

3 Merit Criteria

3.1 Safety

Improved safety in the corridor is a primary purpose of the East Bay Greenway Multimodal Project (EBGW). Its focus is to provide a safe corridor for all users, including the most vulnerable users, by addressing excessive speed and reckless driving, implementing countermeasures to address the most frequent collision types, protecting bicyclists and pedestrians, and slowing overall traffic speeds. The EBGW's goal is to provide safer streets at safer speeds for a safer community.

Protecting travelers and communities. Currently, the EBGW corridor has many obstacles and deficiencies that prohibit safe travel. Significant portions of the project corridor overlap with the countywide pedestrian and bicycle High Injury Network (HIN), as illustrated in Figure 3-1.³ Within Alameda County, 4% of county roadways account for 65% of bicycle-involved and 59% of pedestrian-involved collisions.

The wide, high-speed street design and scarcity of crossings make the streets themselves a barrier to mobility. Failure to yield is the highest cause of pedestrian-involved collisions (43%). Crossing the street is particularly difficult for those who walk at a slower speed, such as students, seniors, people with strollers, and people with disabilities, and they may choose an unsafe crossing option rather than walking a longer distance to a safe crossing. Difficulties crossing the street may also lead bicyclists to ride on the wrong side of the road, which is the most common cause of bicycle-involved collisions (23%).

Crash data from [Safe Oakland Streets](#) highlights the inequities that exist within the EBGW corridor:

- 35% of Oakland's HIN is located within the EBGW project area.
- 26% of all bicycle and pedestrian fatalities in the city occur within the project area.
- Of those deaths, 75% comprise people of color.

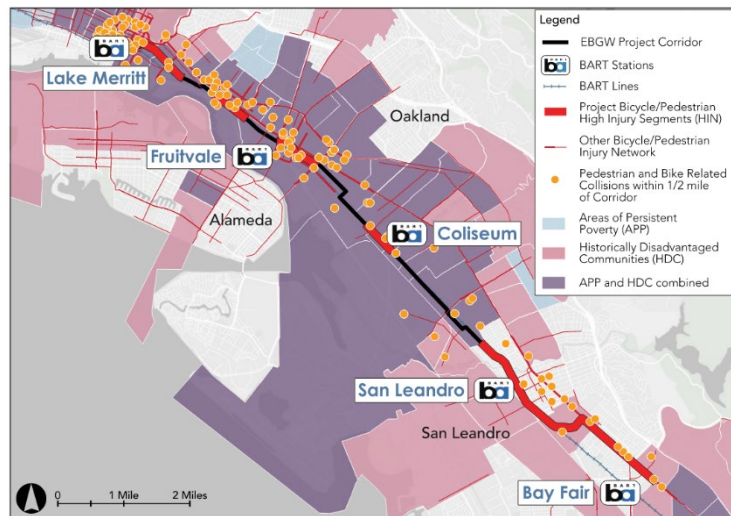


Figure 3-1. Bicycle/Pedestrian Safety Map

³ The HIN evaluates crashes that result in fatalities, severe or visual injury, or property damage, weighing crash rate on a particular segment by severity. The HIN is based on crash data from the California [Statewide Integrated Traffic Records System](#) (SWITRS) database for the 5-year period from 2012 to 2016. Other accident data cited are based on the 5-year period from 2015 to 2019.

Key crash data findings from 2015 to 2019 are illustrated in Figure 3-2.

From 2015-2019, the project area saw 106 injury / fatal crashes involving pedestrians and cyclists, including 3 fatalities and 12 severe injuries.

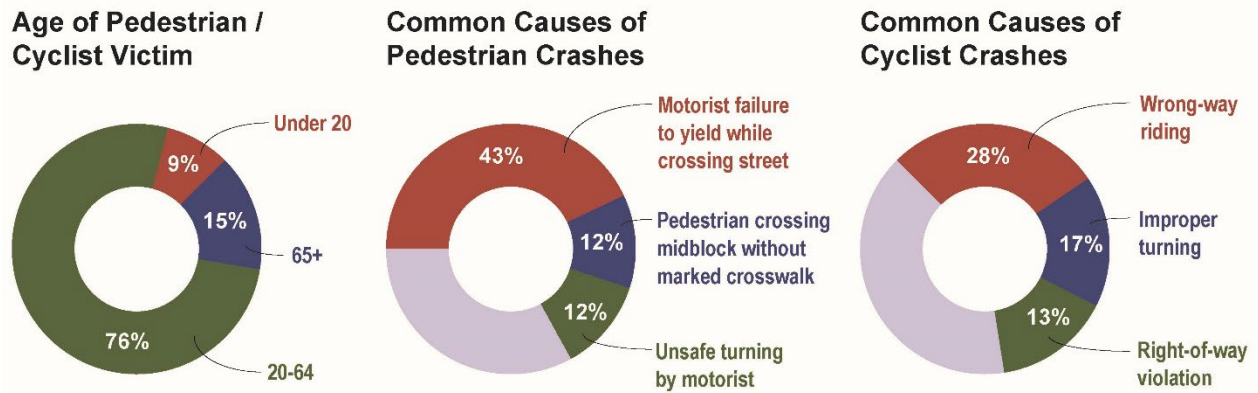


Figure 3-2. Corridor Crash Data Analysis

Reducing fatalities and injuries. Consistent with the [National Roadway Safety Strategy](#), the project team has analyzed crash data history to inform the selection of countermeasures to protect nonmotorized travelers and to reduce fatalities and serious injuries, as indicated in Table 3-1.

Table 3-1. Project Improvement Measures

ISSUE	IMPROVEMENT MEASURES
Motorist failure to yield at uncontrolled crossings	<ul style="list-style-type: none"> Median refuge islands Pedestrian hybrid beacons (PHBs)/rectangular rapid flashing beacons (RRFBs) Lighting enhancements High-visibility crosswalks Speed management street design measures – narrower lanes, tighter cross section to increase reaction time
Pedestrians crashing outside of crosswalks	<ul style="list-style-type: none"> New, enhanced crossings in areas with long spacing between crossing opportunities
Pedestrian and bicycle crashes from motorist unsafe turning	<ul style="list-style-type: none"> Leading pedestrian intervals (LPIs) Protected intersections (to force slower turning movements, eliminate bicycle weaving, and improve sight lines)
Bicycle wrong-way riding crashes	<ul style="list-style-type: none"> New Class I and Class IV bike facilities (to address wrong-way riding associated with sidewalk riding) Crossing improvements (new PHBs/RRFBs) to make it easier for cyclists to get to the correct side of street
Pedestrian crashes at signalized intersection	<ul style="list-style-type: none"> LPIs High-visibility crosswalks Bulb outs

Proven, high-impact countermeasures. The EBGW includes safety treatments that have proven effective at reducing frequent crash types along the corridor, as summarized in Table 3-2. Many of these countermeasures are specifically targeted at vulnerable road users, and they are all demonstrated by national research, including the Federal Highway Administration’s (FHWA) Proven Safety Countermeasures database, to be effective at reducing crashes. As part of a systemic safety approach, these countermeasures are applied throughout the EBGW corridor where crash risk exists, not just at locations where a crash previously happened.

Table 3-2. Safety Countermeasures

COUNTERMEASURE	DOCUMENTED EFFECTIVENESS
Separated Bike Lanes	45% reduction in bicycle/pedestrian crashes
Pedestrian Hybrid Beacons (PHBs)	55% reduction in pedestrian crashes 15% reduction in serious injury/fatality crashes
Rectangular Rapid Flashing Beacons (RRFBs)	47% reduction in pedestrian crashes 98% yielding improvement
Median Refuges	56% reduction in pedestrian crashes
Lighting Enhancements	42% reduction in nighttime injury pedestrian crashes 33–38% reduction in nighttime crashes at intersections
Leading Pedestrian Intervals (LPIs)	13% reduction in pedestrian-vehicle crashes at intersections
Protected Intersections	Widely demonstrated as an international best practice in cycling nations, such as the Netherlands

Sources: [FHWA Proven Safety Countermeasure initiative \(PSCi\) database, 2022](#); [Caltrans Local Road Safety Manual, 2022](#)

Towards zero deaths. The EBGW is part of a larger commitment by the project partners to seek to eliminate major traffic crashes as part of the national Towards Zero Deaths/Vision Zero movement. In 2021, the City of Oakland adopted its [Safe Oakland Streets](#) initiative, which seeks to prevent serious and fatal traffic crashes and to eliminate crash inequities in Oakland. The City of San Leandro passed a resolution in April 2022 adopting Vision Zero as a local policy and completed a Local Road Safety Plan in fall 2022. The Alameda County Transportation Commission (Alameda CTC) conducted safety network planning/mapping analysis, facilitated information sharing and resource exchanges between local agencies around safety, and included safety as one of its core legislative goals and one of three Alameda CTC priorities in 2022 and 2023.

Safer people, safer roads, safer speeds. The EBGW is consistent with key pillars of the [National Roadway Safety Strategy](#). As noted in [Section 1.3](#) Transportation Challenges, nearly half of the project corridor has no bicycle facilities, and none are “low stress” paths. There are significant sidewalk gaps throughout the project corridor with numerous locations where crossings are dangerous due to a lack of marked crossings and wide

streets. Other safety and accessibility features, such as pedestrian-scaled lighting and Americans with Disabilities Act (ADA) compliant curb ramps, are sorely lacking.

The EBGW will implement features to slow traffic speeds, improve sight lines along the corridor, enhance lighting, and provide protected zones for pedestrians and bicyclists. Specific project components are detailed in Table 3-1 and in Figure 3-3.

The EBGW prioritizes the safety of all users of the transportation network in the corridor, and it specifically focuses on providing safety and comfortable travel for pedestrians, bicyclists, the elderly, those who use wheelchairs and mobility devices, people with strollers, transit riders, and children. As stated previously, the project implements proven safety countermeasures that directly respond to the most common crash types in the corridor, particularly those that lead to bicyclist and pedestrian injuries and fatalities. Safety measures, such as median refuges and flashing beacons, are particularly beneficial to seniors, children, and others seeking to cross the street who walk at a slower speed and have a more challenging time finding a “gap” to cross.

The main arterials in the corridor are wide and primarily four-lanes with posted speeds of 35 to 40 miles per hour (mph) (with 85th percentile speeds as high as 48 mph) and carry daily traffic volumes of up to 18,000 vehicles per day.⁴ Crashes at higher speeds are likely to result in severe or fatal injuries, especially for pedestrians and bicyclists. The project will implement several roadway reconfigurations that will reduce high-speed traffic, including narrowing lanes. In addition, new signals will break up long stretches of roadway where drivers can accumulate significant speed before encountering another signal.

The EBGW also proposes the addition of raised median treatments along wide arterial roadways in East Oakland that have been the location of sideshow activities. Sideshows are large gatherings of youth, sometimes with hundreds of attendees, where reckless driving stunts are performed. The wide expanse of pavement along the project streets makes them a desirable location, but they have a history of turning violent and necessitating law enforcement response. By physically prohibiting sideshows by adding landscaped medians, the EBGW will offer an alternate, non-confrontational means to deter this activity.

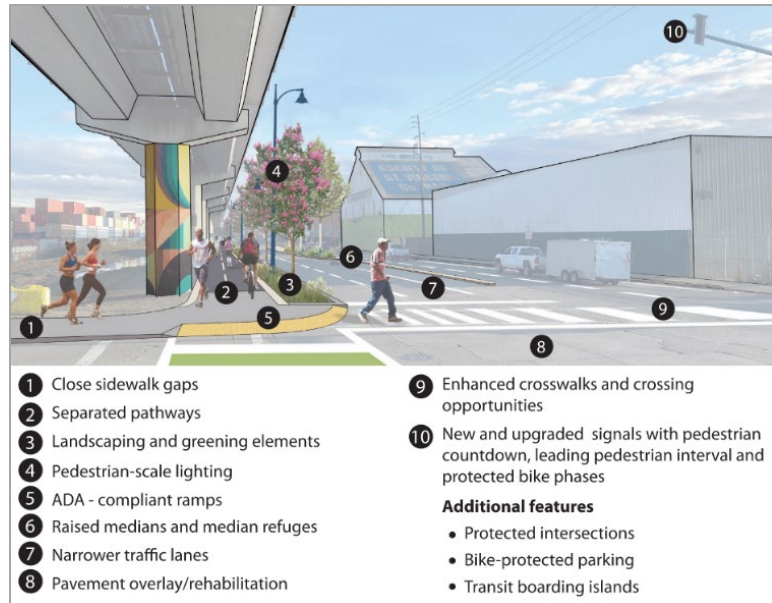


Figure 3-3. Improved Intersection Safety Features

⁴ Traffic counts and speed survey data were obtained from the City of Oakland, 2022.

3.2 Environmental Sustainability

The EBGW seeks to provide significant environmental sustainability benefits, including reduced greenhouse gas (GHG) emissions and air pollution, and increased green space along a historically underserved and high emission exposure corridor.

Addressing environmental justice issues. The construction of the I-880 freeway in the 1950s and numerous nearby industrial facilities have created significant air and noise pollution and community division/displacement impacts that continue to this day.

According to the [California Healthy Places Index](#) mapping, the project census tracts are collectively in the 10th percentile statewide in exposure to diesel particulate matter (with all tracts in the 25th percentile or below) and have a combined asthma emergency room admission rate that places them in the 8th percentile statewide (worse than 92% of census tracts). Children are especially susceptible to the negative effects of air pollution and represent more than 20% of the area's population. The EBGW will provide clean transportation alternatives to driving, helping to reduce GHG emissions and noise in communities that bear the brunt of exposure to these pollutants and that suffer resultant health consequences.

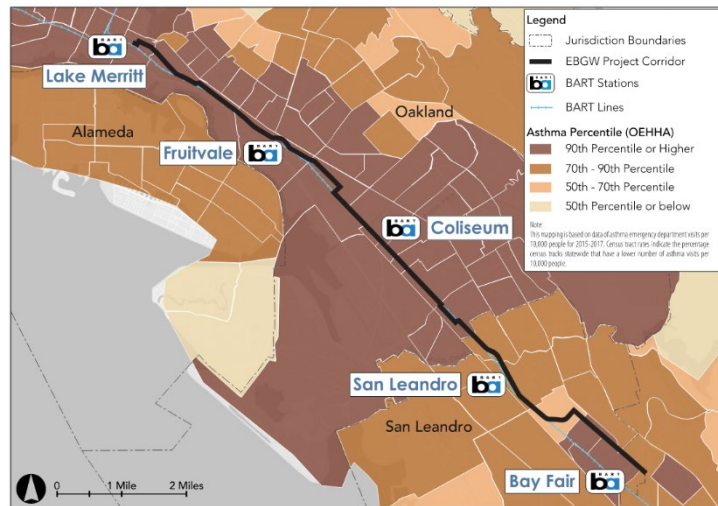


Figure 3-4. Air Quality Map – Asthma Percentile

Alignment with California's decarbonization plan. The EBGW is in complete alignment with the State of California's decarbonization plan, and it will advance its adopted goals. In November 2022, the California Air Resources Board (CARB) adopted its [2022 Scoping Plan for Achieving Carbon Neutrality](#). This ambitious plan establishes a target of reducing anthropogenic (human-caused) emissions to 85% below 1990 levels by 2045, and it calls for the implementation of sustainable active transportation options to reduce reliance on cars and their associated expenses.

Reinforcing CARB's goals is California's [Climate Action Plan for Transportation Infrastructure](#) (CAPTI), which details the state's recommendations for investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity.

Driving alone accounts for 87% of trips along the EBGW corridor, and most trips through the EBGW corridor are local and relatively short: 28% are two miles or less, and 55% are five miles or less.⁵ The prevalence of short driving trips indicates a viable market for mode shift in that shorter trips are easier to make by walking or biking. The EBGW will provide high quality, comfortable, connected walking and bicycling facilities

⁵ [Oakland Mobility Action Plan](#), 2022

to enable this mode shift, helping to fight climate change, improve resiliency within a corridor susceptible to sea level rise, and create a more sustainable transportation infrastructure.

Encouraging transportation-efficient land use and design. A major goal of the EBGW is to create safe, walkable neighborhoods that provide access to local-serving daily destinations. The project, as discussed in Section 3.3, reinforces the connection between active transportation and transit-oriented development (TOD), including both housing and commercial development. Continued investment in the corridor, coupled with urban greening elements, will prove attractive to local patrons and businesses, and it will enliven the public space.

Encouraging mode shift and reducing vehicle miles traveled (VMT). As noted in the Statement of Work ([Section 1.5](#)) and Safety (Section 3.1) sections, the EBGW encourages mode shift from automobiles to active transportation and transit. The project is estimated to reduce daily VMT by nearly 38,000 miles daily. The project's benefit-cost analysis also estimates that carbon dioxide emissions — the most prevalent GHG in the atmosphere — will be reduced by over 180 tons per year, on average.

Protecting the environment. The EBGW corridor includes several urban creeks and waterways, such as the Lake Merritt Channel, that drain to the San Francisco Bay, and they are home to many bird, aquatic, and animal species. Several of these, such as Ridgway's Rail and coho salmon, are protected under the federal Endangered Species Act. The project will implement green infrastructure components, such as bioswales, rain gardens, and stormwater runoff, as part of the overall greening of the corridor. As described in Section 3.5 Economic Competitiveness, the EBGW has retained the services of the Local Conservation Corps to oversee the creation and construction of the proposed urban greening elements. The project will avoid adverse impacts on the environment, and it will improve and enhance the natural environment for all.



Figure 3-5. Lake Merritt Channel

3.3 Quality of Life

Unmet mobility needs. The EBGW corridor is among the lowest income and lowest auto ownership in the Bay Area and the State of California. More than 80% of the census tracts in the corridor have median household incomes (MHI) of \$60,188 or less, and many other tracts within the corridor have MHIs of \$48,902 or less. While these MHI figures may seem high elsewhere in the country, the San Francisco Bay Area's high cost of living means this income level is close to the federal poverty line for a 4-person household.

While access to automobiles is limited, many residents rely on cars to get to work. In the corridor's 15 census tracts, only 84% of households have access to an automobile, and 11 of the 15 tracts are in the 25th percentile statewide or below. Despite the lack of

access to a car, data from the 2022 [East Oakland Mobility Action Plan](#) shows that over half of East Oaklanders drive alone to work, and nearly three-quarters of residents carpool or drive alone for all trips. Reliance on cars to get to work or for other daily activities suggests that existing alternatives are not meeting residents' needs, and they may be unable to get to needed destinations or may be making significant sacrifices to share limited numbers of vehicles.

Increased access to affordable multimodal choices. The EBGW includes important improvements to ensure safe and convenient access to/from San Francisco Bay Area Rapid Transit District (BART) stations, and it makes notable improvements to the roadway and bus loading areas to provide convenient access to bus transit, as detailed in [Section 1 Project Description](#). The corridor cities are also constructing bike paths on intersecting streets that provide east-west connections.

Reducing cost burdens for equity communities. The EBGW will help reduce transportation and housing cost burdens for equity communities by increasing access to reliable, safe, and affordable transit, thereby improving access to local community services, and by integrating affordable housing and mixed-use developments into the community.

The EBGW corridor is rich in affordable transit options and access to both rail and bus transit will be improved by this project. Both BART and AC Transit offer discounted transit fares for persons with disabilities, youth, and seniors, and they participate in the region's Clipper Start pilot program, which provides substantial transit fare discounts for low-income residents (those with household incomes of 200% of the federal poverty level or less). These programs reduce the cost burden of transportation for residents.

Enhanced multimodal options can also enable residents to accomplish daily needs while avoiding the costs of owning and maintaining a vehicle. As illustrated in Figure 3-6, the EBGW corridor contains a myriad of important community destinations.

Strengthening transportation, housing, and land use connections. The EBGW will support the integration of transportation with existing and new affordable housing choices by creating an active transportation “spine and improving connections to transit.” This integration is supported regionally by MTC’s Plan Bay Area 2050 (the regional long-range transportation-land use plan) that identifies the entire length of the project corridor as Priority Development Areas, which is a locally nominated area with high-frequency transit service that is designated for infill housing and jobs.

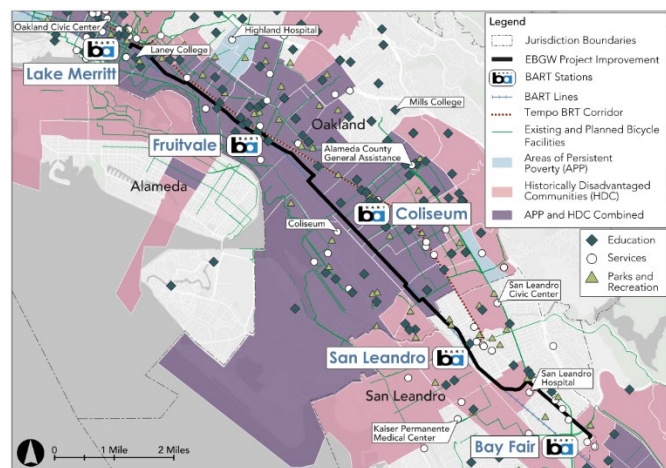


Figure 3-6. Access to Community Destinations Map

The EBGW is supported by all relevant regional and local land use, transportation, community-based, and bicycle-pedestrian plans conducted in the past 15 years, including, as noted, Plan Bay Area 2050, Alameda Countywide Transportation Plan 2020, and the cities' general plans and housing elements. BART has included the EBGW in its station area plans as a key factor in mandating denser affordable housing projects and lowering parking minimums for station development.



Promoting TOD. The EBGW improves the quality of life for corridor residents by expanding alternative and active transportation options. These improvements support investments by the cities and regional partners to construct a range of market rate and affordable housing along the corridor and job-focused development projects. Significant housing growth is completed, underway, and anticipated along the EBGW. More than 800 units of affordable housing have been completed or are being developed at the five BART stations in the project area (Figure 3-7). The project will complement affordable housing that is being constructed in transit station areas by providing expanded mobility options for

residents of these developments. In doing so, it will help prevent displacement by helping residents stay in the Bay Area despite the region's high cost of living.

Many other mixed-use projects are planned for the corridor that provide residential and commercial opportunities.

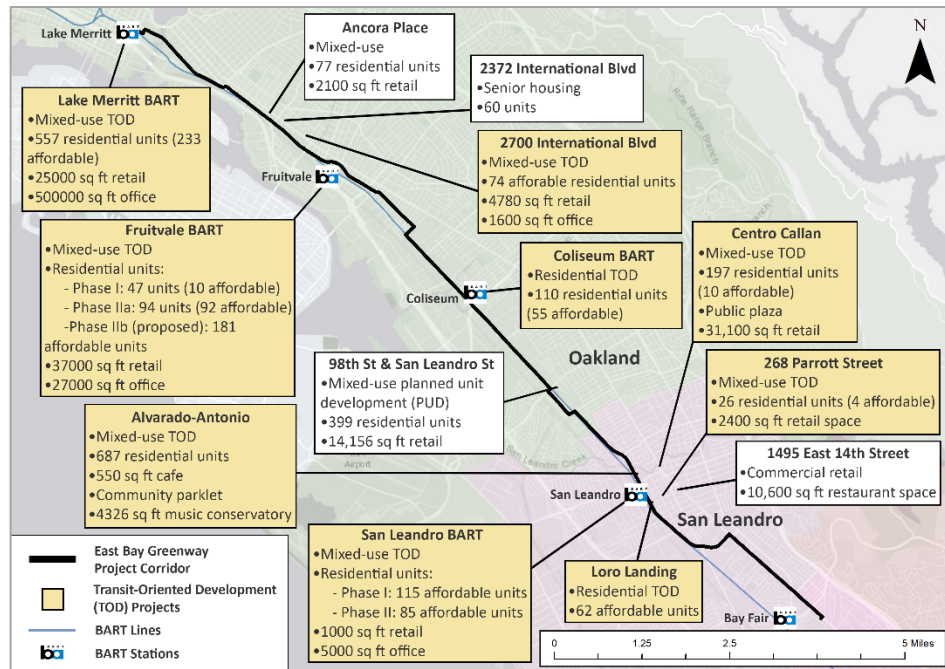


Figure 3-7. Planned Mixed-Use Projects in the Corridor

Improving public health. As noted in Section 3.2 Environmental Sustainability, the project area disproportionately suffers from high rates of air and noise pollution. It should be noted that more than 20% of the population in the project area are school-age children⁶ (under 18 years of age); children are more susceptible than adults to the adverse health consequences of pollution and inactivity. Encouraging walking and bicycling among residents will improve the overall health of individuals and the community. The potential mode shift to active transportation and transit will result in reduced VMT and pollution-related impacts.

Greening the corridor and providing access to open space. The EBGW proposes several components in this heavily urbanized environment with the goal of fostering a sense of place by creating welcoming and attractive green spaces, which will mitigate urban heat islands, provide refuge from hot or inclement weather, and improve the attractiveness of the corridor. Some green and sustainable approaches that are under consideration for integration in the EBGW design include green stormwater infrastructure, low water landscaping, pervious and permeable pavers, pervious concrete, and porous asphalt; energy efficient lighting and use of solar power and “smart” lighting controls; street trees; and new urban green spaces. Corridor residents and visitors currently lack access to green spaces and parks. As illustrated in Figure 3-8, the corridor has less tree canopy (0-15%) than other parts of Oakland and the surrounding communities. Oakland also ranks low in available open space, scoring just 45 out of 100 in acres of parks due to low median park size, according to the [Trust for Public Land](#). The EBGW provides better access to regional recreational activities, such as the Bay Trail, which currently includes 350 miles of an all-abilities bicycle and pedestrian trail that hugs the shoreline of the San Francisco Bay. Martin Luther King Regional Shoreline Park, a wetland shoreline preserve, lies a little more than two miles west of the project corridor. The project will proactively address equity by ensuring that disadvantaged neighborhoods share in access to green space and outdoor recreation opportunities.

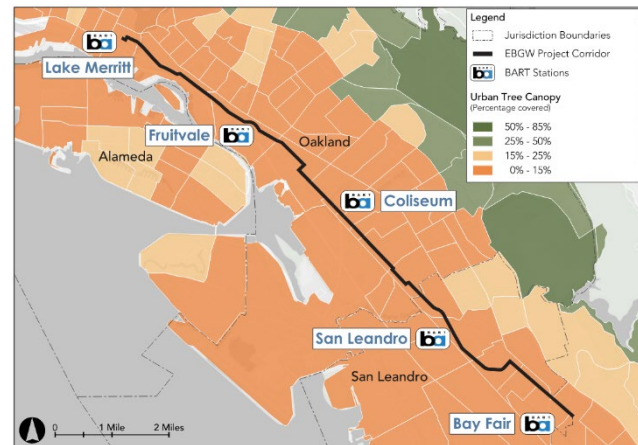


Figure 3-8. Urban Tree Coverage in the Corridor

⁶ Derived from the [American Community Survey 2016-2020 5-Year Data Release](#)

Reflecting the local community through art. Oakland has a significant local arts community and a high level of interest in public art and murals (Figure 3-9). It also has a community-focused program to permit roadway art murals called “Paint the Town!” San Leandro also has funded local art projects. As the project proceeds, it will pursue opportunities to collaborate with local artists to incorporate formal public art and informal community-based programs.



Figure 3-9. East Bay Community Rejuvenation Project Mural by Matley Hurd, Korner Oakland, Fruitvale and San Leandro (one block from 12th Street)

3.4 Mobility and Community Connectivity

Maximizing regional connectivity. The EBGW corridor is transit-rich with local, transbay, and rapid bus service, urban rail service (BART), and intercity rail service (Capitol Corridor/Amtrak). The project will provide enhanced first- and last-mile access to the five BART stations, one Capitol Corridor station, and bus stops along the route. The project corridor is also served by shared micromobility services (bikes, e-bikes, and scooters), and the project provides linkages to the regional bicycle and trail network, such as the Bay Trail.

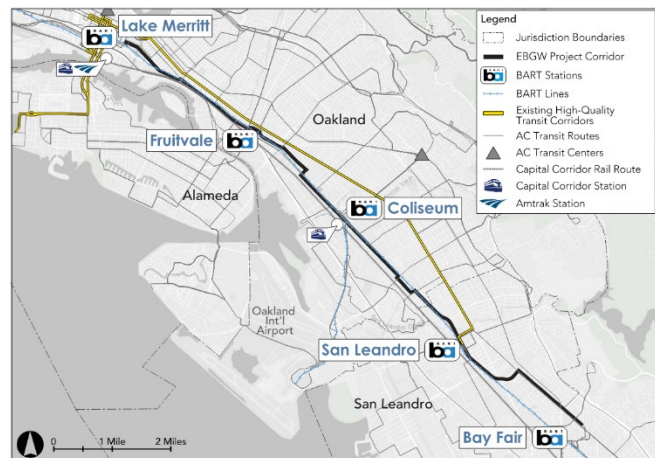


Figure 3-10. Access to Multimodal Choices

Addressing community-identified needs and gaps. The EBGW meets community needs identified in a range of community planning efforts, including the Alameda CTC Community-Based Transportation Plan, East Oakland Mobility Action Plan, East Oakland Neighborhood Initiatives, and Oakland and San Leandro Bicycle and Pedestrian Master Plans. These plans have identified a significant gap in the regional transportation network along the BART corridor, where there is no continuous, low-stress, north-south bicycling route. As illustrated in Figure 3-11, the project

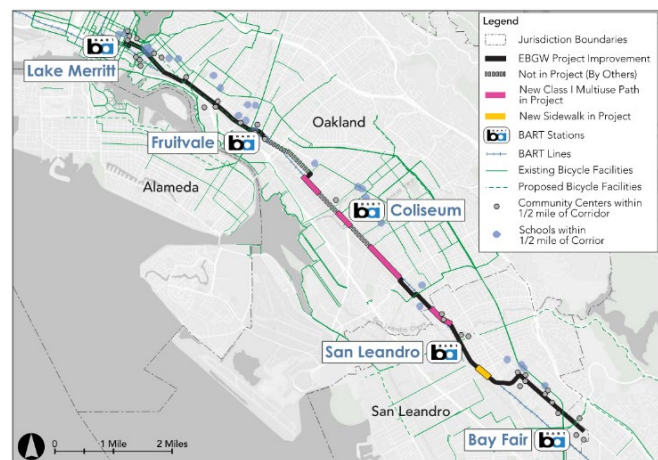


Figure 3-11. Gap Closure Map

will close significant gaps in the bicycle and pedestrian network. These plans have also identified a significant community interest in improving overall traffic safety, providing more urban greening and community gathering spaces, and lifting up the identities and histories of the neighborhoods.

Removing barriers to reconnect communities. As noted in Section 3.1 Safety, the EBGW will introduce elements to slow traffic and to provide safe crossings along streets that currently have a wide, auto-centric, high-speed design, which will enhance the cohesiveness of corridor neighborhoods. The project will make it easier and safer for residents to walk or bike across the street to access schools, services, and destinations.

Accessibility and universal design. The project scope includes upgrades to achieve and exceed compliance with ADA requirements throughout, including upgrading all curb ramps to the latest standards, achieving requirements for cross slopes and running slopes, removing obstructions as part of pathway design, and upgrading traffic signal systems to include accessible pedestrian signals. The project also will include the creation of new paratransit loading zones and add accessible parking spaces to ensure continued access to needed destinations for users of mobility devices who may need to drive. The City of Oakland's ADA Coordinator and AC Transit Accessibility Advisory Committee have been engaged as key stakeholders, and they will continue to inform the design process. Notably, Oakland was the first city in the nation to offer adaptive bike share.

Serving all users through a Complete Streets approach. Alameda County has been a national leader in [Complete Streets](#) policy adoption and implementation. A decade ago, all jurisdictions in Alameda County adopted Complete Streets policies, which are modeled on those developed by the [National Complete Streets Coalition](#). The project lives up to the policy directive to serve all modes and all users. In addition to features to serve bicyclists and pedestrians (new pathways, protected bike facilities, and safer intersection design), the project also includes upgrades to serve transit users (bus loading islands, transit signal priority, and shelter enhancements), measures to improve safety for motorists (new signals, median treatments, and lighting upgrades), and improvements to serve people with disabilities.

3.5 Economic Competitiveness

Community residents have long voiced the desire for more robust economic support and activity to maintain their community-serving businesses, reduce displacement, and provide access to good paying jobs. The EBGW seeks to improve the safety and attractiveness of the corridor for all users and uses, as well as providing access to education, jobs, and job-supporting services, such as day care, and attracting and supporting robust neighborhood-serving restaurants, entertainment venues, and businesses. New investment in the communities will spur greater public and private investment in the corridor.

Inclusive project contracting. Project construction contracting will comply with the federal Disadvantaged Business Enterprise (DBE) Program in accordance with federal regulations 49 CFR Part 26. Project construction contracting will comply with State of California prevailing wage requirements and DBE programs to ensure support for good-paying jobs and small businesses. Alameda CTC has its own Local Business Contract Equity (LBCE) Program that ensures support for small businesses, funds stay in the

local economy, and all project planning and design professional services have been procured through the LBCE Program.

Providing ladders of economic opportunity. In delivering the EBGW, Alameda CTC will contract with the [California Association of Local Conservation Corps](#) (CALCC), a nonprofit organization that provides corps members with on-the-job experience and skills training, often leading to valuable certifications to help people move forward in their careers. Corps members are paid stipends and often receive educational scholarships upon completing their service. Alameda CTC will contract with CALCC for urban greening components, including planting trees and installing benches and wayfinding signage.

The EBGW will also connect individuals to education hubs and job training, including Laney Community College, which offers more than 60 associate degree programs (enrollment is approximately 85% students of color).⁷ Improved access to the extensive regional transportation network will expand employment opportunities.

Linking to job centers. The EBGW directly connects to several major job centers, including downtown Oakland (home to more than 100,000 jobs across a range of economic sectors), downtown San Leandro, the Fruitvale and East 14th Commercial Districts, and the Coliseum Area Industrial District (Figure 3-12). The Coliseum Area features major regional employers (regional entertainment venue, international airport) as well as numerous blue-collar jobs in manufacturing, production/distribution/repair, and transportation/logistics sectors.

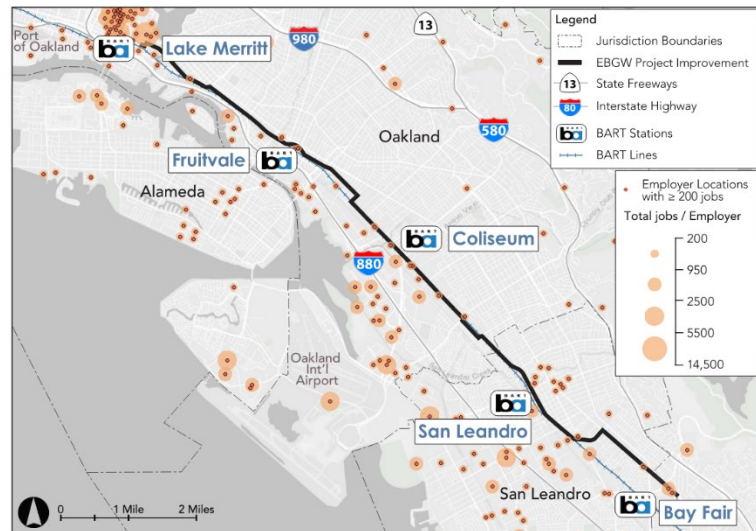


Figure 3-12. Major Employers within the Corridor

Promoting robust job creation. Jobs created through infrastructure spending include three categories: direct jobs, which represent people whose work is directly billed to the project; indirect jobs, which represent employees working for producers of materials, equipment, and services that are used on the project; and induced jobs, which are created when employees go out and spend their increased incomes on consumer goods and services. It is estimated that total employment (direct, indirect, and induced) is increased by 10 job-years for every \$1 million in direct spending.⁸ For the EBGW, this equates to the creation of over **1,000 job-years** — a significant benefit to the local and regional economy.

⁷ [Laney College Campus Overview Fact Sheet](#)

⁸ [Updated employment multipliers for the U.S. economy | Economic Policy Institute \(epi.org\)](#)

Facilitating tourism opportunities. The EBGW corridor includes a number of points of interest to visitors and tourists, including downtown Oakland, which includes a convention center, multiple hotels, and burgeoning dining scene; destination areas, such as the Uptown District, Fruitvale, and downtown San Leandro, which feature vibrant mixes of ethnic food, shopping, farmers' markets, and pub scenes; Lake Merritt, a jewel of an urban park and the oldest urban wildlife refuge in the U.S.; and the Oakland Coliseum and Oakland Arena, which host sporting and entertainment events. These points of interest are already connected by regional transit (BART, Capitol Corridor, and Tempo Bus Rapid Transit, which are easily useable with the Clipper regional transit fare payment system), and the project will further enable visitors and patrons to travel to these destinations via an easy and comfortable bike ride. Oakland already features a mix of shared micromobility options (BayWheels docked bikeshare system and various dockless bike share and scooter services) that visitors can use to explore the corridor. The EBGW also connects directly to the Oakland International Airport via the Coliseum BART Station/Oakland Airport Connector.

Improved intermodal and/or multimodal freight mobility. By shifting commuters to more accessible modes of transit, the EBGW will provide congestion relief along I-880, thereby helping improve the flow of Port of Oakland and freight traffic through the congested Bay Area. Unimpeded truck and freight movement is critical to maintaining the national supply chain and related jobs.

3.6 State of Good Repair

Restoring and modernizing aging transportation infrastructure. Due to years of neglect and the high levels of auto and truck traffic in the corridor, the existing transportation infrastructure — particularly the arterials and intersections — is in dismal condition. Damaged pavement, aging traffic signal systems that do not meet current standards, and weed-choked, broken sidewalks are typical conditions. The EBGW will restore and modernize the existing aging infrastructure, much of which was installed decades ago. In addition to the bicycle, pedestrian, and transit elements, the project scope also includes pavement rehabilitation, modernized traffic signals, and sidewalk repair in conjunction with ramp upgrades.

Reducing maintenance burdens. The EBGW's arterial, pavement, and lighting upgrades will be state-of-the-art and, to the extent possible, include low-maintenance alternatives and energy-saving technologies, as described in Section 3.3 Quality of Life. Segments of the EBGW corridor will be converted from paved areas to landscaped areas and medians, thereby reducing future pavement rehabilitation needs. The project will also use drought-tolerant and native landscaping and tree species consistent with the Urban Forestry Master Plans for each city, to reduce ongoing operations and maintenance costs. Alameda CTC is working closely with the corridor cities of Oakland and San Leandro to ensure ongoing maintenance of the new facilities. The agency will also work with the cities to incorporate murals and public art by local artists, elements which have been shown to reduce graffiti and to enhance a sense of community stewardship and pride.

Fix it first policy approach. The San Francisco metropolitan region has long adopted a "fix it first" policy approach, which emphasizes reinvesting in and fixing existing aging

infrastructure instead of expanding the freeway and local roadway networks. The EBGW fits within the “fix it first” framework because it will accommodate future growth in the corridor by fixing and reconfiguring existing roadways to better accommodate more spatially efficient modes as an alternative to vehicle capacity adding projects.

3.7 Partnership and Collaboration

Community and stakeholder engagement. The EBGW has had deep ties with the diverse people and communities within the corridor for over 15 years. As noted in [Section 1 Project Description](#), the vision for the EBGW started in 2008 with a community-based planning effort. Over the years, the proposed safety and access improvements have been reconfirmed by a number of additional engagement activities, including the [East Oakland Mobility Action Plan](#) and the Alameda CTC’s [Community-Based Transportation Plan](#). Improved safety for pedestrians and bicyclists was cited as a top transportation priority in these planning efforts while urban greening was also as a key theme.

The project team has closely coordinated with stakeholders that are vital to its implementation, the corridor cities of Oakland and San Leandro as well as BART, AC Transit, and Caltrans. Summaries of the outreach conducted for each city are included as [Attachment 6](#).

Meaningful public involvement practices. Significant community input has been sought during recent project conceptual planning (2021 to 2022) using many engagement techniques and strategies that are consistent with the U.S. Department of Transportation’s (USDOT) [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#) guide:

- Presentations to policy boards (Alameda CTC), city councils, and community advisory committees (local and countywide bicycle and pedestrian advisory committees)
- Translation of materials into Spanish and Chinese
- Focus groups with community organizations and representatives of different modal interests
- Use of multiple methods designed to reach people “where they are,” including online and in-person outreach
- Pop-ups at popular community destinations, such as transit stations, festivals, and farmers markets (Figure 3-13)
- [Project website](#) with comprehensive information
- Door-to-door outreach in business districts



Figure 3-13. Public Outreach Event at the San Leandro Farmer's Market

- Mailers to residents and businesses along the corridor
- Partnerships with community-based organizations
- Development of a community participation plan to articulate shared goals

Incorporating community feedback. Several community member suggestions have directly led to the incorporation of new elements into the project design. Examples include adding additional midblock pedestrian crossing opportunities in the E. 14th commercial district, adding raised medians to prevent reckless driving and to create space for landscaping along San Leandro Street, and designing protected bikeways that are narrow at openings to prevent cars from parking in them but wider at midblock to allow for social riding (multiple people riding side-by-side so they can converse).

Ongoing community engagement. During project delivery, Alameda CTC will continue engaging and collaborating in meaningful ways with local community-based organizations; stakeholders; social justice and religious leaders; bicycle, pedestrian, and transit advocacy groups; youth and tribal organizations; and the community at large.

3.8 Innovation

The project scope includes innovative technology elements that will deliver multimodal benefits. The project includes transit signal priority, which will include vehicle-to-infrastructure components that allow transit vehicles to communicate with traffic signal systems to truncate red lights and to extend green lights and keep buses moving quickly and efficiently. The project scope also includes upgrades to pedestrian and bicycle detection technology, including pedestrian-actuated supplemental safety lighting at uncontrolled crossings and bicycle video detection at traffic signals. Lastly, the project will include multimodal design treatments, such as protected intersections and bike lanes that are emerging treatments nationally, and the implementation of these treatments will advance multimodal design practices.