



CENTRAL ALAMEDA COUNTY COMPREHENSIVE MULTIMODAL CORRIDOR PLAN



Appendices

November 2022

Appendix 6-1: Community Engagement Comments from Interactive Map

Comment ID	Type	Project	Comment
1	Active Transportation	San Lorenzo Creekway Trail	The SLZ Creekway will open the only east-west multi-use trail in the entire area, get people and bicycles off streets, provide for recreation and non-motorized transit, and build creek/watershed awareness. Costs to building the Creekway are low per mile because the right-of-way along the channel is already owned by Flood Control.
2	Active Transportation	34, MLK Shoreline to Coliseum BART connection, Active Transportation Project, Transit, 1, 22.5321610295, 66th Ave from Oakport St to San Leandro St, Study Area, greyout	It is imperative that this bike facility be a Class IV facility, rather than a Class II, providing protection for all types of uses and users connecting from East Oakland's neighborhoods to the beautiful park space along the Bay. There is no safe and dire
3	Active Transportation	MLK Shoreline to Coliseum BART connection	This should not connect the Bay to East Oakland merely with Class II (unprotected) bike lanes. These lanes need to be protected to ensure all users and user types can connect safely between their neighborhood and this essential park space. Even proposing Class II bike lanes here when other communities in the East Bay have bike/ped bridges and other safe/protected facilities connecting their neighborhoods in the Bay is an example of the inequities that persist in our region.
4	Active Transportation	Lake Merritt Bay Trail	The Bay Trail/ABAG/MTC team strongly supports completing the Lake Merritt to Bay Trail Connector Bridge. The completion of this bridge will create a critical connection across I-880 and a multitude of other infrastructure to create a safe, low stress, and unobstructed path to allow the majority of the population that lives north and east of I-880 to safely cross to the Bay's shoreline and the businesses and attractions along the Oakland Estuary.
5	Active Transportation	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	Foothill Blvd should have a bidirectional cycle track along it to make a seamless connection between the Lake Merritt Bike Path and the two-way bike lane on Foothill that continues east of 14th Ave. This facility is also important to provide a protected space for bicyclists directly connecting from Lake Merritt (a major destination and bike thoroughfare) to the future East Bay Greenway, which it connects to farther east (near Fruitvale BART).
6	Active Transportation	Fruitvale Avenue/Park Street Transit Improvements	The 20/21, 51A/O and other routes from Alameda to Fruitvale BART and further into Oakland deserve priority over cars so they can get around congestion. These streets also need improvements to be safer for cyclists. Drivers are very dangerous along Fruitvale and Park. Some will speed through red lights or into oncoming traffic. Paint can't fix these problems. Concrete and other harder infrastructure changes are needed.
7	Active Transportation	East Bay Greenway Urban Trail (Phase 2)	Whole heartedly believe there is the promise of "build it and they will come" from field of dreams philosophy. It is a connection and safety necessity, health and wellness opportunity which must not be missed. Better than insuring electric cars for all ...electric bikes and safe well lighted pathways fair all first with autos and trucks being secondary. No reason not to! Every reason to....

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8	Active Transportation	Fruitvale Avenue/Park Street Transit Improvements	This corridor should have a protected bike lane that would represent the only safe bike access to Alameda from Oakland. The bike lane would also connect Alameda to the Fruitvale BART station to provide "last mile" connection to BART for commuters. Bikes are cheaper, faster and more reliable than bus service. They require protection from traffic to be truly inclusive and welcoming.
9	Active Transportation	San Lorenzo Creekway Trail	The San Lorenzo Creekway Trail is the kind of project that is so important in addressing issues of racial, health, and economic equity in Unincorporated Alameda County and Hayward. Historic disinvestment coupled with physical barriers and dangerous conditions for pedestrians and bicyclists continue to result in extreme inequities!
10	Active Transportation	San Francisco Bay Trail	There are some very nice spots to walk along the Oakland Estuary, but then there are frustrating gaps with fences and private proper. Also some of the existing portions are not maintained and are closed to the public. Would be great to be able to safely and comfortably walk and bike along this entire waterfront.
11	Active Transportation	San Francisco Bay Trail	There has been existing Measure DD funding for 20 years to complete this significant Bay Trail gap, but Oakland still has not made significant progress on bringing this project close to construction. The resulting bike/walk connectivity gaps are very bad, this need to be taken seriously & expedited.
12	Active Transportation	Clement Ave and Tilden Way Complete Streets, Clement Ave and Tilden Way Complete Streets	The Bay Trail/ABAG/MTC team strongly supports completing the Bay Trail through pedestrian and bicycle facility improvements along Clement and Tilden Way. Minimum Bay Trail facilities are either Class II or Class IV bikeways with sidewalks with the ideal facility being Class 1 offstreet trails.
13	Active Transportation	Clement Ave and Tilden Way Complete Streets, Fruitvale Avenue/Park Street Transit Improvements, Active Transportation Project, Transit, Clement Ave and Tilden Way Complete Streets	This is a really dangerous corridor. PLEASE add fully protected bike lanes on the bridge and on the Alameda side approaching the bridge. The paint only bike lanes on Tilden just END and then there's nothing. This is our route to our closest BART station and it's also a high injury corridor!
14	Active Transportation	San Francisco Bay Trail	Oakland has had Measure DD funding to complete these Bay Trail gaps along the waterfront and around the Alameda bridges since the bond was passed two decades ago, and yet these projects have languished. It's ridiculous and abhorrent. What can this process do to resolve this ASAP?
15	Active Transportation	East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	Can you get a bike lane along this ROW? When riding to SL it gets tough when you have to cross this area - there's really no good options and along the rail would be a nice and straight path. In fact if you go around here the fence is cut a bunch and people use it for just that.
16	Active Transportation	1, 22.5321610295, Study Area, greyout	Improve bike/ped conditions of High St leading to the Bay trail and improve the Bay Trail passive at-grade crossing at Tidewater/High St. The planned Bay Trail will cross at this existing crossing which is not sufficient given traffic volumes and congestion.
17	Active Transportation	East Oakland Lighting Study, Safety	The bike lane in the 90s and 100s is used as a passing lane. I have had to throw myself off my bike to bodily injury to avoid a vehicle speeding with doors open going down the bike lane. Please add k-rail/jersey barriers between bike lane and road.

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18	Active Transportation	Lake Merritt Bikeway Improvement Project, Active Transportation Project	Why did the bike lane go away? The bike lane looks more like a tech demo than anything functional - the bike lane needs to go all the way around the lake and be fully separated like it is for the demo section just to the north.
19	Active Transportation	San Francisco Bay Trail	Closing the gap in the Bay Trail is a good idea. But more important is to extend a protected bike lane from Alameda to the Fruitvale BART station, creating access to Alameda from Oakland, and access to BART from Alameda.
20	Active Transportation	Fruitvale Avenue/Park Street Transit Improvements	This could really use a protected bike lane. The car congestion during rush hour is crazy and so dangerous even for cars, not to mention on a bike. I don't like this intersection in a car and I really dislike it on a bike.
21	Active Transportation	San Francisco Bay Trail	The Bay Trail/ABAG/MTC team strongly supports completing the Bay Trail along this and the entire stretch of the Oakland Estuary including a safe and low-stress bicycle and pedestrian crossing at Park Street Bridge.
22	Active Transportation	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, Active Transportation Project	Widen the sidewalks along 14th Avenue and put in street trees between the cars and pedestrians. This is a terrible street to walk on for a variety of reasons, not least of which is the cars speeding at 50+ mph
23	Active Transportation	1, 22.5321610295, San Francisco Bay Trail, Study Area, greyout	Please connect the greenway, not sure why the bike path and ped path here goes missing. We need to not have to do the crazy and unsafe swerve into traffic when bike commuting along this path across High St
24	Active Transportation	East Bay Greenway Urban Trail (Phase 2)	This is urgently needed. In Cherryland, this is a blighted and underused area that would be a wonderful asset if transformed to a greenway and pedestrian pathway. We would definitely use it often!
25	Active Transportation	Fruitvale Avenue/Park Street Transit Improvements	A safe and low-stress bicycle and pedestrian crossing needs to be completed across Fruitvale connecting the existing Bay Trail on either side of Fruitvale in Oakland. - Bay Trail/ABAG/MTC Team
26	Active Transportation	1, 22.5321610295, Study Area, greyout	Add a protected bike lane on 14th Street that the city of Oakland keeps delaying and refuses to treat it with urgency. Lot of empty promises from electeds who are generally incompetent.
27	Active Transportation	San Francisco Bay Trail	Would love to see the Bay Trail connect Union Park to Park Street bridge. Also please consider a 2-way cycle track on Kennedy Street connecting Park Street East 7th.
28	Active Transportation	San Francisco Bay Trail	Would love to see the Bay Trail connect Park St Bridge to Union Park. Would also love to see a 2-way cycle track along Kennedy connecting Park St Bridge to E 7th.
29	Active Transportation	San Francisco Bay Trail	The Bay Trail/ABAG/MTC team strongly supports completing the Bay Trail in this area from Tidewater to High Street including the crossing of High Street.
30	Active Transportation	73rd Avenue/ Hegenberger Rd Improvements	Is a lane reduction an option for 73rd? Traffic appears bunched up and then lots of no traffic at all. The route looks like a race track.
31	Active Transportation	1, 22.5321610295, Study Area, greyout	Add a protected bike lane around the entire Lake Merritt not just a small stretch that was used for photo ops that was never completed.
32	Active Transportation	East Bay Greenway Urban Trail (Phase 2)	This is by far the most important active transportation project in Alameda County. It is imperative from an equity perspective.
33	Active Transportation	4, Active Transportation Project, San Leandro Creek Trail	bike and ped paths that link the waterfront along waterways into east oakland should be prioritized
34	Active Transportation	Lake Merritt Bikeway Improvement Project, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	Close Lake Merritt loop to all car traffic. Get cars off our streets.

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35	Active Transportation	Lake Merritt Bikeway Improvement Project, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	Add a protected bike lane to lake Merritt the whole way around it
36	Active Transportation	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	protected bike lane on both sides of this road please
37	Active Transportation	1, 22.5321610295, Lake Merritt Bay Trail, Study Area, greyout	Can we get a ped connection to bklyn basin here?
38	Active Transportation	1, 22.5321610295, Study Area, greyout	This is needed but please make this a class IV
39	Active Transportation	MLK Shoreline to Coliseum BART connection	This should be Class IV bike facilities
40	Active Transportation	MLK Shoreline to Coliseum BART connection	This should be a Class IV bike facility
41	Active Transportation	MLK Shoreline to Coliseum BART connection	The bike facility should be Class IV
42	Active Transportation	34, MLK Shoreline to Coliseum BART connection, Active Transportation Project, Transit, 1, 22.5321610295, 66th Ave from Oakport St to San Leandro St, Study Area, greyout	This facility should be Class IV
43	Multimodal	San Francisco Bay Trail	The work that was done recently on 23rd completely left out bicylists. This is the route that most of Alameda has to use because it's furthest west. There HAS to be a fully protected cycle lane from the bridge to the Embarcadero. Also, the pavement at the end of the bridge is incredibly dangerous when you come off the sidewalk near the cement factory. There's plenty of room for a 2-way cycle-track from the bridge to the Embarcadero on the west side of 29th and Kennedy. Fix this mess!!!
44	Multimodal	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	Foothill Boulevard should have a bidirectional protected bike lane from Lakeshore Ave to 14th Ave to connect cyclists seamlessly between the Lake Merritt Bike Path and the two-way bike lanes on Foothill Boulevard East of 14th Ave. This would have the added benefit of more directly connecting bicyclists from Lake Merritt to the proposed East Bay Greenway infrastructure, which does not connect directly to Lake Merritt, a major destination and bicycle thoroughfare.
45	Multimodal	Lake Merritt Bikeway Improvement Project	The Oakland fire department is watering down the plans for the Lakeside 20way cycletrack extension between 17th and 14th Streets to just a single northbound buffered bike lane, with no protection, due to their excessive demands for a 26-foot street width clearance. Meanwhile even SFFD is okay with a 20-foot clearance. This needs to be rectified ASAP, the downgrade will affect street safety & bike network connectivity.
46	Multimodal	East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	Why is 12th this overbuilt? Honestly. The 880 is right there. There is no need for this road to be this big. Pick one: keep this road ridiculously large and get rid of 880 or keep 880 and make this a normal sized road. Right now, the situation is actively violent to anyone who needs to walk, bike, live along it
47	Multimodal	Foothill Blvd Corridor Improvements (Phase 1), Foothill Blvd Corridor Improvements (Phase 1)	Oakland will be repaving a big section of Foothill soon but likely ignoring their own bike plan and not implementing a road diet and bike lanes as recommended. I know that infrastructure changes can be a difficult sell, but this is a critical safety and connectivity need.

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48	Multimodal	Capitol Corridor South Bay Connect Rail, Transit, 1, 22.5321610295, Study Area, greyout	Tear down the Nimitz Freeway aka 880. It pollutes the city, kills residents, blocks neighborhoods from the waterfront, and is generally ugly and bad for Oakland. It was built by racist white men who didn't care about the health of the population.
49	Multimodal	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	16th is waayyy too wide for where it serves. this road has sharrows but could easily accomodate a bike only lake. make it protected - this is a central park! c'mon!
50	Multimodal	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, East Bay BRT Corridor Safety Improvements, AHSC Camino 23 International Blvd Pedestrian Improvements, International Blvd Improvement Project, Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	14th is over built. the south bound traffic lanes are excessive and need to be reduced. this is very dangerous to cross as a pedestrian in any direction
51	Multimodal	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, Active Transportation Project	move the median our to the sides and have the middle be a bus only lake w/ concrete on either side. drop street parking and have only 2 car lanes
52	Multimodal	Lake Merritt Bikeway Improvement Project, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	this intersection should not have been built to begin with. this is the connection between the museum and the lake for christs sake!!!
53	Multimodal	Lake Merritt Bikeway Improvement Project, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	This road is overbuilt. Super dangerous for bikes to ride over. It needs to have 2 lanes removed and given over to just buses.
54	Multimodal	1, 22.5321610295, Study Area, greyout	We should just eliminate this street and convert to public park. It is so wide
55	Multimodal	East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	Narrow E 8th Street and build affordable housing
56	Multimodal	East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	Narrow E 12th and build affordable housing
57	Multimodal	14th Ave from Foothill Blvd to E 19th St	paint is painfully insufficient for 14th
58	Safety	East Bay Greenway Urban Trail (Phase 2)	<p>San Leandro Street/San Leandro Boulevard from Oakland through San Leandro is a disaster, even for cars and one of the most bike-unfriendly arterials in the county. It desperately needs a makeover so it is walkable and rideable by bike continuously across multiple jurisdictions. Repaving its entire length would be a godsend to those of us who drive it, too.</p> <p>Please widen the underpasses under the RR right-of-way so cyclists, walkers, and drivers are less at risk than they are now.</p>
59	Safety	35th Ave/E 12th St/54th Ave from Oscar Grant III Way to International Blvd, East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	<p>42nd st intersections from Int'l and NE are all collectively insane. Once again, please strip the engineers who designed there of their licenses.</p> <p>Then:</p> <ul style="list-style-type: none"> - physically separate bus brt like the original ert said it would - road diet 42 - road diet San Leandro - wider sidewalks - bulb outs to slow down peel out rights - 42nd could have a bus only lane down the middle instead of a median - no left turns onto international

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60	Safety	Clement Ave and Tilden Way Complete Streets, Clement Ave and Tilden Way Complete Streets	I walk through this area often. Drivers do not always stop for pedestrians. The intersections have slip lanes and other features that encourage drivers to go faster and increase the crossing distance for people on foot. A cyclist was killed by a motorist at Broadway and Tilden just a few years ago. Please improve safety and experience for people on foot and bike around here.
61	Safety	Clement Ave and Tilden Way Complete Streets, Clement Ave and Tilden Way Complete Streets	This corridor is really dangerous for people on bikes. PLEASE provide some fully protected bike facilities crossing this bridge. The Alameda side especially needs protection all the way to the bridge. It's disgraceful that there's 4 lanes dedicated to car traffic and nothing for people on bikes, especially since it's the route to our closest BART station.
62	Safety	1, 22.5321610295, Study Area, greyout	When I go to the Salvation Army store in Alameda (across the bridge from here), I sometimes walk into Oakland over the bridge to try to catch a bus going back home to downtown Oakland. It's not a good pedestrian or transit experience, especially on a really hot day. For example, the stop at 29th Ave and E 10th St doesn't have a shade shelter.
63	Safety	High St from Courtland Ave to E 12th St, Foothill Blvd Corridor Improvements (Phase 1), Foothill Complete Streets, Active Transportation Project, Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	where to begin with this suicidal intersection. i mean, this one isn't even safe for cars. high st should get road dieted to 2 lanes. there should be a bus only lane on foothill with physical concrete separation. and a protected bike lane. that means one lane of car traffic and no left hand turn lanes.
64	Safety	San Lorenzo Creekway Trail, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	This area lacks sidewalks and bike lanes which makes it extremely dangerous for walkers and bikers. Children use this path to and from school so early morning and afternoons are difficult to navigate as walkers are on the side of the road and kids on bikes usually have to be out on the street.
65	Safety	Clement Ave and Tilden Way Complete Streets, Clement Ave and Tilden Way Complete Streets	This area really needs better safety for bikes and pedestrians. It is a mess getting from Alameda to Oakland on a bike or walking. So many cars not stopping and in a rush. It is really dangerous. I do this on my bike, but I would never bring my kid with me this way- as it is too dangerous.
66	Safety	East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	You have to use this intersection to walk to Brooklyn Basin and the slip lanes are so dangerous! This road is so dangerous cross - wtf!! Please diet the road and make the crossing safer to people can get to Bklyn Basin with out near death experiences.
67	Safety	Foothill Blvd Corridor Improvements (Phase 1), Safety, Foothill Blvd Corridor Improvements (Phase 1)	3 people killed along parallel Bancroft just this year within a few blocks of here - both of these streets have vehicles speeding into oncoming traffic and blowing reds. There are few lights and little in the way of safe crossings. Please fix.
68	Safety	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	this is the safest way to bike to Fruitvale from the lake as int'l is super unsafe. however, making a left from the ave onto 15th when heading south is super dangerous and needs to be addressed- we need to be able to make a safe left turn
69	Safety	East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	SL is so unsafe - the brief spurts of the central greenway have completely collapsed into decay and the riding on the road is wildly unsafe. This road needs to be dieted down to half the lanes it currently has at most.

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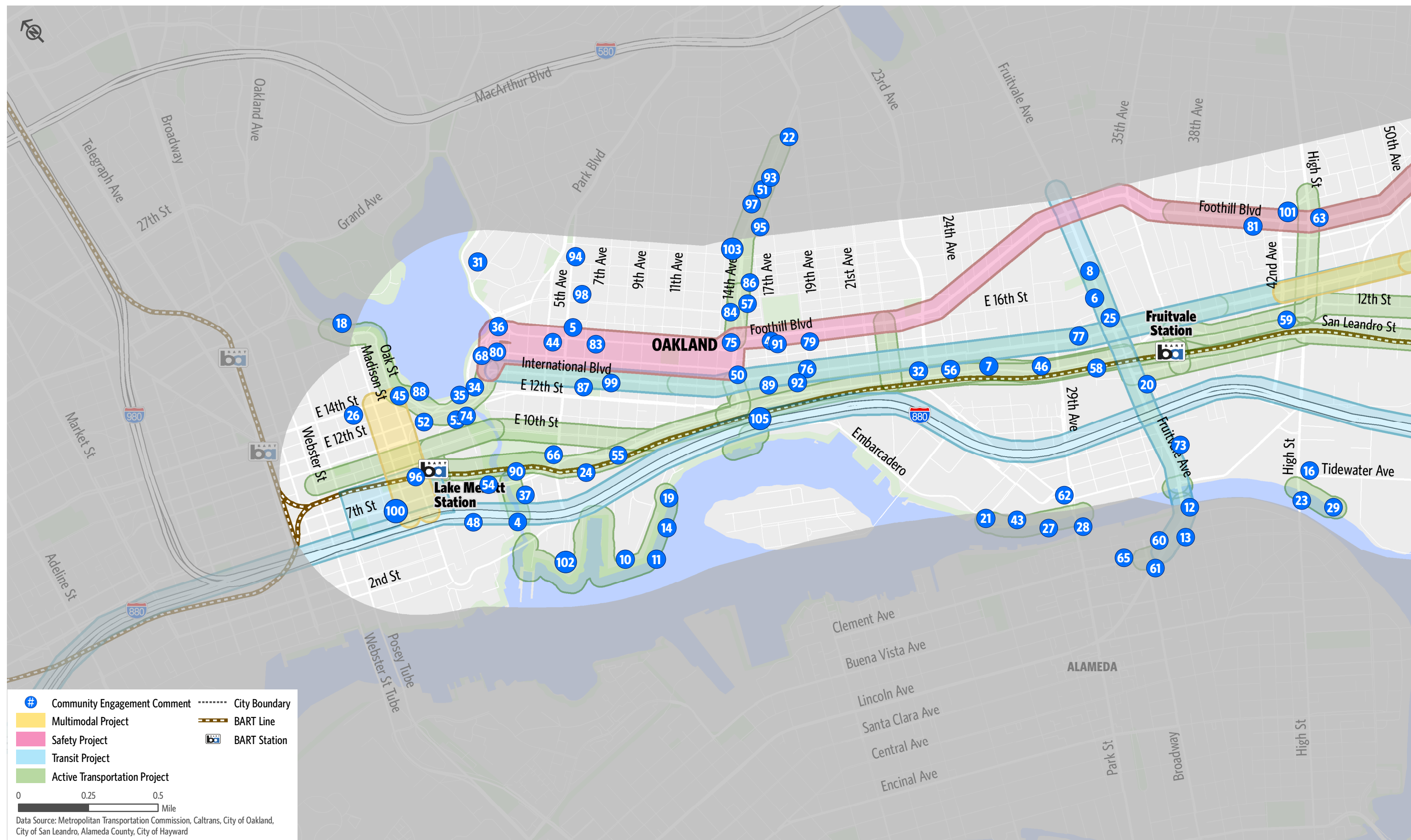
70	Safety	Capitol Corridor South Bay Connect Rail, 34, MLK Shoreline to Coliseum BART connection, Active Transportation Project, Transit, 1, 22.5321610295, 66th Ave from Oakport St to San Leandro St, Study Area, greyout	If you are biking to MLK shoreline this section is SO DANGEROUS!!! Protected bike lanes in Deep East Oakland should have been built last decade. This is criminal that there is no connection to the water. My god!
71	Safety	34, MLK Shoreline to Coliseum BART connection, Active Transportation Project, Transit, 66th Ave from Oakport St to San Leandro St	this is a very unsafe approach to the mlk shoreline for peds and cyclists. a better and safer bike lane has been planned forever - why is this not prioritized? east oakland has no safe access to mlk shoreline!
72	Safety	San Leandro Street repaving along railroad tracks, East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, Vehicle, 1, 22.5321610295, Multimodal Projects, Study Area, greyout	SL should have had a greenway for bikes and peds like the Ohlone one in Berkeley years ago. Please finish this project. This road also needs to be reduced down to 2 lanes - it is too wide and too dangerous.
73	Safety	Fruitvale Avenue/Park Street Transit Improvements, Transit, 1, 22.5321610295, Fruitvale Alive Project, Study Area, greyout	Fruitvale from the High St bridge to the BART station is bad. It's dangerous, it's unattractive, it's scary. Only worse is biking through the tunnel. Alameda must have better bicycle access to BART.
74	Safety	Lake Merritt Bikeway Improvement Project, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	Peds should be able to easily cross this street from the amphitheater to OMCA or the new auditorium. Right now you cannot do that because this road is absurdly large. Nix 2+ lanes of car traffic now!
75	Safety	14th Ave from Foothill Blvd to E 19th St, Foothill Blvd Corridor Improvements (Phase 1), Active Transportation Project, Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	I mean where to begin with this intersection? Its hilariously dangerous. Just walk across it once and you will realize that every traffic engineer involved should have their PE license removed.
76	Safety	East Bay BRT Corridor Safety Improvements, AHSC Camino 23 International Blvd Pedestrian Improvements, International Blvd Improvement Project, Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	international is so dangerous to bike down but 15th is only one direction and 12th and fruitvale are maybe even more dangerous. why is there no safe way to bike nw from fruitvale to the lake?
77	Safety	East Bay BRT Corridor Safety Improvements, AHSC Camino 23 International Blvd Pedestrian Improvements, International Blvd Improvement Project, Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	Bus frequently caught behind other cars approaching Fruitvale. Please separate the bus lane. This was in the original EIR - please adhere to the plan you actually promised the community
78	Safety	35th Ave/E 12th St/54th Ave from Oscar Grant III Way to International Blvd, 54th Ave from International Blvd to E 12th St, SHOPP Mobility - ADA, SHOPP Mobility - TMS, East Bay BRT Corridor Safety Improvements, International Blvd Improvement Project, Active Transportation Project, Vehicle, Transit, 1, 22.5321610295, Multimodal Projects, Study Area, greyout	Someone was literally killed here. Red lights are not adhered to and the bus lane is used as a speeding runway. The BRT needs physical separation from the road. Pour concrete now.
79	Safety	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	vehicles do not yield, 15th st is safer as prostitution and related "pimps" actually enforce slower traffic speeds making it safe to walk, but 15th dead ends dangerously at 14th

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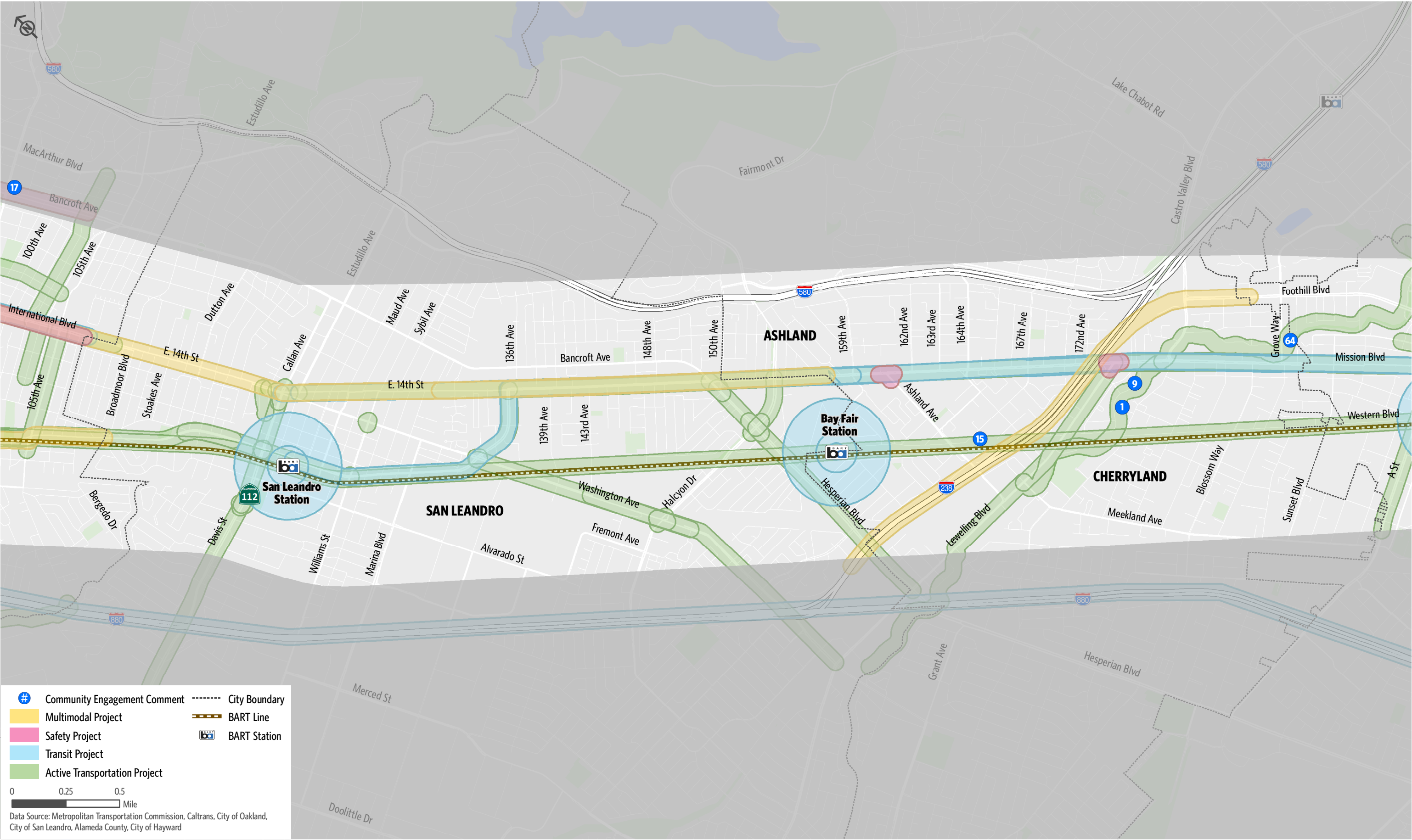
80	Safety	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	Vehicles looping the lake regularly gun through this intersection - it's too wide for what it should be. Reduce to 2 thin lanes and get in a protected bike lane please.
81	Safety	Foothill Blvd Corridor Improvements (Phase 1), Foothill Complete Streets, Active Transportation Project, Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	Im willing to be a car has never actually stopped at this crosswalk for a ped in the entire history of this cross walk. I've never had luck myself. So dangerous.
82	Safety	Coliseum: BART Walk and Bicycle Network Gap Study	Walking over the connection between BART and Amtrak always feels kind of desolate and weird, like it's an afterthought. I'd love to see that improved somehow.
83	Safety	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	Vehicles regularly speed down these roads. We need more than speed limit signs - we need more bump outs - more physical concrete to address dangerous driving.
84	Safety	14th Ave from Foothill Blvd to E 19th St, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	this is not a park it is a glorified roundabout. what's the point. get rid of 15th ave completely. this is a dangerous road. make it a nice linear park
85	Safety	San Leandro Street repaving along railroad tracks, Coliseum: BART Walk and Bicycle Network Gap Study, East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, Vehicle, Transit, 1, 22.5321610295, Multimodal Projects, Study Area, greyout	The pedestrian environment on the ground around the coliseum is a joke. San Leandro is so unsafe - the road needs to be reduced to 2 lanes at most.
86	Safety	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	this street 20th is way to wide and cars can fly around the turn at high speeds. bulb outs for ped safety, a better xwalk, and a thinner road
87	Safety	East Bay BRT Corridor Safety Improvements, International Blvd Improvement Project, Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	this whole area should be raised to better connect clinton sq to the surrounding n'hood. the road here is too dangerous to calmly cross
88	Safety	Lake Merritt Bikeway Improvement Project, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	too many lanes. go houston and make 2 bus only with physical separation. then parking for a safe bike lane separated as well
89	Safety	East Bay BRT Corridor Safety Improvements, AHSC Camino 23 International Blvd Pedestrian Improvements, International Blvd Improvement Project, Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	there were bulb outs on fifteenth but none on 16th. why? vehicles gun around this corner and make the ped xing dangerous
90	Safety	1, 22.5321610295, Lake Merritt Bay Trail, Study Area, greyout	The ped xings here are a joke. No cars stop for the flashing beacons. Why are there so many lanes. It is way overbuilt.
91	Safety	Foothill Blvd Corridor Improvements (Phase 1), Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	foothill is a moat of death. SA park should be better connected to the community. the road needs to be dieted severely.
92	Safety	East Bay BRT Corridor Safety Improvements, AHSC Camino 23 International Blvd Pedestrian Improvements, International Blvd Improvement Project, Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	Bus lane needs physical separation. Cars use to speed and kill people (!!). An elderly woman literally died here!!!

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93	Safety	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, Active Transportation Project	14th is a slalom. make cars move slower. give space for bikes. ill probably die here one day with this road design
94	Safety	1, 22.5321610295, Study Area, greyout	Stop sign and cross walk. This intersection has a prd stairway to the rec center and park and it is hard to cross
95	Safety	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, Active Transportation Project	these ped stairs are nice but then lead to a death trap at 14th st. how am i supposed to cross the st?!
96	Safety	Oak Street and Madison Street - Conversion of One way traffic to two way traffic, Lake Merritt TOD, Vehicle, Transit, 1, 22.5321610295, Multimodal Projects, Study Area, greyout	Why are these roads so wide. Literally all of them could have their lane count halved
97	Safety	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, Active Transportation Project	this road 24th is absurdly wide. make it way thinner and give us some sidewalk
98	Safety	1, 22.5321610295, Study Area, greyout	Narrow 5th to same width as 6th Avenue. Traffic speeds through and is unsafe
99	Safety	East Bay BRT Corridor Safety Improvements, International Blvd Improvement Project, Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	vehicles do not adhere to the stop lights here. crosswalk is dangerous
100	Safety	Lake Merritt TOD, Transit, 1, 22.5321610295, Study Area, greyout	This slip lane will kill a ped or bike at some point. Remove.
101	Safety	Foothill Blvd Corridor Improvements (Phase 1), Foothill Complete Streets, Active Transportation Project, Safety, 1, 22.5321610295, Foothill Blvd Corridor Improvements (Phase 1), Study Area, greyout	also missing half your crosswalk, this isnt hard
102	Safety	San Francisco Bay Trail	Yes please do this and make this better/ safer!
103	Safety	14th Ave from E 8th St/E 19th St to International Blvd/E 27th St, Active Transportation Project, 1, 22.5321610295, Study Area, greyout	every since xwalk on 14th is a death trap
104	Transit		Infill station at Oakland Airport Connector midpoint - the City asked for this to provide access to jobs around Hegenberger but was ignored
105	Transit	Capitol Corridor South Bay Connect Rail, East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, Transit, 1, 22.5321610295, Study Area, greyout	San Antonio/Eastlake BART station should be included per BART's Metro Vision Study a few years ago
106	Transit	East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, 1, 22.5321610295, Study Area, greyout	55th Ave BART station should be included per BART's Metro Vision Study a few years ago
107	Transit	San Leandro Street repaving along railroad tracks, East Bay Greenway Urban Trail (Phase 2), Active Transportation Project, Vehicle, 1, 22.5321610295, Multimodal Projects, Study Area, greyout	98th Ave BART station should be included per BART's Metro Vision Study a few years ago









Appendix 7-1

Federal Funding Sources

Transportation Alternatives Set-Aside

The Transportation Alternatives (TA) Set Aside under the Fixing America's Surface Transportation (FAST) Act authorizes funding for programs and projects defined as transportation alternatives, including but not limited to on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; recreational trail projects, and safe routes to school projects.

Matching Requirements: Federal share is typically 88.5%; however, some safety projects allow for 100% federal share. Local match is about 11.5%.

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ Improvement Program funds transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards. The program has been a key mechanism for implementing non-motorized projects that reduce greenhouse gas emissions. The CMAQ program is administered jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS). Funds may be used for transportation projects or programs that are likely to contribute to the attainment or maintenance of national ambient air quality standard. Please see MTC's current transportation plan and Federal Transportation Improvement Program (FTIP) for more details. About \$2.5 Billion was allocated to the CMAQ program in 2020 under the federal Fixing America's Surface Transportation (FAST) Act. It is important to note that CMAQ operates on a reimbursement schedule; funds are not distributed until work is completed.

Matching Requirements: Federal share is typically 80%; however, some safety projects allow for 100% federal share.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) funds projects that reduce collisions and vehicular fatalities and improve road safety. Applicable projects include improvements for bicyclists and pedestrians, safety education, training, and traffic calming. Like CMAQ funds, HSIP funds are allocated to every state to carry out approved projects and programs. In California, HSIP is managed by the Caltrans Division of Local Assistance. In 2019, California programmed \$14 million towards non-infrastructure safety projects with more than \$6.5 million directed to the Pedestrian and Bicyclists improvement category. The maximum reimbursement for a single project is \$10 million, and the minimum is \$100,000. Federal refund is typically 90%, but in some scenarios can be the full project cost. Applications for Cycle 10 were due in Fall 2020, and the Cycle 11 call for projects is anticipated in April of 2022.

Matching Requirements: Federal share is typically 90%.

State Funding Sources

Active Transportation Program

In 2013, Governor Brown created the Active Transportation Program (ATP), which consolidated other existing federal and state active transportation funding programs to support infrastructure

and non-infrastructure projects. The purpose of the ATP is to increase biking and walking trips, increase safety and mobility for non-motorized users, enhance air quality and public health, and ensure disadvantaged communities fully share the benefits of the program. Each year, the program allocates 50% of its funds to projects on a competitive basis, 40% to regional agencies, and 10% specifically to rural areas. Exact funding amounts fluctuate from cycle to cycle. Roughly \$650 million was expected to be available for ATP Cycle 6 but the California Transportation Commission augmented the funds with a one-time adjustment of \$1.049 billion, bringing the total funding available for the 2023 program to \$1.707 billion. The minimum award amount is \$250,000; there is no maximum award amount.

Matching Requirements: The Commission does not require a funding match for ATP.

Solutions for Congested Corridors Program

The purpose of the Solutions for Congested Corridors Program (SCCP) is to reduce congestion and expand transportation choices for road users. In addition to mitigating congestion, the program seeks to improve safety, improve air quality, and generate economic development and job creation opportunities. Projects include improvements to bicycle and pedestrian facilities, and updates to local streets and roads. \$494 million was allocated for fiscal year 2021-2022 and 2022-2023, and seven projects received funding throughout the state. For more information about the program, visit the California Transportation Commission's program site.

Matching Requirements: None; leveraged funds are desirable.

Local Partnership Program

California Senate Bill 1 (SB 1) includes the Local Partnership Program (LPP), which is a funding source for local and regional transportation agencies that have passed a sales tax measure, developer fee, or other transportation fee for the purpose of improving transportation and mobility. \$200 million of SB 1 funds are allocated to LLP annually and provides funding opportunities to improve active transportation, health, and safety benefits, as well as other opportunities related to aging infrastructure and road conditions. The program is two-pronged; 40% is through a statewide competitive process and 60% is through a formulaic program. 2020 applications were due in June of 2020; new funding cycles will be programmed every two years.

Matching Requirements: 1-to-1 match for both Formulaic and Competitive Program

Clean Mobility Options Voucher Pilot Program

The Clean Mobility Options Voucher Pilot sponsored by California Air Resources Board (CARB) distributes cap-and-trade dollars (up to \$20 million) for shared mobility projects including car share, bike share, and on-demand programs to disadvantaged, low-income communities. Public agencies, tribal governments, and nonprofit organizations are eligible. Each new mobility project can receive up to \$1,000,000; a project expanding an existing mobility service can receive up to \$600,000, and community Transportation Needs Assessment projects could receive up to \$50,000.

Matching Requirements: Varies; look for more details on CARB website (ww2.arb.ca.gov)

Office of Traffic Safety Grants

The California State Transportation Agency's Office of Traffic Safety (OTS) funds programs that promote safe behaviors and the use of roadways when walking or biking. Programs target all

age groups to raise awareness about traffic rules, rights, and responsibilities for all roadway users. Specifically, programs are designed to teach safer driving, bicycling, and walking behaviors to high-risk populations, including youth and older community members. Grants for FY 2022 opened in December 2020 and were due by January 30, 2021.

Matching Requirements: No matching requirement

Sustainable Transportation Planning Grants

Caltrans' Sustainable Transportation Grants provide funding to support regional sustainable community strategies that can help to achieve the State's greenhouse gas reduction targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. The Sustainable Transportation Planning Grant Program is composed of two broad grant programs, within which there are two award and eligibility categories: Sustainable Communities Grants, and Sustainable Partnerships Grants. The projects recommended in this plan are likely to be eligible for Sustainable Communities Grants. The Sustainable Communities Grants encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.

Eligible projects include land use and transportation planning documents, feasibility studies for active transportation, complete streets and safe routes to school plans, and active transportation master plans. The latest cycle of funding opened in December 2020 and applications were due in February 2021.

Matching Requirements: 11.47% for Competitive, Formula, and SP – Transit; 20% for Strategic Partnerships

Sustainable Transportation Equity Project

The Sustainable Transportation Equity Program (STEP) is a new pilot in 2020. The intent is to address community residents' transportation needs and increase access to key destinations while reducing greenhouse gas emissions by funding, clean transportation and supporting projects. The pilot has two grant types: Planning and Capacity Grants (\$1.75M) and Implementation Grants (\$17.75M). Eligible programs include establishing bike share programs, implementing voucher programs, and increasing access to transit. Funding for the program is \$19.5 million.

Matching Requirements: Applicants are required to contribute a minimum of 20% of the project cost.

Affordable Housing Sustainable Communities

The Affordable Housing Sustainable Communities (AHSC) Program gives grants and loans to affordable housing developers and transportation agencies to increase access between housing, employment centers, and essential services. Funded by auction proceeds from California's Cap-and-Trade emissions reduction program, AHSC is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development. There are three project types: Transit-Oriented Development Project Areas, Integrated Connectivity Project Areas, and Rural Innovation Project Areas. Awarded projects have included improvements to the pedestrian environment, amenities like bus shelters and benches, and programs that encourage public transit use.

The AHSC program has invested more than \$1 Billion in projects across the state, 70% of which have been allocated to disadvantaged communities. The maximum and minimum awards across all project types are \$30 million and \$1 million, respectively. The application deadline for the most recent round of AHSC (Round 6) funding was February 11, 2021. The estimated available funding is \$375 million.

Matching Requirements: Project must have enough committed additional funding at time of application to meet 90% of the following formula: (AHSC funds requested + Enforceable Funding Commitments (EFCs) – Deferred Costs) / (Total Development Cost – Deferred Costs).

Regional Funding Programs

Measure BB

In 2014, Alameda County voters approved Measure BB, authorizing an extension and augmentation of the existing transportation sale tax (Measure B). Measure BB is projected to generate approximately \$8 billion in revenues from April 2015 to March 2045 for transportation improvements for Alameda County. As part of the 2014 Transportation Expenditure Plan, local agencies and transit jurisdictions receive Measure BB direct local distributions to support these transportation investments. The direct local distributions amount to approximately \$70 million annually and are prioritized for use locally by the recipient.

Regional Measure 3

In June 2018, voters in the nine county San Francisco Bay Area approved Regional Measure 3 (RM 3). The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion eligible for Alameda County projects. The measure includes a plan to build major roadway and public transit improvements funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. With RM 3, the region's state-owned toll bridges increased by \$1 beginning January 1, 2019, and will increase another \$1 in January 2022 and another \$1 increase in January 2025.

Transportation Fund for Clean Air

The Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund is a local fund source of the Bay Area Air Quality Management District (Air District). As the TFCA County Program Manager for Alameda County, Alameda CTC is responsible for programming 40 percent of the \$4 vehicle registration fee collected in Alameda County for this program.

Lifeline Transportation Program

The Lifeline Transportation Program is intended to support transportation projects that address mobility and accessibility needs in low-income communities throughout the region. The program was created by the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency for the nine-county Bay Area. Historically, MTC has funded the program with a combination of federal and state operating and capital funding sources.

Local Funding Programs

Local revenue sources to fund active transportation programs include development impact fees, the state gas tax, transit fares, and local transportation funds. Development impact fees collect funds from new developments to offset their construction impact. Fees are requested by the local government agency. Fees are often utilized towards improvement of bicycle and

pedestrian facilities, lighting and street safety elements, and educational programs for residents, employees, and community members.

There are various other funding sources available in addition to those listed above, such as private/ foundation/ nonprofit funding opportunities. Nationally, organizations such as the American Association of Retired Persons (AARP), Safe Routes National Partnership, and America Walks have small grant programs supporting active transportation. Within California, organizations such as the California Endowment and the California Wellness Foundation have grant programs that focus on community health.

