACS

M | LOCAL PEDESTRIAN AND BICYCLE PLANS

<i>Jurisdiction</i>	<i>Pedestrian plan</i>	<i>Bike plan</i>	<i>Combined ped/bike plan</i>	<i>ADA transition plan</i>	<i>Policies to bring facilities in line with ADA</i>
North Planning Area					
Alameda (City of)	✓	✓		✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities
Albany			✓	✓	Use Community Development Block Grant funds for curb ramps; City Engineer has standards for ADA enhancements
Berkeley	✓	✓		✓	ADA upgrades with other projects; ADA standards for new facilities
Oakland	✓	✓		✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities
Piedmont				✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities; ADA expert consultant
Emeryville			✓	✓	
Central Planning Area					
San Leandro			✓	✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities
Hayward		✓		✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities; wheelchair ramp retrofits
Unincorporated Areas			✓	✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities
South Planning Area					
Fremont	✓	✓		✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities

<i>Jurisdiction</i>	<i>Pedestrian plan</i>	<i>Bike plan</i>	<i>Combined ped/bike plan</i>	<i>ADA transition plan</i>	<i>Policies to bring facilities in line with ADA</i>
Newark			Underway	✓	ADA upgrades with other projects; ADA standards for new facilities
Union City			✓	✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities; As requested by residents
East Planning Area					
Pleasanton			✓	✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities
Dublin		✓		✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities
Livermore		✓		✓	ADA upgrades with other projects; ADA standards for new facilities; separate program for existing facilities;

N | CAPITAL AND MAINTENANCE FUNDING NEEDS

(pedestrian and bicycle; as of January 2011)

Jurisdiction	Total capital need ^a	Total priority projects cost (3 years) ^b	Total priority projects gap (3 years) ^c	Average annual maintenance expenditure				Annual maintenance funding gap			
				Sidewalk repair	Curb ramps	Bicycle facilities	Other	Sidewalk repair	Curb ramps	Bicycle facilities	Other
Alameda County	unknown	unknown	unknown	\$175,000 ^g	unknown	unknown	--	\$325,000 ^j	\$100,000 ^j	unknown	--
City of Alameda	\$83,781,200 ^{gg}	\$5,494,000 ^{gg}	\$107,000 ^{gg}	\$250,000 ^e	unknown	unknown	--	\$0 ^{hh}	unknown	unknown	--
Albany	\$5,300,000 ^{cc}	\$5,300,000 ^{cc}	\$450,000 ^{cc}	\$50,000 ^e	\$20,000 ^e	unknown	--	\$50,000 ^e	unknown	unknown	--
Berkeley	\$32,000,000 ^{dd}	\$9,191,600 ^{dd}	\$6,858,760 ^{dd}	\$314,681 ^g	\$67,797 ^g	\$13,994 ^g	--	\$445,319 ^{dd}	\$182,203 ^{ee}	\$304,148 ^{ff}	--
Dublin	\$4,193,089 ⁿ	\$2,517,373 ^e	\$140,000 ^e	\$84,090 ^e	\$20,000 ^e	\$63,500 ^e	--	\$0 ^e	\$0 ^e	\$106,850 ^e	--
Emeryville	\$36,083,000 ^g	\$27,016,800 ^g	\$13,003,800 ^g	unknown ^h	unknown ^h	\$20,000 ^e	--	unknown	unknown	\$0 ^e	--
Fremont	\$42,000,000 ^z	\$8,044,200 ^g	\$200,000 ^g	\$1,753,668 ^g	\$278,000 ^g	\$75,000 ^g	--	\$229,332 ^g	\$1,151,000 ^g	\$31,000 ^g	--
Hayward	unknown	\$1,128,600 ^{aa}	\$1,114,300 ^{aa}	unknown	unknown	Unknown	--	\$1,080,000 ^{g, bb}	\$120,000 ^{g, bb}	\$656,000 ^{bb}	--
Livermore	\$10,990,000 ^o	\$10,990,000 ^o	\$7,169,000 ^o	\$243,000 ^e	\$90,000 ^e	\$90,000 ^e	--	\$7,157,000 ^p	unknown	unknown	\$186,000 ^{p, q}
Newark	\$4,000,000 ^d	\$1,099,000 ^e	\$90,000 ^e	\$20,000 ^e	\$45,000 ^e	\$20,000 ^e	\$30,000 ^{e, f}	\$280,000 ^e	\$30,000 ^e	\$30,000 ^e	\$0 ^e
Oakland	\$219,000,000 ^r	\$19,000,000 ^s	\$12,000,000 ^s	\$870,000 ^t	\$660,000 ^t	\$41,000 ^t	--	\$2,030,000 ^u	\$940,000 ^v	\$150,000 ^w	--
Piedmont	\$365,000 ^g	\$365,000 ^g	\$237,000 ^g	\$300,000 ⁱ	\$30,000 ^e	\$0 ^e	--	\$100,000 ⁱ	\$0 ^e	\$0 ^e	--
Pleasanton	\$35,975,741 ^m	\$9,683,214 ^m	unknown	\$572,000 ^m	\$167,000 ^m	\$98,000 ^m	--	\$0 ^m	\$0 ^m	\$95,000 ^e	--
San Leandro	\$23,192,000 ^k	\$13,269,300 ^e	\$6,650,000 ^e	\$30,000 ^e	\$40,000 ^l	\$5,000 ^e	--	unknown	\$496,000 ^e	\$20,000 ^e	--
Union City	\$22,545,000 ^x	\$22,545,000 ^x	\$20,045,000 ^x	\$25,000 ^e	\$80,000 ^e	\$50,000 ^e	--	\$275,000 ^e	\$300,000 ^e	\$50,000 ^e	\$300,000 ^{e, y}
Total	\$519,425,030	\$135,644,087	\$68,064,860	\$4,687,439	\$1,497,797	\$476,494	\$30,000	\$11,971,651	\$3,319,203	\$1,442,998	\$486,000

- a. Cost to complete all the capital pedestrian and bicycle projects planned in the jurisdiction (reported as of January 2011 through the local agency questionnaire). When not available, cost of top priority projects for the next three years was used.
- b. Cost to complete the jurisdiction's top priority pedestrian and bicycle infrastructure projects for the next three years
- c. Unfunded portion of jurisdiction's top priority pedestrian and bicycle infrastructure projects for the next three years
- d. Source: Cost estimated by City of Newark staff, pending completion of City of Newark Pedestrian & Bicycle Plan
- e. Information provided by jurisdiction staff without data source
- f. Budget for repairs to park pathways from capital funds
- g. Source: Jurisdiction's CIP
- h. ADA transition plan provides total cost for sidewalk gap infill and curb ramps of \$19 million, but no time frame
- i. Source: Town of Piedmont's operations budget
- j. Source: Annual cost estimated in Alameda County ADA Transition Plan, less annual actual expenditure
- k. Source: City of San Leandro Draft 2010 Bicycle and Pedestrian Master Plan
- l. Source: Survey of City Ramps
- m. Source: City of Pleasanton Pedestrian and Bicycle Master Plan; maintenance costs are refined by City Staff
- n. Source: City of Dublin Bikeways Master Plan
- o. Source: Trail project cost estimates
- p. Source: City of Livermore Infrastructure Maintenance Report in 2010-12 CIP Budget
- q. Cost for Traffic Control Supplemental Maintenance
- r. Sources: City of Oakland ADA Transition Plan, Bicycle Master Plan and Pedestrian Plan, Project budgets
- s. Sources: Grant applications, Civil cost estimates and City of Oakland Redevelopment Agency, Engineering and Right of Way Division and Transportation Services Division
- t. Source: City of Oakland 2010-11 Budget
- u. Source: Citywide Sidewalk and ADA Survey (2007)
- v. Source: City of Oakland ADA Curb Ramp Transition Plan (2009)
- w. Source: Staff estimates based on a variety of factors for different facility types (including racks, eLocker, signs, thermoplastic, etc.)
- x. Source: High-Priority projects not yet completed from the Union City Bicycle and Pedestrian Master Plan, in addition to Union City Boulevard Lane Configuration project. Does not include the \$35 million BART station area plan, for which the bike/ped portion of the cost is unknown.
- y. Cost for Traffic Signal ADA Upgrades
- z. Source: City of Fremont 2007 Pedestrian Master Plan, 2005 Bicycle Master Plan and UPRR Corridor Trail Study
- aa. Source: City of Hayward Bicycle Master Plan
- bb. Because annual expenditure is unavailable, this represents the total funding need provided by jurisdiction staff
- cc. Source: Project cost estimates
- dd. Sources: 2010 Berkeley Pedestrian Master Plan, conceptual cost estimate from scope of work for 2011 Bicycle Plan Update, project cost estimates
- ee. Sources: City of Berkeley ADA Curb Ramp Program and Pedestrian Master Plan
- ff. Sources: Staff estimate based on existing/proposed bikeway mileage and Pavement Markings Maintenance Program
- gg. Source: Projects from City of Alameda Bicycle and Pedestrian Plans, not including programs and maintenance
- hh. Installations and Maintenance cost from City of Alameda Pedestrian Plan is less than jurisdiction-reported annual expenditure

O | PROJECTS IN COMMUNITY-BASED TRANSPORTATION PLANS

<i>Plan area</i>	<i>Project name</i>	<i>Cost</i>	<i>Lead agency</i>	<i>Ranking within each plan</i>	<i>Bike or ped</i>
City of Alameda	Expand the Safe Routes to Schools Program	\$50,000 to \$500,000 annually	ACTIA	Medium-high	Bike/ped
City of Alameda	Implement Bus Stop and Shelter Improvements	\$220 per trash can (plus \$36 weekly per trash can for servicing); approximately \$3,000 per bus stop for lighting; \$18,000 per shelter (plus \$1,500 annually per shelter for maintenance)	City of Alameda	High	Ped
City of Alameda	Improve the Pedestrian Experience in Alameda Point	\$500 to \$1,250 for street trees; \$250 to \$1,000 per tree for a program modeled after Urban Releaf; \$200 to \$400 per linear foot of landscaped medians, including irrigation; \$1,800 per tree in a planter box; \$20 per square foot of sidewalk repairs	City of Alameda and non-profit organizations	Medium-high	Ped
City of Alameda	Install Pedestrian Street Lights	\$8,000 to \$15,000 per lamp including trenching and electrical, plus \$100 per lamp every four years for bulb changing	City of Alameda	Medium-high	Ped
City of Alameda	Improve Pedestrian Access between West Alameda and Oakland	\$5 million for a pedestrian barge (plus \$2.5 million annually for operation); \$40 million for a one-way path for pedestrians and bicyclists in the Webster/Posey Tube	Cities of Alameda and Oakland, pedestrian barge provider, and Caltrans	Medium	Ped
City of Alameda	Increase Pedestrian Crossing Visibility and Safety	\$3 per linear foot for striping new crosswalks; \$80,000 to \$100,000 per lighted crosswalk; \$8,000 to \$15,000 per refuge island	City of Alameda	Medium	Ped

<i>Plan area</i>	<i>Project name</i>	<i>Cost</i>	<i>Lead agency</i>	<i>Ranking within each plan</i>	<i>Bike or ped</i>
City of Alameda	Create More Bicycle Lanes throughout Alameda	\$10,000 per linear mile	City of Alameda	Medium-high	Bike
City of Alameda	Increase the Bicycle Capacity Onboard Buses	\$900 to \$1,350 each for racks that mount to front of bus; \$500 to \$700 each for onboard racks	AC Transit	Medium-high	Bike
City of Alameda	Increase Bicycling Options for Youth and Low-Income Residents	Cycles of Changes has an annual budget of \$146,000 and financial support should contribute to this amount or augment it.	Various agencies, including Cycles of Change, ACCMA, Safe Routes to School, and ACTIA	Medium-high	Bike
City of Alameda	Increase Pedestrian and Bicyclist Safety in the Tube	\$7 million, plus an annual cleaning cost of \$50,000	Cities of Alameda and Oakland and Caltrans	Medium	Bike/ped
City of Alameda	Improve Bicycling Access between Alameda and Oakland	\$5 million for a pedestrian/bicycle barge (plus \$2.5 million annually for operation); \$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs); \$7 million for Webster/Posey Tube improvements (plus an annual cleaning cost of \$50,000)	Cities of Alameda and Oakland, pedestrian/bicycle barge provider, and Caltrans	Medium	Bike
City of Alameda	Improve Pavement and Bicycle Striping near the Ferry Terminal	\$4 per square foot to repave roadways; \$2.30 per linear foot to stripe bicycle lanes	City of Alameda	Medium	Bike
City of Alameda	Increase Education Regarding Bicycling Routes and Safety	\$500 per wayfinding signage; \$10,000 for marketing material production (plus \$5,000 per printing); contributions toward the Cycles of Change annual budget of \$146,000	City of Alameda and Cycles of Change	Medium	Bike
Ashland, Cherryland and South Hayward (Central County)	Bicycle Parking	Operating Costs: \$0 - \$50/year per unit for maintenance; Capital Costs: \$200 - \$450 per bike rack unit; \$3000 per 8-10 unit bike lockers	Ashland, Cherryland – Alameda County Public Works Agency or Redevelopment Agency; a nonprofit organization South Hayward – City of Hayward; a nonprofit organization	N/A	Bike
Ashland, Cherryland and South Hayward (Central County)	Bus Shelters	\$215,000. Operating Costs: Up to several thousand dollars per year (depending on vandalism); Capital Costs: Free per high-traffic location	AC Transit	N/A	Ped

<i>Plan area</i>	<i>Project name</i>	<i>Cost</i>	<i>Lead agency</i>	<i>Ranking within each plan</i>	<i>Bike or ped</i>
Ashland, Cherryland and South Hayward (Central County)	Sidewalks in Cherryland	\$36,000,000. Operating Costs: Some maintenance costs; Capital Costs: \$500,000 per block	ACPWA, Redevelopment Agency, and City of Hayward	N/A	Ped
Ashland, Cherryland and South Hayward (Central County)	Lighting	\$120,000. Operating Costs: \$42/year per unit (electric charge only); \$95 - \$120/year electricity and maintenance; Capital Costs: \$12,000 for a new light pole; \$2,000 - \$3,000 if light can use an existing pole and wiring	ACPWA, Ashland, Cherryland, and City of Hayward	N/A	Ped
Ashland, Cherryland and South Hayward (Central County)	Bicycle Lanes	Operating Costs: Some maintenance costs included as part of street maintenance costs; Capital Costs: \$30,000 per roadway mile for striping and signage	Ashland, Cherryland – Alameda County Public Works Agency or Redevelopment Agency; a nonprofit organization South Hayward – City of Hayward; a nonprofit organization	N/A	Bike
Ashland, Cherryland and South Hayward (Central County)	Bicycle Purchase Assistance	Operating Costs: program cost depends on available funds - \$20,000/year for administration as part of an existing program; Capital Costs: \$200/bicycle, lock, and helmet	Ashland, Cherryland – Alameda County Public Works Agency or Redevelopment Agency; a nonprofit organization South Hayward – City of Hayward; a nonprofit organization	N/A	Bike
South and West Berkeley	Bus Stop and Shelter Improvement	Shelters/benches at no cost; solarpowered lighting \$700 to \$3,000 per stop/shelter, transit info. \$85-\$385 each	AC Transit, City of Berkeley	High	Ped
South and West Berkeley	Improved Pedestrian Signal Timing	No cost, city staff can implement at no extra cost	City of Berkeley	High	Ped
South and West Berkeley	Improved Crosswalk Visibility at Uncontrolled Intersections	\$120,000	City of Berkeley	Medium-high	Ped
South and West Berkeley	Shared Roadway Pavement Markings	\$30,000	City of Berkeley	Medium	Bike
South and West Berkeley	Improved Pedestrian Lighting	\$768,000 to \$1,024,000	City of Berkeley	Low-medium	Ped

<i>Plan area</i>	<i>Project name</i>	<i>Cost</i>	<i>Lead agency</i>	<i>Ranking within each plan</i>	<i>Bike or ped</i>
South and West Berkeley	Secure Bicycle Parking (Provide More Locations for Safe Bicycle Storage)	\$115,000	AC Transit, City of Berkeley	High	Bike
South and West Berkeley	Education of Cyclists regarding Bicycle Boulevard Network	\$10,000 to \$20,000	City of Berkeley, AC Transit	Medium-high	Bike
South and West Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Improved Crossings at Bicycle Boulevards)	\$400,000 to \$500,000	City of Berkeley	Medium	Bike
South and West Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Shared Roadway Pavement Markings on Class II.5 Bikeways and Traffic Circle Approaches)	See "Improved Crossings at Bicycle Boulevards"	City of Berkeley	Medium	Bike
Central and East Oakland	Streetscape and bus stop improvements along transit corridors, at BART stations, and existing CEDA streetscape improvement projects	\$1.7 million to \$8.9 million depending on the length of the corridor and the scope of work (e.g. whether the project includes utility undergrounding, street resurfacing, signal upgrades, landscaping, custom bus shelters or standard bus shelters, decorative paving or standard paving).	N/A	High	Ped
Central and East Oakland	Improve bicycle connections to BART stations: Class 3A Bicycle Route on East 12th Street from Fruitvale Ave to 40th Ave	\$37,500. (The City of Oakland Bicycle Master Plan estimates that a Class 3A Arterial Bike Route has a unit cost of approximately \$75,000 per mile. This project is 0.50 miles in length.)	N/A	Medium	Bike
Central and East Oakland	Improve bicycle connections to BART stations: Class 2 Bicycle Lane on San Leandro Street from 66th Ave to 85th Ave.	\$93,000. (The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed bicycle lane is 0.93 miles in length.)	N/A	Medium	Bike
Central and East Oakland	Improve bicycle connections to BART stations: Class 2 Bicycle Lane on Camden Street and Havenscourt Blvd from MacArthur Blvd to International Blvd	\$132,000. (The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 1.32 miles in length.)	N/A	Medium	Bike
Central and East Oakland	Improve bicycle connections to BART stations: Class 2 Bicycle Lane on Fruitvale Ave from Foothill Blvd to East 12th Street	\$55,000. (The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 0.55 miles in length.)	N/A	Medium	Bike

<i>Plan area</i>	<i>Project name</i>	<i>Cost</i>	<i>Lead agency</i>	<i>Ranking within each plan</i>	<i>Bike or ped</i>
Central and East Oakland	Coliseum BART to Bay Trail Connector Path	\$2.2 million. (From the Alameda Countywide Bicycle Plan, which includes improvements to the 66th Avenue underpass.)	N/A	Medium	Bike/ped
Central and East Oakland	Bicycle Programs: Offer Road I Courses to residents in the project area	The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.	N/A	Medium	Bike
Central and East Oakland	Bicycle Programs: Provide funding for Cycles of Change program	The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.	N/A	Medium	Bike
West Oakland	Pedestrian Improvements/Bikes Lanes: Mandela, 8th, Wood	\$1.4 million	City of Oakland	Tier 1	Bike/ped
West Oakland	7th Street Streetscape Project - Phase I	\$1.3 million	City of Oakland	Tier 1	Bike/ped
West Oakland	Bike Lanes: Market Street	\$400,000	City of Oakland	Tier 1	Bike
West Oakland	Bike Racks	\$150/rack	WOPAC	Tier 1	Bike
West Oakland	Cycles of Change	\$90,000 for two years for O&M	Cycles of Change, ACTIA	Tier 1	Bike
West Oakland	7th Street Streetscape Project - Phase II	\$5-6 million	City of Oakland	Tier 2	Bike/ped
West Oakland	Bike Lanes: Grand Avenue and 14th Street	Grand: \$200,000-\$250,000; 14th: \$500,000-\$800,000	City of Oakland	Tier 2	Bike
West Oakland	Traffic Calming: Peralta Street	\$100,000 (design only)	City of Oakland	Tier 2	Bike/ped
West Oakland	Bikeway: Middle Harbor Shoreline Park	TBD: Part of multi-million roadway project that has not been designed	Port of Oakland	Tier 3	Bike

Source: Alameda County Transportation Commission

P | IMPLEMENTATION OF 2006 PEDESTRIAN PLAN

Area(s) of countywide significance							
<i>Jurisdiction</i>	<i>Name</i>	<i>Description</i>	<i>Location/road/trail</i>	<i>Limits (from, to)</i>	<i>Transit area</i>	<i>Activity center</i>	<i>Inter-jurisdictional trail</i>
Alameda	Webster Street Streetscape	plaza areas and transit stations along Webster Street; ped-friendly street lights; bike racks; trash cans	Webster Street	Pacific Avenue to Santa Clara Avenue	Line 51A, Line O, Line W	Webster Street Business Area	
Alameda	Park Street Streetscape	plaza areas and transit stations along Park Street; ped-friendly street lights; bike racks; trash cans	Park Street	Lincoln Avenue to Encinal Avenue	Line 51A, Line 21, Line 20, Line 31	Park Street Business Area	
Livermore	First Street Streetscape Improvements		Livermore, CA, Downtown Core-First Street	From Maple Street to South L Street		Downtown Livermore Core	
Livermore	Downtown Center Transit Connection	This project will install a new pedestrian crosswalk at the future regional performing arts theater's entrance, build a new walkway connection from mid-block of South Livermore Avenue to the Bankhead Theater and Park Plaza, landscape and furnish the existing walkway west of Bankhead Theater, improve the Railroad Avenue crossing, and install landscaped walkway along the east side of the Livermore Valley Center Parking Garage	Livermore, CA, Downtown Core-Railroad and Livermore Avenues	Livermore Transit Center, crossing Railroad Ave, through Bankhead Plaza, crossing Livermore Avenue	Livermore Transit Center	Downtown Livermore Core	
Livermore	Station Square	This is a development project to build townhomes along Railroad Avenue between M and N Street. As part of the development a 0.10 mile portion of the Iron Horse Trail was	Iron Horse Trail	M Street to N Street			Iron Horse Trail

<i>Jurisdiction</i>	<i>Name</i>	<i>Description</i>	<i>Location/road/ trail</i>	<i>Limits (from, to)</i>	<i>Transit area</i>	<i>Activity center</i>	<i>Inter- jurisdictional trail</i>
		built between M and Station Street					
Livermore	Heritage Estates	This development project, at the corner of Murietta Blvd and Stanley Blvd., built a 0.2 mile stretch of Iron Horse Trail.	Iron Horse Trail	From Murrieta/St Stanley to 0.20 miles east			Iron Horse Trail
Livermore	Arroyo Mocho Trail Extension	This project built a 0.43 mile extension of the Arroyo Mocho Trail that made a connection to Concannon Blvd.	Arroyo Mocho Trail	Starting at 0.13 miles south of Concannon Blvd/Livermore Ave. and heading approximately NW 0.43 miles.			Arroyo Mocho Trail
Oakland	Safe Routes to School Cycle 4	install bulbout and traffic signal	Foothill Blvd	9th Ave, 10th Ave, 40th Ave	AC Transit		
Oakland	73rd Ave/Garfield Ave Traffic Signal	install traffic signal	73rd Ave	Garfield Ave	AC Transit	Eastmont Mall	
Oakland	International Blvd/7th Ave Traffic Signal	install traffic signal	International Blvd	7th Ave	AC Transit		
Oakland	International Blvd/4th Ave Traffic Signal	install traffic signal	International Blvd	4th Ave	AC Transit		
Oakland	14th Ave/E 29th St Traffic Signal	install traffic signal	14th Ave	E 29th St		Highland Hospital	
Oakland	San Pablo Ave/65th St Traffic Signal	install traffic signal	San Pablo Ave	65th St	AC Transit		
Oakland	Broadway/28th St Traffic Signal	install traffic signal	Broadway	28th St	AC Transit		
Oakland	Laurel Streetscape	Construct Bulb-outs, reconstruct crosswalks, plant trees, install street furniture and relocate street lights.	MacArthur Blvd	35th Ave to High St	AC Transit		
Oakland	Broadway Sidewalk Project, Phase 2	18,606 sf sidewalk replacement including waterproofing over existing basement vaults; new street trees & street furniture	Broadway	14th St vicinity	AC Transit, 12th St BART	Oakland Downtown	
Oakland	Telegraph Ave Streetscape Improvements, Phase 1	Construct bulbout and install new street lights on the west side of Telegraph Ave between 18th Street and 20th Street. Retrofit streetlights on the east side of Telegraph	Telegraph Ave	18th St to 20th St	AC Transit, 19th St BART	Oakland Downtown, Paramount Theater	

<i>Jurisdiction</i>	<i>Name</i>	<i>Description</i>	<i>Location/road/ trail</i>	<i>Limits (from, to)</i>	<i>Transit area</i>	<i>Activity center</i>	<i>Inter- jurisdictional trail</i>
		between 20th and 19th Street. Install new and modify existing traffic signal between 19th and 18th Street.					
Oakland	Broadway Phase 3	8,575 sf SW replacement incl. Waterproofing over ex. Basement vaults; 17,602 sf of replaced regular SW, extended curb areas, bus pads, & new street trees & street furniture	Broadway	17th St to 20th St	AC Transit, 19th St BART	Oakland Downtown, Paramount Theater	
Oakland	Tunnel Rd Hazard Mitig. Project	Storm Drain Improvements incl. new inlet, new pipe, new pipe outfall, roadway improvements incl. AC dike to channel roadside drainage, replacement of def. guardrails, and new traffic safety signs. This project will improve bicyclist/ped/vehicle safety.	Tunnel Rd	between Caldecott Ln and Charing Cross Rd			
Oakland	West Oakland Bay Trail	Work includes striping, curb ramps, sidewalk construction on 4 blocks, and about 59 trees to be planted.	2nd St and 3rd St	Union St to Broadway			Bay Trail
Oakland	40th St MacArthur Transit Hub	Installation of bike lanes, traffic signal lights and streetlights, construction of ADA ramps and bulbouts, installation of decorative lighting, plastering and painting under the BART Station and I-24, grinding, repaving and striping.	40th St	Martin Luther King Jr Wy to Telegraph Ave	AC Transit, MacArthur BART		
Oakland	Revive Chinatown	Pedestrian Improvements including bulbouts; scramble intersections; pedestrian-scale lighting; high visibility crosswalks; modification of traffic signals; pedestrian signal heads/countdown timers; street furniture; bilingual signage; and Alameda wayfinding signage.	Oakland Chinatown	Broadway to Harrison St and 7th St to 10th St	AC Transit, Lake Merritt BART, 12th St BART	Oakland Downtown	
Oakland	Oakland Bay Trail: Mandela Parkway	Realign Mandela; lighting, landscaping, sidewalk improvements, new bike lanes	Mandela Parkway	Union St			Bay Trail
Oakland	Coliseum Transit Hub Streetscape	Streetscape improvements including new medians, traffic signals, ornamental lighting, landscaping, and bus stop relocation.	San Leandro St	66th Ave to 73rd Ave	Coliseum BART, Coliseum Amtrak	Network Associates Coliseum, Oakland Arena	
Oakland	Historic Restoration of the E. 18th Street Pier Overlook	Reconstruct the Historic East 18th Street Pier Overlook	E 18th St	Lakeshore Ave			Bay Trail
Oakland	Union Point Park	Improvement for a new 6-acre park along the waterfront. Park elements include Union Point Hill, Picnic Area, Children's Play area,	Embarcadero	between Dennison St and E 7th St			Bay Trail

<i>Jurisdiction</i>	<i>Name</i>	<i>Description</i>	<i>Location/road/ trail</i>	<i>Limits (from, to)</i>	<i>Transit area</i>	<i>Activity center</i>	<i>Inter- jurisdictional trail</i>
		Cermony Circle, lawn/open space, two parking lots, restroom, waterfront trail walkway, and public art pier into the Estuary.					
Oakland	Alameda Ave, Oakland Waterfront Trail	Demolish the existing waterside street improvements to provide for a new curb & gutter & multi-use path with amenities from Fruitvale Avenue south along the water's edge on Alameda Avenue. Bicycle lanes to continue to Howard Street (provided via grant funding). Trail to connect to proposed trail behind 3675 Alameda Avenue	Alameda Ave	Fruitvale Ave			Bay Trail
Oakland	66th Ave Gateway	Construct an outlook at the Zhong Way/66th Ave. & Oakport intersection along the existing waterfront trail in the Martin Luther King, Jr. Regional Shoreline park.	66th Ave	Oakport St			Bay Trail
Oakland	Rockridge Greenbelt	Improvements to creek area, new path of travel and ADA improvements to play areas	Temescal Creek	Claremont Ave to Hudson St		Department of Motor Vehicles	
Pleasanton	Iron Horse Trail	Class I Trail	Iron Horse Trail	Santa Rita Road to Mohr Avenue			Iron Horse Trail
Pleasanton	Iron Horse Trail	Class I Trail	Iron Horse Trail	Mohr Avenue to Valley Avenue/Busch Road			Iron Horse Trail
San Leandro	West Estudillo Pedestrian Connection	Construction of an enhanced pedestrian corridor that links the San Leandro BART station to the downtown area and the bus shelter on East 14th Street.	West Estudillo Avenue	From San Leandro Boulevard to East 14th Street	AC Transit International Blvd/E 14th: Downtown Oakland to Hayward	San Leandro BART Station	
San Leandro	Downtown Lighting and Pedestrian Improvements	Design and construction of streetscape improvements in the downtown area consistent with the conceptual study prepared in 2002. The streetscape improvements include street lighting, street furniture, sidewalk improvements, landscaping and irrigation.	Downtown Area	The area is bound by Davis Street on the north, East 14th Street on the east, Parrot Street on the south, and Hays Avenue on the west.	AC Transit International Blvd/E 14th: Downtown Oakland to Hayward	San Leandro Downtown	
San Leandro	Safe Route to School Lighted Crosswalk	installation of solar powered lighted crosswalk and accessories, roadside signs, striping, pedestrian push buttons and fittings, concrete	Roadway crossings at four elementary	Pedestrian crossings on Bancroft Avenue,	AC Transit Bancroft/Foothill /Shattuck/Teleg		

<i>Jurisdiction</i>	<i>Name</i>	<i>Description</i>	<i>Location/road/ trail</i>	<i>Limits (from, to)</i>	<i>Transit area</i>	<i>Activity center</i>	<i>Inter- jurisdictional trail</i>
		flat work	schools	Corvallis Street at Oberlin Avenue, Bancroft at Blossom Way, and Dowling Boulevard.	raph: San Leandro-East Oakland-Emeryville		
San Leandro	MacArthur Boulevard Streetscape	Construction of bulb-outs, street trees, road reconstruction, site furnishings and sidewalk improvements.	MacArthur Boulevard	From Bridge Road to Dowling Boulevard and from Lewis Avenue to Durant Avenue	AC Transit MacArthur/40th: San Leandro to Berkeley		
Union City	ADA Wheelchair Ramps project	Installed ramps at street intersections, including along all bus routes.	Along bus routes	At various street intersections, including along Union City Transit's bus routes 1A, 1B and 2.	Union City Transit, AC Transit		
Union City	Union City Intermodal Station	Installed bike lanes, bike lockers and wheelchair ramps at the reconfigured BART Station parking lot which is being modified to serve heavy trains, along with BART and transit buses. The modifications included providing access to the BART Station from Decoto Road as well by building a 375 ft. long roadway which is also fitted with bike lanes, ramps and sidewalk.	Union Square and Decoto Road.	Union City BART Station		Market Place shopping Center	

Source: Data provided to Alameda County Transportation Commission by local jurisdictions, as of 2011

Q | IMPLEMENTATION OF 2006 BICYCLE PLAN

Progress on high-priority projects only; updated as of 2011-2012

<i>Project/ segment number</i>	<i>Project name</i>	<i>Location</i>	<i>Type</i>	<i>Roadway</i>	<i>Limits (from, to)</i>	<i>Mileage</i>	<i>Progress</i>
1-BI	N. Alameda County, Bay Trail	San Leandro	Class 1 bike trail	Bay Trail	Marina Blvd to Fairway Drive	0.4	None
2-BJ	S. Alameda County, I-880 Corridor	Hayward	Class 1 Bike Trail	Bay Trail	Eden Landing to Alameda Creek Bridge	3.0	This project is on hold due to the proposed flood control levee project at the same location.
4-A-D	Alameda/Doolittle/Lewelling	Alameda	To be determined	Atlantic/Apezzato	Ferry Point to Tilden Way	3.6	City prevailed in litigation with the Alameda Belt Line regarding property ownership in this corridor, which will facilitate acquisition of property by the City and will enable this project to move forward. The property was transferred to the City. As adjacent development occurs, the City will pursue the implementation of the bikeway.
4-Z1-Z2	Alameda/Doolittle/Lewelling	Alameda County	Class 2 bike lane	Lewelling	Hesperian to East 14th	1.4	The project is currently under construction as part of the Lewelling Blvd project.
7-BB-BC	I-880 Corridor	Oakland	Class 2 bike lane	12th St.	Oak/Lakeside to Fruitvale	2.7	7-BB (Oak/Lakeside to 2nd Ave) is in construction. 7-BC (2nd Ave to Fruitvale Ave) is at 65% design. Construction of 14th Ave to Fruitvale Ave is being programmed through Oakland's share of the 2010 federal LSR block grant.

<i>Project/ segment number</i>	<i>Project name</i>	<i>Location</i>	<i>Type</i>	<i>Roadway</i>	<i>Limits (from, to)</i>	<i>Mileage</i>	<i>Progress</i>
9-JE-JH	S. Alameda County, I-880 Corridor	Union City	Class 1/ Class 2	Union City Blvd.	Horner to Alameda Creek Bridge	2.6	City council adopted the Union City Blvd. Lane Configuration Study in Nov. 2008, which includes the continuation of bike lanes from Smith St. to the south City limits with Fremont at Alameda Creek bridge, thereby eventually providing the entire Union City Blvd. corridor with bike lanes on both sides. A sufficient amount of federal funds were obtained to widen Union City Boulevard from Smith Street to Alvarado Blvd (9-JE) to install over 0.5 miles of bike lanes in both directions. Construction anticipated to be completed in 2012.
11-AB	N. Alameda County, I-580/ Foothills	Albany/ Berkeley	Class 1 Bike Path	Ohlone Greenway	Albany/ Berkeley city limits to Virginia	0.7	Redesigned Ohlone Greenway from Albany border to Neilson as part of BART seismic retrofit project. Construction underway in 2012.
11-AC	N. Alameda County, I-580/ Foothills	Berkeley	Class 3 Res. Street	Virginia	Acton/Ohlone Trail to Milvia	0.7	Repaved Virginia Street and installed new Bicycle Boulevard legends from Acton Street to Sacramento Street. Maintained diverter at Virginia Street/McGee Avenue. Repaved Virginia Street from MLK to Shattuck and installed new Bicycle Boulevard legends.
13-JC2	Central County, I-580/Foothills	Hayward	Class 1 Bike Trail	Industrial/ Mission	SPRR/BART tracks to Woodland	0.3	No progress due to lack of funds. Right-of-way acquisition is needed.
34-TB	Iron Horse Trail	Pleasanton	Class 1 bike trail	Iron Horse Trail	I-580 to Pleasanton City Limit	4.5	Feasibility study for the Iron Horse Trail segment from east Dublin/ Pleasanton BART to Santa Rita Road (0.9 miles) was completed, and project was awarded federal TIGER II funds for construction. The design and environmental certification under NEPA and CEQA was initiated.
37-TB2-TB9	Isabel Avenue Trail and Bike Lanes	Livermore	Class 1/ Class 2	Isabel Ave	Jack London Blvd to Portola	3.0	No progress on Isabel Avenue Trail, but the bike lanes are currently under construction as part of the Isabel Avenue/I-580 Interchange project. Completion is expected in spring 2012. The bicycle lanes will begin at the terminus of the multi-use trail at W. Jack London, then will go up/over I-580 and will end at the intersection with Portola/N. Canyons Pkwy/Campus Hills Dr. (all on Isabel Ave). Total length = 7,200 linear feet.
42-BF	San Leandro Slough Bridge	San Leandro	new bike/ped bridge	Bike/Ped Bridge	Slough, north to Slough south	0.1	Project built. Ribbon-cutting held in May 2010.
55-AA	Alamo Canal, I-580/ I-680 Connector	Dublin	Class 1 Bike Trail	Alamo Canal Trail	San Ramon Creek Trail to Alamo Canal Trail	0.2	Alameda CTC approved \$891,000 for construction and the CTC approved \$1.021M of federal TEA funds for construction. East Bay Regional Park District acquired \$0.948M of TIGER II funds for construction. Project NEPA document was approved. Construction anticipated to be completed in 2013.

<i>Project/ segment number</i>	<i>Project name</i>	<i>Location</i>	<i>Type</i>	<i>Roadway</i>	<i>Limits (from, to)</i>	<i>Mileage</i>	<i>Progress</i>
56-AA	Emeryville bike/ped bridge	Emeryville	Class 1 overpass	New Overcrossing	Shellmound to Horton	0.3	Funding was secured. Bid specifications completed. Project on hold pending court ruling on Redevelopment funding.
58-A	Fremont-Santa Clara	Fremont	Class 2 Bike Lane	Fremont Blvd.	South Grimmer to SCC limits	3.8	Class II bicycle lanes installed on Fremont Boulevard between West Warren Avenue and the southern terminus of Fremont Boulevard, a total of 1.5 miles (of the 3.8 mile high priority project).
59-A	Buchanan- Marin	Albany	Class 1 Bike Path	Buchanan Street	Buchanan Overcrossing to San Pablo Ave	0.6	Construction funding was secured in June/July 2010 for Segments I and II of the project. Segment I includes building a Class I path from San Pablo Avenue to Pierce Street and extending the westbound Class II bike lane from San Pablo Avenue to Pierce Street. Construction is scheduled for December 2012. Segment II includes extending the bike lanes and installation of bulb-outs from Cornell Avenue to San Pablo Avenue, and modifications to the traffic signal at San Pablo and Marin Avenues.

R | TRANSIT FACILITIES OF COUNTYWIDE SIGNIFICANCE

Transit stations and terminals (35)

Applies to Pedestrian Plan and Bicycle Plan

BART

- North Berkeley (Berkeley)
- Downtown Berkeley (Berkeley)
- Ashby (Berkeley)
- MacArthur (Oakland)
- 19th Street (Oakland)
- 12th Street/City Center (Oakland)
- Rockridge (Oakland)
- Lake Merritt (Oakland)
- West Oakland (Oakland)
- Fruitvale (Oakland)
- Coliseum/Oakland Airport (Oakland)
- Bayfair (unincorporated)
- San Leandro
- Castro Valley (unincorporated)
- Dublin/Pleasanton
- West Dublin/Pleasanton
- Hayward
- South Hayward (Hayward)
- Union City
- Fremont
- El Cerrito Plaza (not in Alameda County but serves Albany)

Altamont Commuter Express

- Vasco Road (Livermore)
- Livermore
- Pleasanton
- Fremont/Centerville (Fremont; station is also served by Amtrak)

Amtrak/Capitol Corridor

- Berkeley

- Emeryville
- Jack London Square (Oakland)
- Oakland Coliseum (Oakland)
- Hayward
- Fremont

Ferry

- Jack London Square (Oakland)
- Alameda Main Street (Alameda)
- Harbor Bay Isle (Alameda)

Other

- Oakland International Airport

Bus trunk lines and major corridors (25)

Applies only to Pedestrian Plan

Trunk lines—AC Transit

- 1/1R: Bayfair BART, San Leandro to Berkeley BART via E. 14th St./ International Blvd., 11th-12th St., Broadway, 20th St., Telegraph Ave., Durant Ave.- Bancroft Way, Shattuck Ave. 1 local serves San Leandro BART
- 40: Bayfair BART, San Leandro to Lafayette Park, Downtown Oakland via E.14th St., Bancroft Ave., Foothill Blvd., E. 15th St. (eastbound between 1st Ave. & 14th St.), 11th-12th St.
- 51A: Fruitvale BART, Oakland to Rockridge BART, Oakland via Fruitvale Ave., Broadway (Alameda) Santa Clara St. (Alameda), Webster St (Alameda-Oakland), 7th-8th St., Broadway (Oakland), College Ave.
- 51B: Rockridge BART to Berkeley Amtrak via College Ave., Bancroft Way-Durant Ave., Shattuck

Ave., University Ave. (some trips go to Berkeley Marina)

- 57: Foothill Square, Oakland to 40th & San Pablo, Emeryville via Macarthur Blvd., Santa Clara St. (Oakland, westbound), Broadway, 40th St. (segment to Emery Bay shopping center deleted, served by Emery Go Round)
- 72/72M/72R: Broadway/San Pablo: Oakland to Albany

Trunk lines—other operators

- Dumbarton Express (DB)
- LAVTA Tri Valley Rapid
- LAVTA Route 10
- LAVTA Route 12
- Union City Transit Route 1A/1B
- Union City Transit Route 2—Whipple

Major corridors for county coverage

All are AC Transit routes

- 18: Montclair to Solano & San Pablo via Park Blvd., 11th-12th St., Broadway, 20th St., San Pablo Ave., MLK Jr. Way, 55th St., Shattuck Ave., Solano Ave.
- 73: Oakland Airport to Eastmont Transit Center, Oakland via Airport Access Rd., Hegenberger Rd., 73rd Ave. (is portion of former line 50 route)
- 88: Market St/Sacramento St: Oakland to Berkeley
- 97: Union City BART to Bayfair BART, San Leandro via Alvarado-Niles Rd., Dyer St., Union City Blvd./Hesperian Blvd. (serves Union Landing Transit Center)
- 99: Fremont BART to Bayfair BART, San Leandro via Walnut Ave., Fremont Blvd., Decoto Rd., Mission Blvd./E. 14th St.

Additional routes for connections to colleges

All are AC Transit routes unless noted otherwise

- 54: Fruitvale BART, Oakland to Merritt College, Oakland via International Blvd., 35th Ave., Redwood Rd., Campus Dr.
- 60: Hayward BART to CSU East Bay, Hayward via B St., 2nd St., Campus Dr., Hayward Blvd., roads on campus
- 210: Ohlone College, Fremont to Union Landing Transit Center, Union City via Mission Blvd., Washington Blvd., Fremont Blvd., Dyer St., Alvarado-Niles Rd.
- 217 (Connecting to Ohlone College Newark Campus, from Fremont BART on Mowry only)

Connections to other counties

All are AC Transit routes unless noted otherwise

- F: Transbay service from Berkeley/Emeryville to San Francisco
- NL: Transbay service from Oakland to San Francisco
- O: Transbay service from Alameda/Oakland to San Francisco
- 181 (VTA; inter-county route from Fremont BART to San Jose; mostly shares AC Transit's Route 217)

Major bus transfer stops for bicyclists (24 plus all rail stations)

Applies only to Bicycle Plan

AC Transit

Alameda

- Park St/Santa Clara
- Webster St/Atlantic
- Solano/San Pablo Ave

Albany

Alameda County (unincorporated)

Berkeley

Emeryville

Fremont

- Hesperian Blvd/Bockman Rd
- University/San Pablo Ave
- 40th St/San Pablo
- Ardenwood Park and Ride (also served by Dumbarton Express)
- Ohlone College
- Chabot College
- Ohlone College-Newark campus
- Eastmont Transfer Center (73rd/MacArthur)
- Fruitvale Ave/MacArthur Blvd
- MacArthur Blvd/Broadway
- 73rd /International
- Union Landing Transit Center (also served by Union City Transit)

Hayward

Newark

Oakland

Union City

Dumbarton Express

Fremont

- Ardenwood Park and Ride (also served by AC Transit)

LAVTA

Livermore

- Las Positas College

- Lawrence Livermore
National Lab/Sandia Labs
 - Livermore Transit Center
 - ValleyCare Medical Center —
Livermore (Valley Memorial)
- Pleasanton**
- First/Neal
 - Stoneridge Mall
 - ValleyCare Medical Center —
Pleasanton

Union City Transit

- Union City**
- Union Landing Transit
Center (also served by AC
Transit)

Other

- All BART and rail stations

S | ACTIVITY CENTERS

Shopping centers and major commercial districts (22)

Alameda	<ul style="list-style-type: none"> • Webster Street
Alameda County (unincorporated)	<ul style="list-style-type: none"> • Bayfair Mall
Albany/Berkeley	<ul style="list-style-type: none"> • Mid- and Upper Solano Avenue
Berkeley	<ul style="list-style-type: none"> • Fourth Street • Telegraph Avenue
Dublin	<ul style="list-style-type: none"> • Hacienda Crossings
Emeryville	<ul style="list-style-type: none"> • Bay Street • Emeryville Market Place • Powell Street Plaza
Fremont	<ul style="list-style-type: none"> • Centerville • Irvington • Mission San Jose • Niles • Pacific Commons Shopping Center
Hayward	<ul style="list-style-type: none"> • Southland Mall
Newark	<ul style="list-style-type: none"> • New Park Mall Shopping Center
Oakland	<ul style="list-style-type: none"> • Eastmont Mall • Fruitvale • Piedmont Avenue • Rockridge
Pleasanton	<ul style="list-style-type: none"> • Stoneridge Mall
Union City	<ul style="list-style-type: none"> • Union Landing Shopping Center

Colleges and universities (10)

Alameda	<ul style="list-style-type: none"> • College of Alameda
Berkeley	<ul style="list-style-type: none"> • University of California Berkeley • Berkeley City College
Fremont	<ul style="list-style-type: none"> • Ohlone College

Hayward	<ul style="list-style-type: none"> • California State University East Bay
Livermore	<ul style="list-style-type: none"> • Chabot College
Newark	<ul style="list-style-type: none"> • Las Positas College • Ohlone College—Newark Campus
Oakland	<ul style="list-style-type: none"> • Laney College • Merritt College

Hospitals and major medical centers (16)

Alameda	<ul style="list-style-type: none"> • Alameda Hospital
Berkeley	<ul style="list-style-type: none"> • Alta Bates Summit Medical Center—Ashby Campus • Alta Bates Summit Medical Center—Herrick Campus
Fremont	<ul style="list-style-type: none"> • Fremont Hospital • Kaiser Permanente Fremont • Washington Hospital
Hayward	<ul style="list-style-type: none"> • St. Rose Hospital
Hayward/ Castro Valley	<ul style="list-style-type: none"> • Eden Medical Center
Oakland	<ul style="list-style-type: none"> • Alameda County Medical Center—Highland Campus • Alta Bates Summit Medical Center—Summit Campus • Children's Hospital and Research Center at Oakland • Kaiser Permanente Oakland
Pleasanton	<ul style="list-style-type: none"> • ValleyCare Medical Center Pleasanton
San Leandro	<ul style="list-style-type: none"> • Alameda County Medical Center—Fairmont Campus • Eden Medical Center—San Leandro Hospital • Kaiser Permanente San Leandro

Major cultural and entertainment venues (16)

- | | |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Albany | <ul style="list-style-type: none">• Golden Gate Fields |
| Berkeley | <ul style="list-style-type: none">• Berkeley Community Theater• Greek Theater• Lawrence Hall of Science• Memorial Stadium• Zellerbach Hall |
| Oakland | <ul style="list-style-type: none">• Chabot Space and Science Center• Children's Fairyland• Fox Theatre• Kaiser Convention Center• Oakland – Alameda County Coliseum• Oakland Museum of California• Oakland Zoo• Oracle Arena• Paramount Theater |
| Pleasanton | <ul style="list-style-type: none">• Alameda County Fairgrounds |

Major government offices (22)

- | | |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alameda | <ul style="list-style-type: none">• George E. McDonald Hall of Justice (2233 Shoreline Drive) |
| Berkeley | <ul style="list-style-type: none">• Courthouse (2120 Martin Luther King Jr. Way) |
| Dublin | <ul style="list-style-type: none">• Federal Correctional Institution (5701 8th Street – Camp Parks)• Santa Rita Jail (5325 Broder Boulevard) |
| Fremont | <ul style="list-style-type: none">• Fremont Hall of Justice (39439 Paseo Padre Parkway)• Veteran's Services (39175 Liberty) |
| Hayward | <ul style="list-style-type: none">• Eden Area Multi-Service Center (24100 Amador Street)• Hayward Hall of Justice (24405 Amador Street)• Veteran's Services (29800 Mission Boulevard) |
| Oakland | <ul style="list-style-type: none">• Alameda County offices (1221 Oak Street)• Alameda County Courthouse (1225 Fallon Street)• County Department of Adult and Aging Services (6955 Foothill Boulevard)• Elihu Harris State Office Building (1515 Clay Street)• Federal Court (1301 Clay Street) |

- Glenn E Dyer Detention Facility (550 6th Street)
- Juvenile Court (400 Broadway)
- Medi-Cal Center (8477 Enterprise Way)
- Veteran's Services (Eastmont Mall)
- Welfare to Work (8477 Enterprise Way)
- Wiley W Manuel Courthouse (661 Washington Street)

Pleasanton

- Gale-Schenone Hall of Justice (5672 Stoneridge Drive)

San Leandro

- Alameda County Juvenile Hall (2500 Fairmont Drive)

Regional parks (26)

All parks are part of the East Bay Regional Parks District, and/or are managed by the district.

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• Anthony Chabot• Ardenwood Farm• Brushy Peak• Claremont Canyon• Coyote Hills• Crown Beach• Cull Canyon• Don Castro• Dry Creek Pioneer• Eastshore State Park• Hayward Shoreline• Huckleberry Botanic• Lake Chabot | <ul style="list-style-type: none">• Leona Heights• Middle Harbor• Mission Peak• MLK Jr. Shoreline• Oyster Bay Shoreline• Pleasanton Ridge• Quarry Lakes• Redwood• Robert Sibley• Roberts• Shadow Cliffs• Temescal• Tilden |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

T | INTER-JURISDICTIONAL TRAILS

The following inter-jurisdictional trails are included in both the Countywide Pedestrian and Bicycle Plans. Reference numbers in parentheses, where included, are from the East Bay Regional Park District's (EBRPD's) 2007 Master Plan map.

- San Francisco Bay Trail (including spurs and connectors)
- Iron Horse Trail from Dublin/Contra Costa County border to Livermore eastern city limits, at Greenville Road (the Bicycle Plan vision network includes the complete Iron Horse Trail, to the San Joaquin County border)
- East Bay Greenway (including the Ohlone Greenway Trail in Albany/Berkeley)
- Centennial Trail in Pleasanton
- Tassajara Creek Trail (EBRPD #33)
- Coyote Hills to Ardenwood trail (EBRPD #9)
- Ardenwood to Quarry Lakes trail (EBRPD #10)
- Shadow Cliffs to Morgan Territory trail (EBRPD #8C), only from Stanley Boulevard (Iron Horse Trail) to Las Positas College
- Jack London/Arroyo Mocho Trail (EBRPD #32), only from Iron Horse Trail in Pleasanton to Isabel Avenue in Livermore
- Emeryville Greenway/9th Street Bicycle Boulevard Extension (connecting Berkeley and Emeryville)

The Countywide Bicycle Plan includes additional inter-jurisdictional trails as part of its vision network. They are listed here with their EBRPD reference number in parentheses:

- Niles Canyon to Shadow Cliffs trail (EBRPD #8B)
- Shadow Cliffs to Morgan Territory trail (EBRPD #8C), only from Stanley Boulevard (Iron Horse Trail) to Shadow Cliffs (Vineyard Ave.)
- Shadow Cliffs to Del Valle trail (EBRPD #30)

- Brushy Peak to Del Valle trail (EBRPD #50), only from Iron Horse Trail to Mines Road
- Del Valle to Mines Road trail (EBRPD #51)

U | EFFECTIVENESS OF PEDESTRIAN IMPROVEMENTS

The list on the following page categorizes pedestrian improvements as either an infrastructure item or amenity, and rates the effectiveness of each. It is taken from Table 4-1, “Cost Estimating Template,” in MTC’s Pedestrian Districts Study (2006; see www.mtc.ca.gov/planning/bicyclespedestrians/Ped_Districts/index.htm).

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 study’s definition of effectiveness is included in the sidebar. This categorization and the effectiveness ratings are a general guide for deciding project eligibility and prioritization for countywide funds, however, this list will be updated for use in future grant funding cycles.

Effectiveness definition

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.

Effectiveness: ● High ◎ Medium ○ Low

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	●

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	<input type="radio"/>
2.18	Street Pole Banners	<input checked="" type="radio"/>
2.19	Trash Cans	<input type="radio"/>
2.20	Tree Grates includes frame (4'x4')	<input checked="" type="radio"/>
2.21	Tree Guards (Powder Coated)	<input type="radio"/>
2.22	Tree Well	<input checked="" type="radio"/>
2.23	Water Fountain	<input type="radio"/>

V | SCREENING CRITERIA USED IN THE 2001 BICYCLE PLAN

Below are the screening criteria used to select the bikeways in the first bicycle vision network, in the 2001 Countywide Bicycle Plan. Each of the criteria used was rated high, neutral or low. Many of the bikeways selected in 2001 remain part of the 2012 vision network (under the “inter-jurisdictional network” category).

1. Connectivity

1a. High Bicycle Traffic Volume

Serves high volume of existing or potential bicycle traffic.

- **Rationale:** All other things being equal, the route with the most or that would have the most use by bicyclists should be ranked higher as a cross county corridor.

1b. Commute Trips

Serves commute bicycle transportation trips including more direct not circuitous routes.

- **Rationale:** Routes for bicycle commute transportation should be ranked higher as cross county corridors rather than recreational routes.

1c. Access

Provides access to and through major traffic generators/attractors/or to adjacent city/county.

- **Rationale:** Routes which connect major activity centers should be ranked higher.

1d. Closes Gaps

Closes gap in the existing bikeway system/

- **Rationale:** Existing routes that provide continuity and directness should be ranked higher.

2. Safety

2a. Vehicular Volume/Speed

Route has lower vehicular traffic volumes/speeds (or, if multi-use path, low pedestrian volumes).

- **Rationale:** Routes with lower motor vehicle volumes/speeds would have lower potential safety conflicts and thus should be ranked higher as cross county corridors.

2b. History of Collisions

Route has fewer bicyclist/motorist collisions.

- **Rationale:** Locations that have lower than average bike collision rates should be ranked higher as cross-county corridors.

2c. Route Quality

Route has (or would have) few obstacles to bicycle travel that affect safety including but not limited to narrow lanes and other obstacles/unfriendly design features (that cannot be improved or removed) e.g. railroad tracks, numerous driveways, high parking turnover, high-speed right-turn lanes. Or if multi-use path, path has few at-grade intersections and other impediments to travel.

- **Rationale:** Routes with fewer existing obstacles should be ranked higher as cross-county corridors.
-

3. Feasibility

3a. Ease

Route is easy to implement and/or is an existing facility that needs few improvements.

- **Rationale:** Roadways that have existing good bike facilities should be ranked higher as cross-county corridors.

3b. Support

Route has political/public support (e.g., is on a local plan; is consistent with current processes; funds have already been generated or a right-of-way has been donated; and/or city agrees to the project).

- **Rationale:** Local jurisdiction will need to be involved in implementation so they must support the project.

W | PEDESTRIAN CAPITAL COSTS

Access to transit

Major bus corridors

The estimated cost of the *bus corridor* improvements was calculated as follows:

- The total mileage of the corridor or trunkline,
- minus the overlapping miles with the at-station rail and the access to CBDs (to reduce double-counting miles between the vision categories),
- multiplied by \$1.6 million per mile (half the cost of the typical pedestrian project per mile cost); and
- multiplied by 80 percent (the percentage of improvements assumed to be unbuilt).

The estimated cost of *half mile access to corridor* improvements was calculated as follows:

- The number of miles of streets within a half-mile walking distance of stops on the corridor,
- minus the mileage of the corridor itself (already counted above), and the overlapping miles with the at-station rail, the access to CBDs, and the Communities of Concern (to reduce double-counting miles between the vision categories),
- multiplied by \$0.32 million per mile (10 percent of the typical pedestrian project per mile cost), and
- multiplied by 80 percent (the percentage of improvements assumed to be unbuilt).

Rail and ferry stations

The estimated cost of improvements closest to all stations and terminals (“at station”) was calculated as follows:

- the number of street block lengths immediately surrounding the 33 stations plus one length radiating out in each of the four cardinal directions (a total of eight lengths) for each station,

- minus two station areas which are located in the same exact areas (Fremont ACE and Capitol Corridor stations, and Coliseum BART and Capitol Corridor stations),
- multiplied by the average distance of each block length (1/8 mile),
- multiplied by \$6.4 million per mile (twice the typical pedestrian project per mile cost), and
- multiplied by 80 percent (the percentage of improvements assumed to be unbuilt).

The estimated cost of improvements to all stations (“half mile access to station”) was calculated as follows:

- the number of miles of streets within a half-mile walking distance of each of the stations (calculated for each of the 33 station areas),
- minus the street mileage at the stations themselves (already counted above), and the overlapping miles with the access to CBDs and the major bus corridors (to reduce double-counting miles between the vision categories),
- multiplied by \$0.64 million per mile (20 percent of the typical pedestrian project per mile cost); and
- multiplied by 80 percent (the percentage of improvements assumed to be unbuilt).

Access within Central Business Districts

The estimated cost of access improvements within the Central Business Districts (CBDs) was calculated as follows:

- the number of miles of streets in all 16 CBDs (115.3),
- minus the 12 street miles that overlap with the “at-station” rail access miles (to reduce double-counting miles between the vision categories),

- multiplied by \$3.2 million per mile (the typical pedestrian project cost per mile), and
- multiplied by 80 percent (the percentage of improvements assumed to be unbuilt).

Access to activity centers

The estimated cost of access improvements to activity centers was calculated as follows:

- the number of activity centers (113),
- multiplied by the assumed maximum distance to the nearest major transit stop or station from each activity center, as described in the vision category (1/8 mile),
- multiplied by the assumed number of links to transit from each activity center (two),
- multiplied by \$0.16 million per mile (5 percent of the typical pedestrian project per mile cost), and
- multiplied by 80 percent (the percentage of improvements assumed to be unbuilt).

Communities of concern

The estimated cost of access improvements in Communities of Concern was calculated as follows:

- the number of miles of streets in all five Communities of Concern (689.6),
- multiplied by 25 percent, to estimate the total miles that are within one-quarter mile of local transit lines that serve major transit stations/stops and CBDs,
- multiplied by \$0.32 million (10 percent of the typical pedestrian project cost per mile cost), and
- multiplied by 80 percent (the percentage of improvements assumed to be unbuilt).

X | BICYCLE CAPITAL COSTS

Class I (multi-use path) facilities

The 132.9 miles of planned trails in the bicycle vision network were divided into two types and costs were estimated as follows:

- **Major countywide trails:** The total cost of \$508.3 million is based on escalating a 2010 Alameda CTC estimate of \$494.4 million to complete these three trails. The 2010 estimate was developed using the best available data, including from feasibility studies, and was reviewed at the time it was developed by the applicable local and/or managing agencies. The average per mile cost for each trail is as follows: the East Bay Greenway is \$4.1 million, the Iron Horse Trail is \$2.5 million, and the Bay Trail is \$5.0 million.
- **All other trails:** The total cost of \$61.7 million for 51.4 trail miles, was estimated based on \$1.2 million per mile (consultants' per mile estimate, based on recent local cost estimates and cost estimates for similar projects in local bicycle plans).

Class II (bicycle lane) facilities

Costs for the two types of bicycle lane facilities used in the plan were based on a review of the average costs in local bicycle master plans (see Table X.1). The "low" cost corresponds to simply "Striping and signing" the lanes, while the "high" cost envisions "Lane Reduction and restriping."

Class III (bicycle route) facilities

Four distinct types of bicycle route facilities were used for estimating the costs of Class III bicycle route facilities in the Bicycle Plan. Below are the

assumptions for the cost estimates for each of these facility types:

- **Signage-only routes:** \$10,000 per mile was based on the average cost of similar facilities reported in local bicycle plans (see the "low" category for Class III facilities in Table X.1 below) and escalated to 2012 dollars.
- **Signed routes with sharrows:** \$57,000 per mile was based on consultants' estimate for this type of facility.
- **Routes with wide curb lanes:** \$142,000 per mile was based on consultants' estimate which was based on mid-range of the \$60,000–\$120,000 estimate for a similar facility type in the 2006 Bicycle Plan, escalated to 2012 dollars, with 30 percent added for contingencies.
- **Bicycle boulevards and routes with wide shoulders:** \$220,000 per mile. These two facility types were combined into one type because they are similar in cost range and it was assumed that there would be relatively fewer of these types of facilities than the other three bicycle route types. For cost estimating purposes, the bicycle boulevard cost per mile was used. The estimate is based on the average of the four local jurisdiction cost estimates for "high" (i.e. bicycle boulevard) bicycle route facilities, as shown in Table X.1 below, escalated to 2012 dollars.

Major (non-bikeway) capital projects

The estimated combined cost for the major, non-bikeway, capital projects is \$78,752,000, based on the costs given for these projects in the 2006 plan, or current local estimates, where available (see Table X.2 below). The costs were escalated and are shown in 2012 dollars.

Bicycle/transit interface projects

This category includes access directly to the transit station/stop entrances, bicycle parking at transit stations/stops, and access on-board transit vehicles. All cost estimates are based on staff and consultant best estimates, and, where applicable, estimates in the 2012

BART Bicycle Plan and the 2009 AC Transit Bicycle Parking Study have been used as guidelines. Detailed cost estimates are available, upon request, from Alameda CTC.

Table X.1 | Local Jurisdiction per mile Class II and III bicycle facility costs

Based on local jurisdictional cost estimates escalated to 2010 dollars

Jurisdiction	Class II		Class III	
	Low	High	Low	High
Alameda (City)	\$36,504	\$136,890	\$12,168	n/a
Albany	\$20,000	\$80,000	\$15,000	\$250,000
Berkeley ¹	\$17,600	n/a	\$2,000	\$400,000
Dublin	\$15,780	\$73,640	\$4,208	n/a
Emeryville ²	\$34,800	n/a	\$2,880	n/a
Fremont ³	\$43,563	n/a	\$7,261	n/a
Hayward	n/a	\$143,486	\$22,174	n/a
Livermore ⁴	\$3,431	\$128,651	\$10,292	n/a
Newark	\$20,000	\$80,000	\$8,000	n/a
Oakland	n/a	\$100,000	\$10,000	\$20,000
Piedmont	n/a	n/a	n/a	n/a
Pleasanton	n/a	\$70,980	\$7,098	n/a
San Leandro ⁵	\$52,000	\$104,000	\$10,400	n/a
Union City	\$32,550	n/a	\$10,850	n/a
Unincorporated County ⁶	\$52,000	\$104,000	\$10,400	n/a
2006 Countywide Bicycle Plan ⁷	\$33,852	\$126,945	Note ⁸	\$184,500
Average	\$30,173	\$104,417	\$9,481	\$213,625
Countywide Bicycle Plan costs (in 2012 dollars)	\$30,000	\$100,000	\$107,000 ⁹	

Source: Most recently adopted local bicycle plans (as of early 2010).

Notes: All local plan figures were adjusted to make them as similar as possible, in terms of escalation, and inclusion of contingencies, feasibility, design, etc.

1. Berkeley costs had been updated using the Consumer Price Index for the Bay Area.

2. 20% added for contingencies.

3. 30% added for feasibility, design, contingencies, etc.

4. 45% added for design, contingencies, inspection and administration.

5. 30% added for feasibility, contingencies or administrative costs.

6. Planning consultant was tentatively using same figures as City of San Leandro.

7. 30% added for design & administration costs, contingencies, ROW acquisition and inflation costs.

8. The lowest cost in the 2006 Countywide Bicycle Plan was \$92,249, which is much higher than the average local plan figure used, so it was not included in the average.

9. Average for four facility types (see section on Class III facilities on previous page for description of these facility types).

Table X.2 | Major (non-bikeway) capital projects¹

	Name	Jurisdiction	Roadway	From	To	Needed improvement	Project segment ²	Total escalated cost (2012)
1	Cerrito Creek Bridge	Albany	New bridge	El Cerrito	Albany	New bike/ped bridge	43.AA	\$ 1,800,000
2	I-580 at Castro Valley Blvd Interchange	Castro Valley	Castro Valley Blvd	I-580	n/a	Improve Interchange	14.BF	\$ 523,000
3	I-580 at Fairmont Dr interchange	Cherryland	Fairmont Dr	I-580	n/a	Improve interchange	13.DA	\$ 523,000
4	I-580 at Tassajara Rd interchange	Dublin	Tassajara Rd	I-580		Improve interchange	38.AC	\$ 523,000
5	Alamo Canal Trail undercrossing	Dublin	Alamo Canal Trail	San Ramon Creek Trail	Alamo Canal Trail	New undercrossing	55.AA	\$1,000,000 ³
6	I-80 at Powell St interchange	Emeryville	Powell St	I-80		Improve interchange	1.AH	\$ 523,000
7	Emeryville bike/ped overcrossing	Emeryville	New overcrossing	Bay Trail	Shellmound St	New bike/ped overcrossing	46.AA	\$18,759,000
8	Emeryville bike/ped overcrossing	Emeryville	New overcrossing	Shellmound St	Horton St	New bike/ped overcrossing	56.AA	\$13,689,000
9	Alameda Creek Bridge	Fremont	Ardenwood Blvd	Alameda Creek Bridge- N	Alameda Creek Bridge—south	Class I- Improved Bike/Ped Bridge	9.JH	\$ 2,885,000
10	I-680 at Washington Blvd interchange	Fremont	Washington Blvd	I-680	n/a	Improve interchange	13.SPR5A	\$ 523,000
11	Alameda Creek crossing	Fremont	New bridge	Bay Trail	Bay View Trail	New bike/ped bridge	49.AA	\$ 4,616,000
12	I-880 at Winton Ave interchange	Hayward	Winton Ave at I-880	I-880 interchange, west, incline bottom	I-880 interchange, west, incline top	Improve interchange	14. AN	\$ 523,000
13	I-580 at Vasco Rd interchange	Livermore	Vasco Rd	I-580 Bridge- N	I-580 Bridge—south	Improve interchange	40.AE	\$ 523,000
14	Bridge over Altamont Creek	Livermore	New bridge over Las Positas Creek Trail and creek	West side of Altamont Creek	East side of Altamont Creek	New bike/ped bridge	48.TA08	\$ 1,801,000
15	Livermore Avenue undercrossing	Livermore	Las Positas Creek Trail	West side of Las Positas Creek	East side of Altamont Creek	New undercrossing	50.TA04	\$ 3,601,000
16	SR-84 at Paseo Padre Pkwy interchange	Newark	Paseo Padre Pkwy	SR-84 interchange	n/a	Improve interchange	36.AB	\$ 523,000
17	SR-84 at Newark Blvd interchange	Newark	Newark Blvd	SR-84 interchange, north ramps	SR-84 interchange, south ramps	Improve interchange	9.JM	\$ 523,000
18	I-880 at Hegenberger Rd interchange	Oakland	Hegenberger	I-880	n/a	Improve interchange	5.C	\$ 523,000
19	I-580 at Lakeshore Ave interchange	Oakland	Lakeshore Ave	I-580	n/a	Improve interchange	11.BB	\$ 523,000
20	I-580 at MacArthur Blvd interchange	Oakland	MacArthur Blvd	I-580	n/a	Improve interchange	12.CH	\$ 523,000

	Name	Jurisdiction	Roadway	From	To	Needed improvement	Project segment ²	Total escalated cost (2012)
21	Hwy 13 at Redwood Rd interchange	Oakland	Redwood Rd	Hwy 13	n/a	Improve interchange	22.AX	\$ 523,000
22	Hwy 13 at Monterey Blvd interchange	Oakland	Monterey Blvd	Hwy 13	n/a	Improve interchange	22.AV	\$ 523,000
23	42 nd Avenue Bridge	Oakland	Existing bridge	North of 42 nd Avenue	South of 42 nd Avenue	Improved overcrossing	44.BI	\$ 1,800,000
24	Hegenberger undercrossing	Oakland	Existing undercrossing	South of Hegenberger	North of Hegenberger	Improved undercrossing	45.BK	\$ 1,800,000
25	Highway 24 bike/ped overcrossing	Oakland	New overcrossing	Tunnel Rd	Broadway	New bike/ped overcrossing	47.AL	\$ 9,002,000
26	66th Ave overcrossing	Oakland	66th Ave overcrossing	Bay Trail	West side of I-880	Improved overcrossing	5.SPR1B	\$ 1,801,000
27	Miller- Sweeney Bridge Improvements	Oakland/Alameda	Miller- Sweeney Bridge	Oakland City Limit	Alameda City Limit	To be determined	3.O	\$ 1,839,000
28	Arroyo Del Valle Bridge Improvements	Pleasanton	Division St	Del Valle Pkwy	Arroyo Del Valle bridge	Class I- Improved Bike/Ped Bridge	33.AO	\$ 1,801,000
29	I-680 at StoneridgeDr interchange	Pleasanton	StoneridgeDr	I-680 W ramps	I-680 E ramps	Improve interchange	23.AC	\$ 523,000
30	I-680 at Bernal Ave interchange	Pleasanton	Bernal Ave	I-680	n/a	Improve interchange	27. AB	\$ 523,000
31	I-680 at Sunol Blvd interchange	Pleasanton	Sunol Blvd	I-680	n/a	Improve interchange	38.AJ	\$ 523,000
32	I-580 at Foothill Rd interchange	Pleasanton	Foothill Rd	I-580	n/a	Improve interchange	28.E	\$ 523,000
33	I-580 at Hopyard Rd interchange	Pleasanton	Hopyard Rd	I-580	n/a	Improve interchange	33.AF	\$ 523,000
34	SR 238 at Hesperian Blvd interchange	San Leandro	Hesperian Blvd	SR-238	n/a	Improve interchange	9.BO	\$ 523,000
35	I-880 at Davis St interchange (west)	San Leandro	Davis St	I-880 (west)	n/a	Improve interchange	10.AC	\$ 523,000
36	I-880 at Davis St interchange (east)	San Leandro	Davis St	I-880 (east)	n/a	Improve interchange	10.AC1	\$ 523,000
37	I-580 at Estudillo Ave interchange	San Leandro	Estudillo Ave	I-580	n/a	Improve interchange	10.AL	\$ 523,000
38	I-880 at Hesperian Blvd interchange	San Lorenzo	Hesperian Blvd	I-880	n/a	Improve interchange	9.CA	\$ 523,000
								\$78,752,000

1. This project list was generated from the non-bikeway projects included in the 2006 Bicycle Plan, in Appendix C-3, and is part of the 2012 inter-jurisdictional network. It does not include newly added access to transit and access to CBD major (non-bikeway) capital projects, which have not yet been identified. Also, it does not include the major capital projects, such as bridges, included in the cost estimate for the Major Trails (Bay Trail, Iron Horse Trail, East Bay Greenway).
2. Project and segment numbers are from 2006 Countywide Bicycle Plan and included here for reference purposes only
3. This project is considered fully funded, but is included here for cost-estimating purposes as it may require additional funds as it moves toward completion in 2012

Y | PEDESTRIAN MAINTENANCE COSTS

The maintenance costs were estimated separately for built and unbuilt facilities for each vision category for the full 28 year life of the plan, as detailed below.

Built facilities

- For all existing (or “built”) facilities within the vision categories of access to transit, access to CBDs, access to activity centers and Communities of Concern, the maintenance costs are based on an estimate of the cost to have built these facilities of countywide significance. Since the actual infrastructure currently in place in these areas and the cost to have constructed it is unknown, a conservative estimate of total construction costs was made that 20 percent of the facilities of countywide significance are already built. Based on this assumption, the annual maintenance cost was then calculated at two percent of the estimated cost to have built the facilities. This figure was then multiplied by the 28 year life of the plan. The two percent per year figure is based on a professional estimate, given typical maintenance costs, and, only includes maintenance of the “upgraded” facilities. It is assumed that local jurisdictions would continue to maintain the basic facilities (sidewalks, crosswalks, etc), as they are currently doing.
- For built inter-jurisdictional trail facilities that are currently sidewalks (because it was not feasible at the time to build a trail), the same methodology as described immediately above was used, for the 31 built sidewalk miles.
- For built trail facilities, the cost estimates are based on a \$25,500 annual cost per facility mile (from an East Bay Regional Park District estimate of \$25,000

in 2011, escalated to 2012 dollars) for 121 built trail miles.

Unbuilt facilities

Since the unbuilt facilities are most likely to be constructed gradually over the next 28 years, it was assumed that one-sixth of the unbuilt mileage was built every five years beginning in 2015, and only once they were built would the maintenance costs begin to occur.

- For the four vision categories of access to transit, access to CBDs, access to activity centers and Communities of Concern, the maintenance cost of planned (i.e. unbuilt) facilities, is calculated to be 2 percent annually of what it will cost to build these facilities.
- For inter-jurisdictional trail facilities that are planned sidewalks (because it is not feasible at this time to build a trail), the same methodology as described immediately above was used, for the 18 planned sidewalk miles.
- For unbuilt trail facilities, the annual per mile maintenance cost estimate is the same as for the built facilities (\$25,500) for 90 unbuilt trail miles.

Z | BICYCLE MAINTENANCE COSTS

For all bikeways (Class I, II, and III and unclassified), it is assumed that the unbuilt mileage is constructed over 28 years, with one-sixth built every five years beginning in 2015.

Class I facilities

- Maintenance of Class I facilities consists of routine maintenance of gates, fences, signage and entry structures; graffiti removal; trash pick-up; semi-annual mowing of trail shoulders; public-safety patrol; and a reserve for repair and replacement of the trail surface. Although all of these costs may not apply for every trail in the county, the estimated costs should cover the applicable needed maintenance.
- Cost per mile (\$25,500) is based on an estimate from the East Bay Regional Park District of \$25,000 in 2011, escalated to 2012 dollars.

Class II facilities

- Maintenance of Class II facilities consists of sweeping and removal of vegetation growth; maintenance of signage, striping and stencils; minor surface repairs; and tuning of signals for bicycle and pedestrian sensitivity; it does not include major pavement repairs.
- Cost per mile (\$1,600) is based on an approximate average cost of \$1,500, in 2010 dollars, reported in local bicycle plans, escalated to 2012 dollars, as shown in Table Z.1.

Class III facilities

- Maintenance of Class III facilities consists of sweeping and removal of vegetation growth;

maintenance of signage, striping and stencils; minor surface repairs; and tuning of signals for bicycle and pedestrian sensitivity; it does not include major pavement repairs.

- Cost per mile (\$1,000) based on an approximate average cost of \$700, in 2010 dollars, reported in local bicycle plans (as shown in Table Z.1), which was rounded up to \$1000 to account for increased costs of maintaining bicycle boulevards.

Unclassified facilities

- Cost per mile (\$1000) is based on cost for the maintenance of Class III facilities. This assumption parallels the assumption in the capital costs section for unclassified facilities.

Bicycle/transit interface projects

Costs estimates include maintenance of bicycle parking facilities and operations of attended bicycle parking facilities, as follows:

Bicycle parking facilities maintenance

- **BART:** Assumed \$10,000 per year, for each of the 20 stations, for 28 years. This estimate is based on staff and consultant's best estimate.
- **Capitol Corridor, ACE and ferries:** Assumed \$5,000 per year, per station/terminal, for 28 years. This estimate is based on staff and consultant's best estimate, and is lower than BART costs due to the lesser amount of bicycle parking facilities at these stations/terminals.
- **Bus:** Assumed \$2,000 per year, for each major bus transfer stop (as identified in this plan), for 28 years. Costs were roughly based on AC Transit Bicycle Parking Study (2009) cost estimates.

Attended bicycle parking facilities operations:

- **BART only:** Assumed \$75,000 per year, for four facilities, for 28 years. This number is based on the current number of existing or near-term-planned attended bicycle parking facilities at BART stations.

The possible future facilities were not included, since it is unknown when they would be built and begin operating. The per year cost is roughly based on a BART Bicycle Plan (2012) estimate.

Table Z.1 | Local jurisdiction annual per mile bicycle facility maintenance costs

Based on local jurisdictional cost estimates escalated to 2010 dollars

<i>Jurisdiction</i>	<i>Class I</i>	<i>Class II</i>	<i>Class III</i>
Alameda (City)	n/a	n/a	n/a
Albany	\$25,000	n/a	n/a
Berkeley	\$26,000	\$3,400	\$350
Dublin	n/a	n/a	n/a
Emeryville	n/a	n/a	n/a
Fremont	\$949	\$223	\$112
Hayward	n/a	n/a	n/a
Livermore	n/a	n/a	n/a
Newark	\$25,000	\$1,500	\$150
Oakland	n/a	n/a	n/a
Piedmont	n/a	n/a	n/a
Pleasanton	\$25,350	\$1,521	\$152
San Leandro	\$8,500	\$2,000	\$1,000
Union City	\$8,500	\$2,000	\$2,000
Unincorporated County	\$8,500	n/a	n/a
2006 Countywide Bicycle Plan	\$27,125	n/a	n/a
East Bay Regional Park District (EBRPD)	\$25,000	n/a	n/a
Average	\$17,214	\$1,774	\$627
Countywide Bicycle Plan costs (in 2012 dollars)	\$25,500	\$1,600	\$1,000

Source: Most recently adopted local bicycle plans (as of early 2010)

AA | PROGRAM COSTS

Below are descriptions of the elements used to calculate the estimated start-up and operating costs for each of the 11 pedestrian programs and 12 bicycle programs included in this plan. Full descriptions of each program are included in the “Countywide Priorities” chapter.

It is important to note that the final scope of each recommended program is not dictated by, or limited to, what was used to estimate the program cost. Nor do the costs included here imply a funding commitment for each program. These costs were developed solely for the purpose of estimating the rough total cost to implement the programs in the plans. The programs will be further researched and defined as they are implemented.

After each program title, there is text in parentheses indicating whether the program can be found in the Pedestrian Plan (“P”) or the Bicycle Plan (“B”). The number that follows corresponds to the number of that program as shown in the table in the “Costs and Revenue” chapter of each plan.

Countywide walking promotion (P-1)

Cost estimates are based on promoting the “Step Into Life!” program, branding and publicity to support an annual month of locally-organized walks, and branding and publicity to support open streets events throughout the county. The costs are fully assigned to the Pedestrian Plan.

Start-up: \$8,000 to initiate new walking promotions.

Operating: \$28,000 annually for 28 years; includes \$20,000 for the “Step Into Life!” program and

advertising, \$5,000 for the organized walks, and \$3,000 for open streets events.

Countywide bicycling promotion (B-1)

Costs estimates are based on promoting Bike to Work Day and the “Ride into Life!” advertising campaign, expanding bicycling promotion and integrating it into any transportation demand management (TDM) program initiated by Alameda CTC in the future, and for publicity to support open streets events throughout the county.

Start-up: \$5,000 to initiate new bicycling promotions.

Operating: \$53,000 annually for 28 years; includes \$35,000 for promotion (based on current advertising campaign cost) and \$18,000 to expand and broaden the reach of the Ride into Life! website and promotion, including for open streets events.

Individualized travel marketing (P-2; B-2)

Cost estimates are based on an on-going program operated by TransForm. They are an estimate of a four-year pilot program covering 6–8 areas of the county reaching a total of 50,000–60,000 households. Program costs are allocated evenly between the Bicycle Plan and the Pedestrian Plan.

Start-up: \$480,000 (includes first year operations, as well).

Operating: \$300,000 annually for three years.

Programs in community-based transportation plans (P-3; B-3)

Costs estimates are based only on implementing the bicycle programs identified in existing community-based transportation plans (CBTPs) that are not already included as part of other recommended

programs in this plan. Currently the CBTPs do not include any stand-alone pedestrian programs. However, since the CBTPs will be updated in the future and will likely include pedestrian programs, this program has been included in the Pedestrian Plan as a place-holder.

Start-up: \$0

Operating: \$2,126,000 over the program lifetime. This includes:

- \$2,100,000, or \$75,000 annually for 28 years, for earn-a-bike programs in Communities of Concern throughout the county, to increase bicycling options for youth and low-income residents (based on a 2011 grant to fund a similar, two-year program at Cycles of Change).
- \$15,000 as a one-time contribution for cyclist education in the city of Alameda about bicycle routes and safety (based on costs identified in the local CBTP).
- \$11,000 as a one-time contribution for cyclist education in south and west Berkeley about the bicycle boulevard network (based on costs identified in the local CBTP).

Safe routes to schools (P-4; B-4)

Cost estimates are based on continuing the countywide SR2S program (with expansion to 90 percent of the schools in the county, or 258 K-8 schools and 67 high schools), supporting a crossing guard funding program and funding SR2S-related capital projects. Program costs are allocated evenly between the Bicycle Plan and the Pedestrian Plan.

Start-up: \$110,000. This includes:

- \$110,000 to develop the crossing guard funding program (estimated cost for a similar program of the Transportation Authority of Marin, which has been slightly increased to account for the larger size of Alameda County).
- \$0 for capital projects and the SR2S programs (start-up costs are not applicable since both programs are already established).

Operating: \$116,744,000 over the program lifetime (annual costs will vary, due to ramping up the programs over time). This includes:

- \$89,032,000 to implement the SR2S program over 28 years, beginning with 75 schools in 2012 and increasing gradually to 325 schools by 2020, operating through 2040 (Total per school of \$11,300, based on a cost of \$1,860,000 in 2011 for a two-year program for K-8 and high schools funded through Alameda CTC's SR2S program).
- \$22,112,000 to implement the crossing guard program over 24 years. This includes \$20,600,000 in direct costs (\$858,000 annually, which is 25% of the total costs of an estimated full crossing guard program, assuming that the remaining costs are covered by school or other non-bicycle/pedestrian funds); \$320,000 for program evaluation (\$40,000 every three years, or eight times through 2040); and \$1,200,000 for program management by Alameda CTC (\$50,000 per year). Cost estimates are from a similar program of the Transportation Authority of Marin, scaled to Alameda County, and assume an average of 1.5 crossing guards per K-8 school.
- \$5,600,000 for capital SR2S projects, or \$200,000 annually for 28 years (based on a \$600,000 call for capital projects over a three-year cycle sponsored by Alameda CTC in 2011).

Safe routes for seniors (P-5)

Costs estimates are based on developing a coordinated, comprehensive countywide walking program for seniors, including walking safety classes, travel training classes and walking audits. The costs are fully assigned to the Pedestrian Plan.

Start-up: \$100,000. This includes:

- \$100,000 to establish a new coordinated, countywide safe routes for seniors program.
- \$0 for walking clubs, travel training and walking audits (programs are already underway).

Operating: \$13,183,000 over the program lifetime (annual costs will vary, due to ramping up the program over time). This includes:

- \$4,302,000 for walking safety classes, or \$5,000 for each class series per year, beginning with 6 in 2012

and increasing to 30 annually from 2020–2040 (based on the cost per club in 2011 for a City of Fremont sponsored program operating in three cities), plus \$25,000 per year for program administration.

- \$7,299,000 for the “Travel Training For Seniors” program, or \$5,000 for each class, beginning with 12 classes in 2012 and increasing to 60 annually from 2020–2040 (based on a per class cost in 2008 of the Tri-City travel training program).
- \$1,582,000 for walking audits, or \$3,000 for each audit, beginning with four in 2012 and increasing to 20 annually from 2016–2040, for a total of 540 audits over the program life.

Bicycle safety education (B-5)

Cost estimates are based on continuing to support bicycle safety classes throughout the county and bicycle maintenance and repair programs.

Start-up: \$0 (program is already underway).

Operating: \$198,000 annually for 28 years. This includes:

- \$98,000 for safety classes (based on the 2011 budget for the bicycle safety education program operated by the East Bay Bicycle Coalition).
- \$100,000 for a new maintenance and repair program.

Multi-modal traffic school (P-6; B-6)

Cost estimates are based on continuing to support the development of citation diversion programs for bicycle offenders and for advocating for the incorporation of pedestrian and bicycle topics in all traffic school programs. All program costs have been assigned to the Bicycle Plan because the only activity with a monetary cost (development of citation diversion programs for bicycle offenders) is bicycle-related.

Start-up: \$80,000 to establish citation diversion programs in 16 jurisdictions, which can include university campuses (based on estimate provided by EBBC of \$5,000 to establish one program).

Operating: \$16,000 annually for 24 years. This includes:

- \$250 per bicycle safety class for 62 classes per year, based on estimate provided by EBBC for current classes at established program at U.C. Berkeley, plus projected classes through 16 additional local police departments.
- \$0 for advocating for traffic school curriculum (staff time only).

Countywide safety campaign (P-7; B-7)

Cost estimates are based on establishing a comprehensive countywide pedestrian and bicycle safety advertising campaign. Program costs are allocated evenly between the Bicycle Plan and the Pedestrian Plan.

Start-up: \$100,000 (estimate from the manager of the Marin County Street Smarts program).

Operating: \$150,000 annually for 24 years (estimate from the manager of the Marin County Street Smarts program).

Technical tools and assistance (P-8; B-8)

Cost estimates are based on developing and disseminating one technical tool annually, and funding several technical assistance programs each year. Program costs are allocated evenly between the Bicycle Plan and the Pedestrian Plan.

Start-up: \$0 (not applicable).

Operating: \$55,000 annually for 28 years; includes \$10,000 for technical tools and \$45,000 for technical assistance programs.

Staff training and information sharing (P-9; B-9)

No direct program costs, as this program is primarily implemented through staffing. The program would continue training efforts and countywide pedestrian/bicycle coordination services, and could establish a new speaker series.

Multi-agency project coordination (P-10; B-10)

No direct program costs, as this program is primarily implemented through staffing. The program would coordinate one multi-agency capital project every three years, on average, beginning in 2016.

Collaborative research (P-11; B-11)

Cost estimates are based on funding one research project every three years, on average, beginning in 2016. Program costs are allocated evenly between the Bicycle Plan and the Pedestrian Plan.

Start-up: \$0 (not applicable).

Operating: \$7,000 annually for 24 years (or \$21,000 every three years); based on a pedestrian research project collaboration between Alameda CTC and UC Berkeley in 2007/2008.

Bike sharing (B-12)

Cost estimates are based on studying the feasibility of bicycle sharing in Alameda County.

Start-up: \$155,000 (based on cost of a similar project of Santa Clara Valley Transportation Authority in 2011).

Operating: \$0 (not applicable; these costs would be determined based on study results).

BB | PLAN DEVELOPMENT AND UPDATE COSTS

The following costs for new and updated plans were used for both the Countywide Pedestrian and Bicycle Plan cost calculations:

Table BB.1 | Plan development and update costs

	New plan		Plan update	
	Stand-alone	Combined	Stand-alone	Combined
Small jurisdictions	\$50,000	\$100,000	\$30,000	\$60,000
Medium jurisdictions	\$75,000	\$120,000	\$50,000	\$75,000
Large jurisdictions	\$125,000	n/a	\$100,000	\$175,000
Very large jurisdictions	n/a	n/a	\$250,000	\$450,000
Other agency plans	\$75,000	n/a	\$50,000	n/a

The following assumptions were used in determining the costs by jurisdiction, and for each of the two Countywide Plans:

- The costs for new and updated plans are based on those used in recent grant applications to the Alameda CTC, and professional judgment.
- Half the cost of a combined pedestrian/bicycle plan is assigned to the Pedestrian Plan and half to the Bicycle Plan.

- It was assumed that jurisdictions that do not currently have a plan will develop a stand-alone plan, jurisdictions that have stand-alone plans will update them as stand-alone plans, and the jurisdictions that have combined plans will update them as combined plans.
- Plans will be updated five times through 2040, once every five years to comply with Measure B pass-through funding requirements established in 2012.

Table BB.2 | Plan development and updating costs by jurisdiction, 2012–2040

	<i>Local pedestrian plans</i>	<i>Local bicycle plans</i>	<i>Total (non-duplicating) costs</i>
Small jurisdictions (under 50,000 population)			
Albany	\$ 150,000	\$ 150,000	\$ 300,000
Dublin	\$ 170,000	\$ 150,000	\$ 320,000
Emeryville	\$ 150,000	\$ 150,000	\$ 300,000
Newark	\$ 150,000	\$ 150,000	\$ 300,000
Piedmont	\$ 170,000	\$ 170,000	\$ 340,000
Total small jurisdictions	\$ 790,000	\$ 770,000	\$ 1,560,000
Medium-size jurisdictions (50,000 to 100,000 population)			
Alameda	\$ 250,000	\$ 250,000	\$ 500,000
Livermore	\$ 275,000	\$ 250,000	\$ 525,000
Pleasanton	\$ 187,500	\$ 187,500	\$ 375,000
San Leandro	\$ 187,500	\$ 187,500	\$ 375,000
Union City	\$ 187,500	\$ 187,500	\$ 375,000
Total medium-size jurisdictions	\$ 1,087,500	\$ 1,062,500	\$ 2,150,000
Large jurisdictions (100,000 to 250,000 population)			
Berkeley	\$ 500,000	\$ 500,000	\$ 1,000,000
Fremont	\$ 500,000	\$ 500,000	\$ 1,000,000
Hayward	\$ 525,000	\$ 500,000	\$ 1,025,000
Unincorporated Alameda County	\$ 437,500	\$ 437,500	\$ 875,000
Total large jurisdictions	\$ 1,962,500	\$ 1,937,500	\$ 3,900,000
Very large jurisdictions (over 250,000 population)			
Oakland	\$ 1,250,000	\$ 1,250,000	\$ 2,500,000
Other non-local agencies (to be determined)			
	\$ 350,000	\$ 350,000	\$ 700,000
Total	\$ 5,440,000	\$ 5,370,000	\$10,810,000

CC | PROJECTED REVENUE

Costs are in millions

	Pedestrian		Bicycle		Pedestrian and bicycle	
	For all ped projects in Alameda County	For projects in Countywide Pedestrian Plan	For all bike projects in Alameda County	For projects in Countywide Bicycle Plan	For all bike and ped projects in Alameda County	For projects in Countywide Pedestrian and Bike Plans
Dedicated Sources						
Measure B/TEP—Bicycle/ped safety; local pass-through	\$ 127.1	\$ 63.6	\$ 39.1	\$ 19.5	\$ 166.2	\$ 83.1
Measure B/TEP - Bicycle/ped safety; countywide discretionary	\$ 56.2	\$ 56.2	\$ 54.6	\$ 54.6	\$ 110.8	\$ 110.8
Measure B/TEP - Bicycle/ped safety; major regional trails	\$ 83.1	\$ 83.1	\$ 83.1	\$ 83.1	\$ 166.2	\$ 166.2
Measure B/TEP - Local streets & roads pass-through	\$ 138.3	\$ 69.2	\$ 27.9	\$ 13.9	\$ 166.2	\$ 83.1
MTC - Safe Routes to School	\$ 15.0	\$ 7.5	\$ 15.0	\$ 7.5	\$ 30.1	\$ 15.0
Transportation Development Act (TDA) Article 3	\$ 21.1	\$ 10.5	\$ 12.8	\$ 6.4	\$ 33.9	\$ 17.0
Vehicle Registration Fee - Bicycle/pedestrian grants	\$ 7.1	\$ 7.1	\$ 7.1	\$ 7.1	\$ 14.3	\$ 14.3
Competitive Sources						
OneBayArea Grant program	\$ 89.2	\$ 89.2	\$ 66.9	\$ 66.9	\$ 156.1	\$ 156.1
MTC – Climate change initiatives	\$ 1.4	\$ 1.4	\$ 4.2	\$ 4.2	\$ 5.6	\$ 5.6
MTC – PDA planning grants	\$ 3.5	\$ 3.5	\$ 1.8	\$ 1.8	\$ 5.3	\$ 5.3
Safe Routes to Transit (SR2T)	\$ 8.4	\$ 8.4	\$ 12.8	\$ 12.8	\$ 21.3	\$ 21.3
Safe Routes to School (SRTS) – Federal	\$ 23.5	\$ 11.8	\$ 2.6	\$ 1.3	\$ 26.1	\$ 13.1
Safe Routes to School (SR2S) – State	\$ 23.9	\$ 12.0	\$ 1.7	\$ 0.9	\$ 25.6	\$ 12.8

	<i>For all ped projects in Alameda County</i>	<i>For projects in Countywide Pedestrian Plan</i>	<i>For all bike projects in Alameda County</i>	<i>For projects in Countywide Bicycle Plan</i>	<i>For all bike and ped projects in Alameda County</i>	<i>For projects in Countywide Pedestrian and Bike Plans</i>
TFCA – Regional Fund	\$ 0.0	\$ 0.0	\$ 5.0	\$ 2.5	\$ 5.0	\$ 2.5
TFCA – County Program Manager Fund	\$ 0.8	\$ 0.4	\$ 10.7	\$ 5.3	\$ 11.5	\$ 5.8
Lifeline Transportation Program	\$ 38.6	\$ 38.6	\$ 2.5	\$ 2.5	\$ 41.2	\$ 41.2
Transportation Planning grant program	\$ 1.4	\$ 0.7	\$ 2.4	\$ 1.2	\$ 3.8	\$ 1.9
Bay Trail Grant Program	\$ 3.1	\$ 3.1	\$ 3.1	\$ 3.1	\$ 6.2	\$ 6.2
Bicycle Transportation Account	\$ 5.0	\$ 2.5	\$ 8.6	\$ 4.3	\$ 13.6	\$ 6.8
Recreational Trails Program (RTP) – non-motorized	\$ 11.3	\$ 5.6	\$ 7.4	\$ 3.7	\$ 18.7	\$ 9.4
Office of Traffic Safety	\$ 7.4	\$ 3.7	\$ 7.7	\$ 3.9	\$ 15.1	\$ 7.6
STIP/Transportation Enhancements (TE)	\$ 15.3	\$ 15.3	\$ 15.3	\$ 15.3	\$ 30.5	\$ 30.5
Highway Safety Improvement Program	\$ 4.5	\$ 2.3	\$ 4.5	\$ 2.3	\$ 9.1	\$ 4.5
Total projected revenue for Bicycle and Pedestrian Plans	\$ 685.5	\$ 495.7	\$ 397.0	\$ 324.3	\$1,082.5	\$ 820.0
Average annual projected revenue	\$ 24.5	\$ 17.7	\$ 14.2	\$ 11.6	\$ 38.7	\$ 29.3

DD | DETAILED REVENUE ESTIMATES

Below are detailed estimates of the projected revenue for each of the 23 potential funding sources considered in the Countywide Pedestrian and Bicycle Plans, including the assumptions used to arrive at the estimates. All revenue projections are for the 28-year life of the plans. “TEP” refers to Alameda CTC’s Transportation Expenditure Plan.

Dedicated pedestrian/bicycle sources in Alameda County

Measure B/TEP—Bicycle/pedestrian safety; local pass-through

- Total for all pedestrian and bicycle projects through 2040: \$166.2 million, or 3 percent of \$5,540 million under a reauthorized Measure B.

Pedestrian

- For all pedestrian projects: \$127.1 million, or 76 percent of above total (based on percentage of local pass-through funds in fiscal years 2005 through 2009 that was spent on pedestrian projects relative to bicycle projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$63.6 million, or 50 percent of above (assuming that the other 50 percent will be spent on local priorities; 50 percent is used for estimating purposes and is based roughly on local jurisdictions self-reporting on whether their Measure B local pass-through funded projects are included in the Countywide Pedestrian Plan or not.).

Bicycle

- For bicycle projects: \$39.1 million, or 24 percent of above total (based on percentage of local pass-through funds in fiscal years 2005 through 2009 that was spent on bicycle projects relative to pedestrian projects).
- For bicycle projects in the Countywide Bicycle Plan: \$19.5 million, or 50 percent of above (assuming that the other 50 percent will be spent on local priorities; 50 percent is used for estimating purposes and is based roughly on local jurisdictions self-reporting on whether their Measure B local pass-through funded projects are included in the Countywide Bicycle Plan or not.)

Measure B/TEP—Bicycle/pedestrian safety; countywide discretionary

- Total for all pedestrian and bicycle projects through 2040: \$110.8 million, or 2 percent of \$5,540 million under a reauthorized Measure B (assumes that the countywide funds will be used toward countywide priorities, both the countywide discretionary grant program, as well as staffing and countywide planning activities and projects).

Pedestrian

- For all pedestrian projects: \$56.2 million, or 51 percent of above total (based on percentage of countywide discretionary funds in fiscal years 2005 through 2009 that was spent on pedestrian projects relative to bicycle projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$56.2 million, or 100 percent of above (assumes that all funded pedestrian projects and programs will be included in this plan).

Bicycle

- For all bicycle projects: \$54.6 million, or 49 percent of above total (based on percentage of countywide discretionary funds in fiscal years 2005 through 2009 that was spent on bicycle projects relative to pedestrian projects).
- For bicycle projects in the Countywide Bicycle Plan: \$54.6 million, or 100 percent of above (assumes that all funded pedestrian projects and programs will be included in this plan).

Measure B/TEP—Bicycle/pedestrian safety; major regional trails

- Total for all pedestrian and bicycle projects through 2040: \$166.2 million, or 3 percent of \$5,540 million under a reauthorized Measure B.

Pedestrian

- For all pedestrian projects: \$83.1 million, or 50 percent of above total (based on assumption that all multi-use trails are equally beneficial to pedestrians and bicyclists).
- For pedestrian projects in the Countywide Pedestrian Plan: \$83.1 million, or 100 percent of above (based on the fact that the three major trails are all priorities in the Pedestrian Plan).

Bicycle

- For all bicycle projects: \$83.1 million, or 50 percent of above total (based on assumption that all multi-use trails are equally beneficial to pedestrians and bicyclists).
- For bicycle projects in the Countywide Bicycle Plan: \$83.1 million, or 100 percent of above (based on the fact that the three major trails are all priorities in the Bicycle Plan).

Measure B/TEP—Local streets and roads pass-through category

- Total for all projects through 2040: \$1,108 million, or 20 percent of \$5,540 million under a reauthorized Measure B.
- Total for all pedestrian and bicycle projects through 2040: \$166.2 million, or 15% of above.

Pedestrian

- For all pedestrian projects: \$138.3 million, or 83 percent of above total (based on historical percentage of all Measure B local streets and roads funding spent on bicycle/pedestrian projects that is used for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$69.2 million, or 50 percent of above (same assumption mentioned above for bicycle/pedestrian safety pass-through funding).

Bicycle

- For all bicycle projects: \$27.9 million, or 17 percent of above total (based on historical percentage of all Measure B local streets and roads funding spent on bicycle/pedestrian projects that is used for bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$13.9 million, or 50 percent of above (same assumption mentioned above for bicycle/pedestrian safety pass-through funding).

MTC—Safe Routes to School (SR2S)

- Total for all projects in Bay Area through 2040: \$140 million, or \$5 million annually (based on \$20 million for MTC's initial, four-year SR2S programming cycle).
- Total for all projects in Alameda County through 2040: \$30 million, or 21 percent of the above (which is the county's share of the region's public and private K-12 school enrolment).

Pedestrian

- For all pedestrian projects: \$15 million, or 50 percent of above total (with the other 50 percent dedicated to bicycle projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$7.5 million, or 50 percent of above (this percentage is used for estimating purposes, since many, but not all, schools are likely within the areas covered by the pedestrian vision system).

Bicycle

- For all bicycle projects: \$15.0 million, or 50 percent of above total (with the other 50 percent dedicated to pedestrian projects).

- For bicycle projects in the Countywide Bicycle Plan: \$7.5 million, or 50 percent of above (this percentage is used for estimating purposes, since many, but not all, schools are likely within the areas covered by the bicycle vision network).

Transportation Development Act Article 3

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$21.1 million (based on the average annual amount—\$0.75 million—of source funds in fiscal years 2005 through 2009 that was spent on pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$10.5 million, or 50 percent of above (based on the assumption that a significant amount of funds are used on local, rather than countywide, projects).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$12.8 million (based on average annual amount—\$0.46 million—of source funds in fiscal years 2005 through 2009 that was spent on bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$6.4 million, or 50 percent of above (based on the assumption that a significant amount of funds are used on local, rather than countywide, projects).

Vehicle Registration Fee— Bicycle/pedestrian grants

- Total for all projects through 2040: \$285.6 million (estimate based on anticipated annual net revenue of \$10.2 million annually).
- Total for all pedestrian and bicycle projects through 2040: \$14.3 million, or 5 percent of above.

Pedestrian

- For all pedestrian projects: \$7.1 million, or 50 percent of above total (other 50 percent is assumed to be for bicycle projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$7.1 million, or 100 percent of

above (assumes that funds, to be distributed as grants, will only be used for projects included in the Countywide Pedestrian Plan).

Bicycle

- For all bicycle projects: \$7.1 million, or 50 percent of above (other 50 percent is assumed to be for pedestrian projects).
- For bicycle projects in the Countywide Bicycle Plan: \$7.1 million, or 100 percent of above (assumes that funds, to be distributed as grants, will only be used for projects included in the Countywide Bicycle Plan).

Competitive sources

OneBayArea Grant program

- Total for all projects in Bay Area through 2040: \$2,240 million, or \$80 million annually for 28 years (based on \$320 million proposed for first four years of program).
- Total for all projects in Alameda County through 2040: \$446 million, or 19.9 percent of above (based on Alameda County's share of funding for the first four years - \$63 million).

Pedestrian

- For all pedestrian projects: \$89.2 million, or 20 percent of above total. The flexibility of the OneBayArea Grant (OBAG) program, and the spending discretion it gives Alameda CTC, makes it difficult to project the revenues that would be available for pedestrian projects. The Alameda CTC Board will be adopting a distribution formula for the OBAG program by 2013, at which time the percentages for pedestrian and bicycle projects will be determined. The estimate of 20% is based on an analysis of the program categories and types of projects that MTC expects will be funded under the OBAG program, and on the actual distribution of funds to pedestrian projects in the "CMA Block Grant - Cycle 1 STP/CMAQ" program.
- For pedestrian projects in the Countywide Pedestrian Plan: \$89.2 million, or 100 percent of

above (assumes that all funded pedestrian projects and programs will be included in the plan).

Bicycle

- For all bicycle projects: \$66.9 million, or 15 percent of above total. Similar to the Pedestrian Plan, the estimate of 15% is based on an analysis of the program categories and types of projects that MTC expects will be funded under the OBAG program, and on the actual distribution of funds to bicycle projects in the “CMA Block Grant - Cycle 1 STP/CMAQ” program.
- For bicycle projects in the Countywide Bicycle Plan: \$66.9 million or 100 percent of above (assumes that all funded bicycle projects and programs will be included in the plan).

MTC—Climate change initiatives

- Total for all projects in Bay Area through 2040: \$140 million, or \$5 million annually (based on \$20 million for MTC’s initial, four-year Climate Change Program cycle).
- Total for all projects in Alameda County through 2040: \$28.1 million, or 20.1 percent of the above (which is the county’s share of the region’s population).

Pedestrian

- For all pedestrian projects: \$1.4 million, or 5 percent of above total (based on approximate share of funds under MTC’s initial Climate Initiatives Program in Cycle 1 that was dedicated to pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$1.4 million, or 100 percent of above (assumes all projects would be in the plan).

Bicycle

- For all bicycle projects: \$4.2 million, or 15 percent of above total (based on approximate share of funds under MTC’s initial Climate Initiatives Program in Cycle 1 that was dedicated to bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$4.2 million, or 100 percent of above (assumes all projects would be in the plan).

MTC—Priority Development Area (PDA) Planning Grants

- Total for all projects in Bay Area through 2040: \$175 million, or \$6.3 million annually (based on \$25 million proposed for first four years of program).
- Total for all projects in Alameda County through 2040: \$35.2 million, or 20.1 percent of the above (which is the county’s share of the region’s population).

Pedestrian

- For all pedestrian projects: \$3.5 million, or 10 percent of above total (assumes that a small portion of planning funding will benefit pedestrian travel).
- For pedestrian projects in the Countywide Pedestrian Plan: \$3.5 million, or 100 percent of above (assumes that all improvements in PDAs will also be in the priority areas in the plan).

Bicycle

- For all bicycle projects: \$1.8 million, or 5 percent of above total (assumes that a small portion of planning funding will benefit bicycle travel).
- For bicycle projects in the Countywide Bicycle Plan: \$1.8 million, or 100 percent of above (assumes that all improvements in PDAs will also be in the priority areas in the plan).

Safe Routes to Transit (SR2T)

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$8.4 million (based on average annual amount of program funds - \$0.3 million - for the first three program cycles (2005, 2007 and 2009) awarded to Alameda County jurisdictions and other agencies for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$8.4 million, or 100 percent of above (assumes that all projects will be near major transit stations, which are part of the pedestrian vision system).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$12.8 million (based on average annual amount of program funds—\$0.5 million—

for the first three program cycles (2005, 2007 and 2009) awarded to Alameda County jurisdictions and other agencies for bicycle projects).

- For bicycle projects in the Countywide Bicycle Plan: \$12.8 million, or 100 percent of above (assumes that all projects will provide access to major transit stations, which is a part of the bicycle vision network).

Safe Routes to School (SRTS)—Federal

- Total for all projects in Alameda County through 2040: \$26.1, or \$0.93 million annually (based on 4 percent—Alameda County’s share of California’s population—of \$23 million available in funding for 2011; because this is a relatively new source, there is insufficient historical information about projects funded in Alameda County on which to base an assumption of the actual percentage of funds the county will receive).

Pedestrian

- For all pedestrian projects: \$23.5 million, or 90 percent of above total (this is the rough percentage of funds awarded to Alameda County jurisdictions and other agencies under the State Safe Routes to School program [see below] over three program cycles that was spent on pedestrian projects. The other 10 percent is assumed to be for bicycle projects.)
- For pedestrian projects in the Countywide Pedestrian Plan: \$11.8 million, or 50 percent of above (this percentage is used for estimating purposes, since many schools are likely within the areas covered by the pedestrian vision system)

Bicycle

- For all bicycle projects: \$2.6 million, or 0 percent of above total (based on percentage of funds awarded to Alameda County jurisdictions and other agencies under the State Safe Routes to School program [see below] over three program cycles that was spent on bicycle projects. The other 90 percent is assumed to be for pedestrian projects.)
- For bicycle projects in the Countywide Bicycle Plan: \$1.3 million, or 50 percent of above (this percentage is used for estimating purposes, since

many schools are likely within the areas covered by the bicycle vision network)

Safe Routes to School (SR2S)—State

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$23.9 million, or \$0.85 million annually (based on the average annual amount of actual program funds over three program cycles (between fiscal years 2005/06 and 2009/10) awarded to Alameda County jurisdictions and other agencies for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$12.0 million, or 50 percent of above (this percentage is used for estimating purposes, since many schools are likely within the areas covered by the pedestrian vision system).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$1.7 million, or \$0.06 million annually (based on the average annual amount of actual program funds over three program cycles (between fiscal years 2005/06 and 2009/10) awarded to Alameda County jurisdictions and other agencies for bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$0.9 million, or 50 percent of above (this percentage is used for estimating purposes, since many schools are likely within the areas covered by the bicycle vision network).

Transportation Fund for Clean Air—Regional Fund

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$0 (based on the average annual amount of actual program funds in fiscal years 2007, 2008 and 2009 awarded to Alameda County jurisdictions and other agencies for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$0 (see above).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$5.0 million, or \$0.18 million annually (based on the average annual amount of actual program funds in fiscal years 2007, 2008 and 2009 awarded to Alameda County jurisdictions and other agencies for bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$2.5 million, or 50 percent of above (this percentage is used for estimating purposes, since many, but not all, projects are likely within the areas covered by the bicycle vision network).

Transportation Fund for Clean Air— County Program Manager Fund

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$0.8 million, or \$0.03 million annually (based on the average annual amount of actual program funds in fiscal years 2007, 2008 and 2009 awarded to Alameda County jurisdictions and other agencies for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$0.4 million, or 50 percent of above (this percentage is assumed since many projects, but not all, are likely within the areas covered by the pedestrian vision system).

Bicycle

- Total for bicycle projects in Alameda County through 2040: \$10.7 million, or \$0.38 million annually (based on average annual amount of program funds in fiscal years 2007, 2008 and 2009 awarded to Alameda County jurisdictions and other agencies for bicycle projects)
- For bicycle projects in the Countywide Bicycle Plan: \$5.3 million, or 50 percent of above (this percentage is used for estimating purposes, since many, but not all, projects are likely within the areas covered by the bicycle vision network).

Lifeline Transportation Program

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$38.6 million, or \$1.4 million

annually (based on the average annual amount of actual program grant funds received in two (2006 and 2009) three-year program cycles awarded to Alameda County jurisdictions and other agencies for pedestrian projects).

- For pedestrian projects in the Countywide Pedestrian Plan: \$38.6 million, or 100 percent of above (this percentage is assumed since most projects improve access to transit and all are in Communities of Concern, both which are priority areas in this plan).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$2.5 million, or \$0.09 million annually (based on the average annual amount of actual program grant funds received in two (2006 and 2009) three-year program cycles awarded to Alameda County jurisdictions and other agencies for bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$2.5 million, or 100 percent of above (this percentage is assumed since most projects improve access to transit and all are in Communities of Concern, both which are priority areas in this plan).

Transportation Planning grant program

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$1.4 million, or \$0.05 million annually (based on average annual amount of program grant funds in fiscal years 2007, 2008 and 2009 awarded to Alameda County jurisdictions and other agencies for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$0.7 million, or 50 percent of above (this percentage is assumed since many projects, but not all, are likely within areas covered by the pedestrian vision system).

Bicycle

- Total for all bicycle projects in Alameda County in 2040: \$2.4 million, or \$0.08 million annually (based on average annual amount of program grant funds in fiscal years 2007, 2008 and 2009 awarded to Alameda County jurisdictions and other agencies for bicycle projects).

- For bicycle projects in the Countywide Bicycle Plan: \$1.2 million, or 50 percent of above (this percentage is assumed since many, but not all, projects are likely within areas covered by the bicycle vision network).

Bay Trail grant program

- Total for all projects in Bay Area through 2040: \$44.6 million, or \$1.6 million annually (based on two state appropriations of \$3 million each over the past four years, in fiscal years 2007 and 2009).
- Total for all projects in Alameda County through 2040: \$6.2 million, or 14 percent of above (based on Alameda County's share of the total cost to complete the Bay Trail in the region).

Pedestrian

- For all pedestrian projects: \$3.1 million, or 50 percent of above total (other 50 percent is assigned to the Bicycle Plan under the assumption that Bay Trail projects benefit bicyclists and walkers equally).
- For pedestrian projects in the Countywide Pedestrian Plan: \$3.1 million, or 100 percent of above (the Bay Trail is a priority project in the plan).

Bicycle

- For all bicycle projects: \$3.1 million, or 50 percent of above total (other 50 percent is assigned to the Pedestrian Plan under the assumption that Bay Trail projects benefit walkers and cyclists equally).
- For bicycle projects in the Countywide Bicycle Plan: \$3.1 million, or 100 percent of above (the Bay Trail is a priority project in the plan).

Bicycle Transportation Account

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$5.0 million, or \$0.18 million annually (based on the average annual amount of actual funds in fiscal years 2006 through 2009 awarded to Alameda County jurisdictions and other agencies for pedestrian component of funded projects).

- For pedestrian projects in the Countywide Pedestrian Plan: \$2.5 million, or 50 percent of above (this percentage assumed since many projects, but not all, are likely within areas covered by the pedestrian vision system).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$8.6 million, or \$0.31 million annually (based on the average annual amount of actual funds in fiscal years 2006 through 2009 awarded to Alameda County jurisdictions and other agencies for bicycle component of funded projects).
- For bicycle projects in the Countywide Bicycle Plan: \$4.3 million, or 50 percent of above (this percentage assumed since many projects, but not all, are likely within areas covered by the bicycle vision network).

Recreational Trails Program (RTP)—Non-motorized

Pedestrian

- Total for all pedestrian projects in Alameda County through 2040: \$11.3 million, or \$0.40 million annually (based on the average annual amount of actual program grant funds in fiscal years 2007 through 2009 awarded to Alameda County jurisdictions and other agencies for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$5.6 million, or 50 percent of above (this percentage is assumed since many projects, but not all, are likely within the areas covered by the pedestrian vision system).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$7.4 million, or \$0.26 million annually (based on the average annual amount of actual program grant funds in fiscal years 2007 through 2009 awarded to Alameda County jurisdictions and other agencies for bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$3.7 million, or 50 percent of above (this percentage is assumed since many projects, but not

all, are likely within areas covered by the bicycle vision network).

Office of Traffic Safety

Pedestrian

- Total or all pedestrian projects in Alameda County through 2040: \$7.4 million, or \$0.27 million annually (based on the average annual amount of actual program funds in fiscal years 2007 and 2008 awarded to Alameda County jurisdictions and other agencies for pedestrian projects).
- For pedestrian projects in the Countywide Pedestrian Plan: \$3.7 million, or 50 percent of above (this percentage is assumed since many programs, but not all, are likely a pedestrian priority area).

Bicycle

- Total for all bicycle projects in Alameda County through 2040: \$7.7 million, or \$0.28 million annually (based on the average annual amount of actual program funds in fiscal years 2007 and 2008 awarded to Alameda County jurisdictions and other agencies for bicycle projects).
- For bicycle projects in the Countywide Bicycle Plan: \$3.9 million, or 50 percent of above (this percentage is assumed since many programs, but not all, are likely a bicycle priority area).

STIP/Transportation Enhancements (TE)

- Total for all projects in Alameda County through 2040: \$61.1 million, or \$2.2 million annually (based on the average annual amount of actual program funds in fiscal years 2006, 2008 and 2010 in Alameda County for all projects).
- Total for all pedestrian and bicycle projects in Alameda County through 2040: \$30.5 million, or 50 percent of the above (based on an estimate of funds used for pedestrian and bicycle projects, since no project list was readily available).

Pedestrian

- For all pedestrian projects: \$15.3 million, or 50 percent of the above total (the other 50 percent is allocated to bicycle projects).

- For pedestrian projects in the Countywide Pedestrian Plan: \$15.3 million, or 100 percent of above (this percentage is assumed since these funds are discretionary at the county level, and would therefore likely be directed to pedestrian projects included in the plan).

Bicycle

- For all bicycle projects: \$15.3 million, or 50 percent of the above total (the other 50 percent is allocated to pedestrian projects).
- For bicycle projects in the Bicycle Plan: \$15.3 million, or 100 percent of above (this percentage is assumed since these funds are discretionary at the county level, and would therefore likely be directed to bicycle projects included in the plan).

Highway Safety Improvement Program

- Total for all pedestrian and bicycle projects in Alameda County through 2040: \$9.1 million, or \$0.32 million annually (based on the average annual amount of actual program funds awarded to Alameda County jurisdictions and other agencies in fiscal years 2006 through 2009).

Pedestrian

- For all pedestrian projects: \$4.5 million, or 50 percent of above total (other 50 percent is assigned to the Bicycle Plan under the assumption that projects funded under this source benefit cyclists and walkers equally).
- For pedestrian projects in the Countywide Pedestrian Plan: \$2.3 million, or 50 percent of above (this percentage is assumed since many projects, but not all, are likely within areas covered by the pedestrian vision system).

Bicycle

- For all bicycle projects: \$4.5 million, or 50 percent of above total (other 50 percent is assigned to the Pedestrian Plan under the assumption that projects funded under this source benefit walkers and cyclists equally).
- For bicycle projects in the Bicycle Plan: \$2.3 million, or 50 percent of above (this percentage is assumed since many projects, but not all, are likely within areas covered by the bicycle vision network).