

**07**

**Recommendations and  
Monitoring**

# Chapter 7 Recommendations and Monitoring

This chapter presents recommendations to address the mobility and access needs of Alameda County’s low-income and minority communities that have been described throughout this CBTP. The recommendations are presented in the form of broad countywide strategies and near-term actions, as well as specific transportation projects that would address community-specific needs. These transportation projects represent projects that have already been in development, but were not specifically developed in response to this CBTP. The CBTP can inform future project and program development.

A summary of the high-level countywide findings from the baseline conditions, analysis of past planning efforts, and community engagement is shown in Table 7-1.

**Table 7-1: Summary of High-Level Findings Countywide**

Mode/Issue Area	Key Findings
<b>Safety</b>	<ul style="list-style-type: none"> <li>➤ Residents in CBTP study areas indicated concerns around safety while walking, waiting for transit, and biking</li> <li>➤ CBTP study areas have more miles of Auto, Bicyclist, and Pedestrian High-Injury Network than non-CBTP study areas in the county</li> </ul>
<b>Commute Patterns</b>	<ul style="list-style-type: none"> <li>➤ Residents in CBTP study areas are more likely to commute during off peak commute hours compared to residents in non-CBTP study areas</li> <li>➤ The number of off-peak commuters within CBTP study areas has increased at a higher rate than non-CBTP study areas since 2010</li> </ul>

Mode/Issue Area	Key Findings
<b>Transit</b>	<ul style="list-style-type: none"> <li>➤ Residents in CBTP study areas indicated that they use transit frequently</li> <li>➤ Residents expressed concerns around transit affordability</li> <li>➤ Residents expressed concerns around transit frequency</li> <li>➤ Support for improvements to transit amenities: bus shelters and other amenities at stops</li> </ul>
<b>Active Transportation</b>	<ul style="list-style-type: none"> <li>➤ Support for improved infrastructure for active transportation such as high-quality bike lanes, trails that are separate from roads, and bike parking</li> </ul>
<b>Pedestrian Safety</b>	<ul style="list-style-type: none"> <li>➤ Support for separated and accessible walking paths</li> <li>➤ Support for safer and additional crosswalks in high traffic areas</li> </ul>
<b>Driving and Pavement Condition</b>	<ul style="list-style-type: none"> <li>➤ Residents indicate long driving travel times and high costs of driving due to traffic congestion and long distances</li> <li>➤ CBTP study areas are twice as likely to have poor pavement conditions as non-CBTP study areas in the county</li> <li>➤ Improving potholes and roads is a top priority for residents in CBTP study areas</li> </ul>

Development of this CBTP has been integrated with development of the 2020 CTP to ensure that the countywide plan thoroughly considers equity and the needs of disadvantaged and historically underserved communities. As such, the CBTP recommendations presented here are integrated with the core recommendations of the CTP.

Countywide CBTP recommendations are organized in the following categories that reflect the main needs described in prior chapters:

- Safe Biking and Walking
- Affordable and Accessible Transportation
- Bus Transit Use and Experience

- Air Quality and Goods Movement Impacts
- Traffic Congestion and Pavement Condition

Strategies and near-term actions are presented for each category. Strategies can inform funding, advocacy, policy, technical assistance, and project implementation. Actions are specific initiatives Alameda CTC will work to advance, often in collaboration with partner agencies, over the next two to four years. These actions are designed to be achievable and specific. This list of actions is not intended to be static; it will continue to evolve in support of these strategies in coming years as opportunities emerge.

The COVID-19 pandemic occurred as the CBTP moved into the final phase of developing recommendations. There is uncertainty concerning how the pandemic will change mobility and access needs over the near- and long-term; however, the needs collected before the pandemic and recommendations developed in response to these needs are still relevant. That said, discussion of additional near-term actions that will be taken in response to the unique circumstance of the COVID-19 pandemic is included for each recommendation category. This is a dynamic area and Alameda CTC will continue to respond to the crisis as it unfolds.

In addition to the countywide strategies and actions, a key recommendation of the CBTP is to support jurisdictions in implementing transportation projects to address identified needs. As such, the last table in this document presents the priority transportation projects that have been identified for the Countywide Transportation Plan that will help to address the local transportation issues specific to each CBTP study area.

## 7.1 CBTP RECOMMENDATION 1: SAFE BIKING AND WALKING

The need for safety improvements for walking and biking throughout Alameda County has been identified by residents in all geographic areas and highlighted in the analysis of transportation data. Through community outreach, particular concern has been raised about difficulty crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks. Safely walking and bicycling to schools has also been raised as a significant issue within CBTP study areas and this issue is acute near railroad tracks that are close to many schools in the county.

Table 7-2 presents countywide recommendations that will address support for safer walking and bicycling within the county's CBTP study areas. The strategies and actions include improving safety on the roadways that have the highest concentration of crashes (the High-injury Network), supporting changes to speed limits and enforcement policies, building out a low-stress walking and biking network, and increasing safe walking and biking options for students on their way to school.

**Table 7-2: Strategies and Near-Term Actions for Safe Biking and Walking**

Strategy
<ul style="list-style-type: none"><li>• Improve safety on the High-injury Network, with an eye towards community disparities.</li><li>• Support context-appropriate speed limit setting and automated speed enforcement Policies.</li><li>• Build the low-stress walking and biking network, including low-stress facilities on arterials and/or alternative routes, including planning and delivering greenways and trails.</li></ul>
Near-Term Action
<ul style="list-style-type: none"><li>• Support projects that address the High-injury Network, with a particular focus on projects that address the High-injury Network in Communities of Concern (CBTP study areas).</li><li>• Support legislation that enables automated speed enforcement.</li><li>• Reform the speed limit setting process to align with a Safe Systems Approach to allow for context-appropriate speed limit setting.</li><li>• Support implementation of Safe Routes to School (SR2S) school site assessments, including exploration of potential for a mini-grant program.</li><li>• Expand Access Safe Routes equity program within SR2S program.</li><li>• Support project development and delivery for interjurisdictional urban greenway and trail projects, many of which traverse CBTP study areas.</li></ul>

## COVID-19 Recommendations and Strategies: Safe Walking and Biking

The need to safely walk and bicycle to places and for public health has become more acute during the COVID-19 pandemic. This is especially true in the Latinx and Black communities that comprise many of the county's CBTP study areas where there have been the highest reports of positive cases. Alameda CTC is committed to supporting the county's economic recovery and will continue to support the need for county residents and visitors to enjoy safe spaces to walk and bicycle.

Alameda CTC took action in July 2020 to create a Rapid Response Bicycle and Pedestrian Grant Program that will fund "quick-build" transportation measures. These measures can include traffic calming, roadway closures, and temporary repurposing of streets with more space for safely walking and bicycling. These are considered "quick-build" because cities are able to construct them over a shorter time than traditional transportation projects. Table 7-3 presents the agency's COVID-19 strategy and action recommendation related to walking and bicycling. As the pandemic progresses, Alameda CTC will continue to develop response actions that address evolving transportation needs for walking and bicycling safety.

**Table 7-3: COVID-19 Strategies and Actions - Safe Walking and Biking**

Strategy
<ul style="list-style-type: none"><li>• Support Alameda County's economic recovery and capitalize on the need for safe space for walking and biking in neighborhoods</li></ul>
Action
<ul style="list-style-type: none"><li>• Advance the \$1.125M COVID-19 Rapid Response Bicycle and Pedestrian Mini-Grant Program to fund quick-build capital transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses, while respecting transit service.</li></ul>

## 7.2 CBTP RECOMMENDATION 2: AFFORDABLE AND ACCESSIBLE TRANSPORTATION

The need for more affordable and accessible transportation options has been noted as a key concern for residents in CBTP study areas throughout the county. With regards to affordability, there are discounted or free transit fares for students, older adults, and people with disabilities within the county, but there is a gap in affordable transportation programs for adults ages 19 to 64. Strategies to further streamline and reduce the cost of public transportation are included in this recommendation.

Table 7-4 presents countywide recommendations that will address the need for more affordable and accessible public transit within the county’s CBTP study areas. This includes strategies and actions to provide smoother transit connections, improve fare integration, and introduce more affordable fares.

**Table 7-4: Strategies and Near-Term Actions for Affordable and Accessible Transportation**

Strategy
<ul style="list-style-type: none"><li>• Provide seamless transit connections.</li><li>• Improve fare integration and explore affordable fare options.</li></ul>
Action
<ul style="list-style-type: none"><li>• Partner to improve transit fare integration, seamless transit connections.</li><li>• Continue to expand and enhance the Student Transit Pass Program.</li><li>• Track the regional Clipper START program<sup>78</sup> that will allow lower-income adults regardless of age to qualify for fare discounts and explore potential to expand to additional Alameda County operators with full consideration of financial and ridership implications for transit agency budgets.</li><li>• Continue to allocate 10% of sales tax revenue for affordable transit for seniors and people with disabilities in the form of paratransit. In 2020, this is estimated to be approximately \$8 million.<sup>79</sup></li></ul>

78 Webpage for Clipper START program: <https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program>

79 Based on the Transportation Expenditure Plan from the 2014 Measure BB

## COVID-19 Recommendations and Strategies: Affordable and Accessible Transportation

Access to essential goods and services has been significantly constrained during the COVID-19 pandemic, uniquely affecting the county's most vulnerable communities who also reside in many of the CBTP study areas. Alameda CTC is committed to support vulnerable populations' ability to access affordable transportation and the essential goods and services they need.

Table 7-5 presents two actions that Alameda CTC is currently implementing for this strategy. These include allowing the transportation costs of meals delivery to seniors and people with disabilities to be an eligible expense in the agency's paratransit grant program, and modifications to the agency's school-based programs: Safe Routes to Schools (SR2S) and the Student Transit Pass Program (STPP).

During the summer of 2020, the STPP team introduced an online STPP application to ensure that program benefits reach students and families quickly while the districts in Alameda County initiate distance learning. The STPP team has also been coordinating with individual STPP schools on all components of program procedures to ensure students and families can access the program during virtual school orientations and at the beginning of the school year while students learn at home. Likewise, the Alameda County SR2S Program has customized online resources for training, live interactive webinars, and pre-recorded school assemblies to bring SR2S resources into the home. The SR2S program can support remote, hybrid, and in-person models, which will provide flexibility for schools throughout the county while still getting education and programming out to students.

**Table 7-5: COVID-19 Strategies and Actions - Affordable and Accessible Transportation**

Strategy
<ul style="list-style-type: none"><li>• Support vulnerable populations uniquely threatened by COVID-19</li></ul>
Action
<ul style="list-style-type: none"><li>• Change Paratransit fund eligibility to include meal delivery.</li><li>• Make modifications to our school programs, STPP and SR2S, to address evolving student and parent needs and changing school priorities.</li></ul>



### 7.3 CBTP RECOMMENDATION 3: BUS TRANSIT USE AND EXPERIENCE

As highlighted throughout the CBTP, there is a need to expand the frequent public transportation network across the county, especially outside of denser areas like downtown Berkeley and Oakland. In particular, the need to provide options for off-peak commuters, increase the frequency of transit, and construct infrastructure to safely access transit stops and stations have been highlighted as key needs throughout the county's CBTP study areas.

Table 7-6 presents countywide recommendations that will address the need for improved bus frequency, balanced curb management for all users, services that extend the reach of public transit by providing access to stops/stations, and more community-supportive transit projects along major arterial roadways. For this last category of future arterial bus projects, lessons can be learned from implementation of the East Bay Bus Rapid Transit project in East Oakland and the current multimodal corridor projects led by Alameda CTC (San Pablo Avenue and E. 14th/Mission/Fremont Boulevard projects).

**Table 7-6: Strategies and Near-Term Actions for Improving Bus Transit and Experience**

Strategy
<ul style="list-style-type: none"><li>• Improve bus service frequency, reliability, quality and travel time.</li><li>• Manage the curb to balance needs of multiple users.</li><li>• Expand first/last-mile options and improve access to major transit hubs.</li></ul>
Action
<ul style="list-style-type: none"><li>• Support and lead multi-jurisdictional, multimodal corridor projects that address access, safety, and comfort for all modes; and incorporate creative curb management strategies and modern signals. Glean lessons learned to inform other corridor projects.</li><li>• Continue to help fund bus priority projects in CBTP study areas as listed in Table 7-10 at the end of this document for each area.</li><li>• Work directly with community members on developing multimodal corridors such as Bus Rapid Transit to ensure project design meets community needs and provide direct local benefits, especially related to safety</li></ul>

### COVID-19 Recommendations and Strategies: Bus Transit Use and Experience

The onset of the COVID-19 pandemic has had a significant impact on the provision of transit services and programs. Alameda CTC has implemented and will continue to

support near term actions to support transit ridership and service improvements to help restore transit use in the county and preserve this critical access to affordable transportation for CBTP communities. Near term actions to help support transit in the county are indicated in the Table 7-7 .

**Table 7-7: COVID-19 Strategies and Actions – Bus Transit Use and Experience**

Strategy
<ul style="list-style-type: none"> <li>• Support transit recovery and make people feel safe again on transit.</li> <li>• Support vulnerable populations uniquely threatened by COVID-19.</li> </ul>
Near-Term Action
<ul style="list-style-type: none"> <li>• Track discussions at and outcomes of MTC's Blue Ribbon Transit Recovery Task Force.</li> <li>• Support public education on public transit cleanliness/sanitation protocols to boost rider confidence and encourage safe reentry into public transit.</li> <li>• Partner with transit agencies and local jurisdictions to identify transit priority projects that can be implemented quickly to support transit reliability and capacity constraints given COVID-19 operating practices.</li> </ul>

## 7.4 CBTP RECOMMENDATION 4: AIR QUALITY AND GOODS MOVEMENT IMPACTS

CBTP study areas throughout the county are disproportionately impacted by goods movement activities due to their location close to significant transportation infrastructure, such as truck activity associated with the Port of Oakland and warehousing along the I-880, freight rail, and dense truck movements along I-880, I-238, and I-580 to the Central Valley. As described in previous sections of this document, this has translated into poor air quality in West Oakland and along freeways, and safety issues on local streets near industrial uses and along railroad tracks within communities.

Table 7-8 on the following page presents countywide recommendations that will address the need for improved air quality and mitigation of goods movement impacts, such as improvement of priority freight routes, advancing an electrified future for all modes, effectively managing truck parking and congestion, supporting cities in implementation of truck management plans. Recommendations include actions specific to addressing air quality issues within the West Oakland CBTP study area that were identified as part of the AB 617 planning done by the community and the Bay Area Air Quality Management District (BAAQMD).

**Table 7-8: Strategies and Near-Term Actions for Air Quality and Goods Movements**

<b>Strategy</b>
<ul style="list-style-type: none"><li>• Improve priority freight routes and shift more freight to rail.</li><li>• Enhance safety at at-grade rail crossings.</li><li>• Support advancing an Electrified Future for all modes, including infrastructure for near zero/zero-emission truck technology.</li></ul>
<b>Near-Term Action</b>
<ul style="list-style-type: none"><li>• Work with megaregional partners, the State, and Union Pacific Railroad to improve rail infrastructure and capacity to encourage rail use and open opportunities for improved passenger rail services.</li><li>• Facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program.</li><li>• Continue to partner with BAAQMD on the implementation of strategies/outcomes of AB 617</li><li>• Seek partnerships to integrate greening elements (e.g. street trees) into transportation projects such as multimodal corridors near freeways and areas of high truck activity.</li><li>• Support cities' implementation of truck management plans.</li></ul>

## **COVID-19 Strategies: Air Quality and Goods Movement**

One side effect of the COVID-19 pandemic has been a reduction in travel and goods movement during spring and early summer 2020, which has resulted in some air quality improvements. However, medium-term impacts are unknown, so Alameda CTC will monitor the evolving impacts of COVID-19 on travel needs for the goods movement sector and its impact on communities.

## **7.5 CBTP RECOMMENDATION 5: TRAFFIC AND PAVEMENT CONDITION**

Alameda County's CBTP study areas are twice as likely to be home to "at-risk" pavement conditions as other areas, which means that the pavement condition is past the point where quick upgrades will suffice and approaching the time when major maintenance will be needed. As summarized from outreach, improving potholes and roads is a top priority for CBTP study area residents as well as reducing the impacts of traffic congestion, often times as the result of spillover traffic from crowded freeways during commute times.

Table 7-9 presents countywide recommendations that will improve existing pavement condition, including the prioritization of repaving streets based on equity factors. Strategies to increase investment in alternative modes to driving to lessen congestion in CBTP study areas are included in the preceding recommendations.

**Table 7-9: Strategies and Recommendations for Improving Pavement Condition**

Strategy
<ul style="list-style-type: none"> <li>Alameda CTC on-going funding commitment to Local Streets and Roads Maintenance</li> </ul>
Action
<ul style="list-style-type: none"> <li>Continue to allocate 20% of sales tax revenue<sup>80</sup> each year to local cities and agencies for upgrading pavement quality through the Direct Local Distribution Fund program. For 2020, this is estimated to be approximately \$32 million.</li> <li>Facilitate information exchange among cities and the County on how equity factors could be incorporated in overall maintenance programs, including pavement, street lighting, and sidewalks, among others.</li> </ul>

## COVID-19 Strategies: Traffic and Pavement Condition

As mentioned in the previous strategy, one side effect of the COVID-19 pandemic has been a reduction in travel and goods movement during spring and early summer 2020, which has resulted in some traffic improvements. However, medium-term impacts are unknown, so Alameda CTC will monitor the evolving impacts of COVID-19 on traffic levels on Alameda County freeways and through communities. Additionally, many pavement projects have been completed during the pandemic as transportation agencies continue to address the pavement maintenance backlog from before the pandemic.

## 7.6 CBTP PROJECT RECOMMENDATIONS BY CITY AND AREA

The previous sections describe countywide strategies that will be advanced across CBTP study areas throughout the county. While some strategies will be more relevant in some areas than others, the strategies presented above are broadly relevant across all areas. This section highlights the specific key findings for each CBTP study area,

<sup>80</sup> Based on the Transportation Expenditure Plan from the 2014 Measure BB

organized by jurisdiction, and the transportation projects that have been prioritized in the 2020 CTP that speak directly to the findings from community engagement within each area. These projects are either within the boundaries of the CBTP study area or increase access to the area.

**Table 7-10: Specific CBTP Findings and Project Recommendations by Jurisdiction**

Alameda	
<b>Findings from Community Engagement</b>	<ul style="list-style-type: none"> <li>• Concern around transit amenities: better bus shelters and apps for smartphones, more weekend/night service</li> <li>• Concern for pedestrian safety due to driving behaviors</li> </ul>
<b>Priority Transportation Projects in CTP</b>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to Alameda’s CBTP study area:</b></p> <ul style="list-style-type: none"> <li>• Alameda Point Transit Network Improvements</li> <li>• Lincoln Avenue/Marshall Way Safety Improvements</li> <li>• Willie Stargell Bus Priority and Multimodal Safety Corridor</li> </ul> <p><b>Advance additional projects that will increase access within and to the CBTP study area or protect from sea level rise:</b></p> <ul style="list-style-type: none"> <li>• Seaplane Lagoon Ferry Service</li> <li>• Shoreline Overtopping Near Webster and Posey Tube</li> <li>• Clement Avenue and Tilden Way Complete Streets</li> <li>• West End Bike and Ped Crossing</li> </ul>
Albany	
<b>Findings from Community Engagement</b>	<ul style="list-style-type: none"> <li>• Support for infrastructure improvements to connect residents to businesses, schools, and recreational facilities</li> <li>• Concerns around pavement quality for biking and lack of bike lanes</li> <li>• Concerns around traffic, travel time, and lack of affordable parking</li> </ul>
<b>Priority Transportation Projects in CTP</b>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to Albany’s CBTP study area:</b></p> <ul style="list-style-type: none"> <li>• Solano Avenue Complete Streets</li> <li>• San Pablo Avenue Complete Streets</li> </ul>

Berkeley	
<b>Findings from Community Engagement</b>	<ul style="list-style-type: none"> <li>• Concern around community displacement, as well as concerns for retaining existing industries</li> <li>• Concerns around safety, affordability, and cleanliness on BART</li> <li>• A desire for more reliable bus service on nights/weekend and more frequent weekday service</li> <li>• A desire for additional active transportation improvements to improve bicyclist and pedestrian safety</li> </ul>
<b>Priority Transportation Projects in CTP</b>	<p><b>Improve safety and transit quality through multimodal corridors or other transit projects that are within or provide access to Berkeley’s CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• Adeline Street Corridor Transportation Improvements</li> <li>• Martin Luther King Jr Way Complete Streets Corridor</li> <li>• Telegraph Avenue Multimodal Corridor Project</li> <li>• San Pablo Avenue Complete Streets Corridor</li> <li>• North Berkeley BART Station Active Access Improvements</li> </ul> <p><b>Advance additional projects that will increase access within and to the CBTP study area or otherwise protect the community from goods movement impacts:</b></p> <ul style="list-style-type: none"> <li>• I-80/Gilman and I/80 Ashby Interchange Modernization</li> <li>• Railroad Quiet Zone Multimodal Safety Project</li> <li>• Berkeley – San Francisco Ferry</li> </ul>
Oakland	
<b>Findings from Community Engagement</b>	<ul style="list-style-type: none"> <li>• Focus on active transportation education programming for youth</li> <li>• Existing pavement in poor condition</li> <li>• Concern around pedestrian safety due to vehicular speed and lack of sidewalks</li> <li>• Significant local air pollution exposure and health impacts, particularly in West Oakland</li> <li>• Socioeconomic, cultural, and discriminatory barriers faced by people of color to access bicycling and public spaces more generally.</li> <li>• A desire for increased frequency and reliability of transit for off-peak trips</li> </ul>

<p><b>Priority Transportation Projects in CTP</b></p>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to Oakland's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• Bikeways: Bancroft Avenue, Telegraph Avenue, West Oakland, East Oakland Neighborhood</li> <li>• Downtown Oakland East-West Safe Streets</li> <li>• East Bay BRT Corridor Safety Improvements</li> <li>• MacArthur Smart City Corridor Project</li> <li>• BART: 19th Street BART Improvements, West Oakland TOD, Lake Merritt Station Area</li> <li>• AC Transit corridors: West Grand Avenue, San Pablo Avenue, Fruitvale Avenue, Foothill Blvd Corridor Improvements (Phase 1), Broadway, and Shattuck/MLK</li> <li>• East Bay Greenway</li> </ul> <p><b>Mitigate against goods movement impacts</b> for air quality and safety:</p> <ul style="list-style-type: none"> <li>• West Oakland Industrial Streets and 7th Street Bikeway</li> <li>• Rail Safety Enhancement Program</li> <li>• Near and Mid-Term Port Operations and Emission Reductions</li> </ul> <p><b>Advance additional projects that will increase access within and to the CBTP study area:</b></p> <ul style="list-style-type: none"> <li>• 42nd Ave &amp; High Street I-880 and Oakland/Alameda Access</li> <li>• Bay Bridge Forward and I-580 Design Alternatives Assessment Recommendations</li> <li>• Emeryville: 40th Street Greenway and Mandela Connector, Quiet Zone Safety Measures</li> </ul>
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**Unincorporated Alameda County: Ashland, Cherryland, and Castro Valley**

<p><b>Findings from Community Engagement</b></p>	<ul style="list-style-type: none"> <li>• Pedestrian safety, including: safer crossings, traffic calming, and better sidewalks</li> <li>• A desire for more frequent daytime bus service, nighttime/weekend service, and higher reliability</li> </ul>
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<p><b>Priority Transportation Projects in CTP</b></p>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to Ashland, Cherryland, and Castro Valley CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• E14th/Mission Blvd Corridor Projects,</li> <li>• East Lewelling Boulevard Complete Streets - Phase II</li> <li>• Hesperian Phase II</li> <li>• East Bay Greenway</li> <li>• Rail Safety Enhancement Program</li> </ul>
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**Hayward**

<p><b>Findings from Community Engagement</b></p>	<ul style="list-style-type: none"> <li>• Interchanges along I-880 identified as notable barriers for walking and cycling</li> <li>• Concern for safe and accessible walking facilities</li> <li>• Need for more daytime/weekend/night bus service and affordable fares</li> </ul>
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<p><b>Priority Transportation Projects in CTP</b></p>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to Hayward's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• E14th/Mission Blvd Corridor Project</li> <li>• Tennyson Rd. Corridor PDA Complete Streets</li> <li>• Downtown Hayward PDA Multimodal Complete Streets</li> <li>• Rail Safety Enhancement Program</li> <li>• East Bay Greenway</li> </ul> <p><b>Improve safety and access through multimodal interchanges that are within or provide access to Hayward's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• I-880/Winton/A Street Interchange</li> <li>• I-880/Whipple Road/Industrial Parkway Interchange</li> <li>• SR 92/Clawiter/Whitesell Interchange</li> </ul>
<p><b>San Leandro</b></p>	
<p><b>Findings from Community Engagement</b></p>	<ul style="list-style-type: none"> <li>• Improve automobile and pedestrian safety outcomes on multimodal corridor</li> <li>• Identify strategies to improve sidewalk conditions, lighting, and bicycle infrastructure</li> <li>• A desire for more daytime bus and night/weekend service, fewer/shorter transfers</li> </ul>
<p><b>Priority Transportation Projects in CTP</b></p>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to San Leandro's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• E14th/Mission Blvd Corridor Projects</li> <li>• Downtown San Leandro Streetscapes</li> <li>• East Bay Greenway</li> </ul> <p><b>Improve safety and multimodal access within and to San Leandro's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• San Leandro Creek Trail</li> <li>• Rail Safety Enhancement Program</li> <li>• San Leandro BART Station Area Safety Improvements</li> </ul>
<p><b>Union City</b></p>	
<p><b>Findings from Community Engagement</b></p>	<ul style="list-style-type: none"> <li>• Interest in investments in active transportation infrastructure</li> <li>• Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service.</li> <li>• Need for more night/weekend bus service, more daytime service, accessible vans/paratransit</li> </ul>



<p><b>Priority Transportation Projects in CTP</b></p>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to Union City's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• E14th/Mission Blvd Corridor Projects</li> <li>• Quarry Lakes Parkway (Segments 1-4)</li> </ul> <p><b>Advance additional projects that will increase safety and access within and to the CBTP study areas</b></p> <ul style="list-style-type: none"> <li>• Rail Safety Enhancement Program</li> <li>• Union Landing Transit Center Modifications</li> </ul>
<p><b>Newark</b></p>	
<p><b>Findings from Community Engagement</b></p>	<ul style="list-style-type: none"> <li>• Interest in investments in active transportation infrastructure</li> <li>• Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service.</li> <li>• Need for more night/weekend bus service, more daytime service, accessible vans/paratransit</li> </ul>
<p><b>Priority Transportation Projects in CTP</b></p>	<p><b>Improve safety and transit quality through multimodal corridors that are within or provide access to Newark's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• Thorton Avenue Complete Streets Corridor</li> </ul> <p><b>Advance additional projects that will increase safety and access within and to the CBTP study areas</b></p> <ul style="list-style-type: none"> <li>• Central Avenue Overpass</li> </ul>
<p><b>Livermore</b></p>	
<p><b>Findings from Community Engagement</b></p>	<ul style="list-style-type: none"> <li>• Need for improvements to pedestrian crossings, better walking and biking facilities that are separate from road.</li> <li>• Concerns over high traffic speeds and distance between destinations</li> <li>• Interest in better access to transit</li> </ul>
<p><b>Priority Transportation Projects in CTP</b></p>	<p><b>Improve safety and transit quality through trails, interchange and rail projects that are within or provide access to Union City's CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• Iron Horse Trail, 580/First Street Interchange</li> <li>• Valley Link and multimodal access improvements</li> <li>• Rail Safety Enhancement Program</li> <li>• ACE Medium-Term Service Increase</li> </ul>

<b>Countywide</b>	
<b>CBTP Countywide Needs</b>	<ul style="list-style-type: none"> <li>• Improved Safety for Pedestrians and Cyclists</li> <li>• Improved Access to Frequent and Affordable Transit</li> <li>• Reduced Impacts on Communities from Truck Traffic and Parking</li> <li>• Less Traffic and/or Smoother Traffic Flow</li> <li>• Improved Transit Services</li> <li>• Improved Pedestrian and Cyclist Safety in High-Traffic Areas</li> <li>• Improved Bicycle Infrastructure</li> </ul>
<b>Priority Transportation Projects in CTP</b>	<p><b>Advance the five on-going programs in CTP's 10-year list, with a focus on addressing these needs within and accessing CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• Mobility for Seniors and People with Disabilities - Paratransit</li> <li>• Safe Routes to School</li> <li>• State of Good Repair (Local Streets and Roads)</li> <li>• Student Transit Pass Program</li> <li>• Transit Operations</li> </ul> <p><b>Advance countywide projects that are within or provide access to multiple CBTP study areas:</b></p> <ul style="list-style-type: none"> <li>• Bay Trail and Bay Trail Connectors</li> <li>• BART Core Capacity</li> <li>• BART Bay Fair Connection</li> </ul>

## 7.7 MONITORING AND EVALUATION

Alameda CTC further supports the recommendations of the CBTP by integrating them into funding allocation processes and decisions. Alameda CTC funding decisions are streamlined into one unified Comprehensive Investment Plan (CIP). The CIP is a short-term funding document that has a 5-year horizon. Figure 7-1 illustrates the flow from planning to funding. Public agencies in Alameda County such as cities, the County, and transit agencies submit funding requests on an approximately two-year cycle to Alameda CTC for fund sources such as the Measure BB sales tax and Vehicle Registration Fee (VRF). The decisions on how much funding is allocated to which projects are made through a rigorous evaluation process where project applicants must illustrate how the projects and programs they propose support the countywide vision and goals. The CIP directly programs funds to specific projects and programs, including those implemented by Alameda CTC and by other agencies. The CIP project evaluation process will incorporate the priorities and needs identified in the CBTP.

In addition to the evaluation included in the CIP funding process, as a final strategy for the CBTP, Alameda CTC, in partnership with our jurisdictions and transit agencies, will track progress on the recommendations in this chapter through existing agency efforts, such as for reporting already required from the Measure BB Transportation Expenditure Plan.

**Figure 7-1: Alameda CTC Flow from Planning to Funding for Projects and Programs**

