

## Appendix C. Review of Existing Plans and Projects by Station Area and Agency

## Review of Existing Plans and Projects by Station Area and Agency

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**Table 1 Summary List of Relevant Projects Programs, Plans and Studies**

Agency	Project, Program, Plan or Study
<b>State or Regional Agencies</b>	
BART	<a href="#">BART Multimodal Access Design Guidelines (2017) at <u>Station Area Planning webpage</u></a>
	<a href="#">North Concord to Antioch BART Access Study (2018) at <u>Station Area Planning webpage</u></a>
	<a href="#">BART Walk and Bicycle Network Gap Study (2020) at <u>Station Area Planning webpage</u></a>
	<a href="#">Berkeley-El Cerrito Corridor Access Plan (BECCAP) (2023)</a>
	<a href="#">Safe Routes to BART (Ongoing)</a>
California Department of Transportation (Caltrans) District 4	<a href="#">District 4 Bike Plan (2018) &amp; Update (2023)</a>
	<a href="#">District 4 Pedestrian Plan for the Bay Area (2021)</a>
Metropolitan Transportation Commission (MTC)	<a href="#">Regional Safety/Vision Zero Policy (2020)</a>
<b>Countywide Authorities</b>	
Alameda County Transportation Commission (Alameda CTC)	<a href="#">Alameda Countywide Transportation Plan (2020)</a>
	<a href="#">Alameda County Safe Routes to School Program</a>
	<a href="#">Alameda County Transportation Commission Projects</a>
City/County Association of Governments of San Mateo County (C/CAG)	<a href="#">C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021)</a>
	<a href="#">San Mateo C/CAG Countywide LRSP Draft (2024)</a>
Contra Costa Transportation Authority (CCTA)	<a href="#">Contra Costa Countywide Bicycle and Pedestrian Plan (2018)</a>
	<a href="#">Contra Costa Transportation Authority: Smart Signals</a>
	<a href="#">Countywide Vision Zero Program</a> (includes a 2022 Countywide Action Plan)
San Francisco County Transportation Authority (SFCTA)	<a href="#">San Francisco County Transportation Authority Projects</a>
San Mateo County Transportation Authority (SMCTA)	<a href="#">Pedestrian and Bicycle Projects</a>
Santa Clara Valley Transportation Authority (VTA)	<a href="#">Berryessa/North San Jose Station Access Plan (2024)</a>
	<a href="#">VTA Countywide Local Roads Safety Plan (2022)</a>
	<a href="#">Tasman Complete Streets Corridor Study (2017)</a>
	<a href="#">Valley Transportation Plan (VTP) 2050 (2024)</a>
	<a href="#">Valley Transportation Authority (VTA) Projects</a>
<b>Local Agencies (all cities unless otherwise stated)</b>	
Alameda County	<a href="#">Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (2019)</a>
	<a href="#">ADA Transition Plan for Public ROW (2008)</a>
Albany	<a href="#">City of Albany Local Road Safety Plan (2023)</a>
	<a href="#">Albany Active Transportation Plan Draft (2024)</a>
Antioch	<a href="#">City of Antioch Local Roadway Safety Plan Draft Report (2022)</a>

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Berkeley	<a href="#"><u>Berkeley Transportation Element (2001)</u></a>
	<a href="#"><u>Berkeley Strategic Transportation (BeST) Plan (2016)</u></a>
	<a href="#"><u>Berkeley Bicycle Plan (Adopted 2017, Updated 2024)</u></a>
	<a href="#"><u>Berkeley Vision Zero Action Plan (2019)</u></a>
	<a href="#"><u>Berkeley Adeline Corridor Specific Plan (2020)</u></a>
	<a href="#"><u>Berkeley Pedestrian Plan (2020)</u></a>
	<a href="#"><u>Berkeley Transit First Policy Implementation Plan (2023)</u></a>
Burlingame	<a href="#"><u>City of Burlingame Bicycle and Pedestrian Master Plan (2020)</u></a>
Colma (Town)	<a href="#"><u>Colma Transportation Safety Action Plan (2018)</u></a>
	<a href="#"><u>Serramonte Boulevard and Collins Avenue Master Plan (2020)</u></a>
	<a href="#"><u>Colma El Camino Real Bicycle and Pedestrian Improvement Plan (2021)</u></a>
Concord	<a href="#"><u>Bicycle, pedestrian &amp; safe routes to transit plan (2016)</u></a>
	<a href="#"><u>Local roadway safety plan (2022)</u></a>
	<a href="#"><u>City of Concord Capital Improvement Projects (2024)</u></a>
Contra Costa County	<a href="#"><u>Contra Costa County Vision Zero (2022)</u></a>
Daly City	<a href="#"><u>City of Daly City Pedestrian and Bicycle Master Plan (2020)</u></a>
	<a href="#"><u>City of Daly City Vision Zero Landing Page</u></a>
Dublin	<a href="#"><u>Dublin Bicycle and Pedestrian Plan (2023)</u></a>
	<a href="#"><u>Dublin Local Roadway Safety Plan (2023)</u></a>
El Cerrito	<a href="#"><u>Ohlone Greenway Master Plan (2009)</u></a>
	<a href="#"><u>City of El Cerrito Active Transportation Plan (2016)</u></a>
	<a href="#"><u>San Pablo Ave Specific Plan (2022)</u></a>
Fremont	<a href="#"><u>Fremont Mobility Action Plan (2019)</u></a>
	Fremont Systemic Safety Analysis Report (2020) – Available by request by emailing <a href="mailto:transportationengineering@fremont.gov">transportationengineering@fremont.gov</a>
	<a href="#"><u>Fremont Vision Zero Action Plan (2021)</u></a>
	<a href="#"><u>City of Fremont SR 84 Relinquishment (2022)</u></a>
	<a href="#"><u>Fremont Active Transportation Plan (2025)</u></a>
Hayward	<a href="#"><u>Hayward Bicycle and Pedestrian Master Plan (2020)</u></a>
	<a href="#"><u>Hayward Local Roadway Safety Plan (2023)</u></a>
Lafayette	<a href="#"><u>City of Lafayette Vision Zero and Local Road Safety Plan (2023)</u></a>
	<a href="#"><u>City of Lafayette Master Walkways Plan (Adopted 1999, Updated 2015)</u></a>
	<a href="#"><u>City of Lafayette Bikeways Master Plan (2006)</u></a>
Millbrae	<a href="#"><u>City of Millbrae Active Transportation Plan (2021)</u></a>
	<a href="#"><u>City of Millbrae Local Roadway Safety Plan (2022)</u></a>

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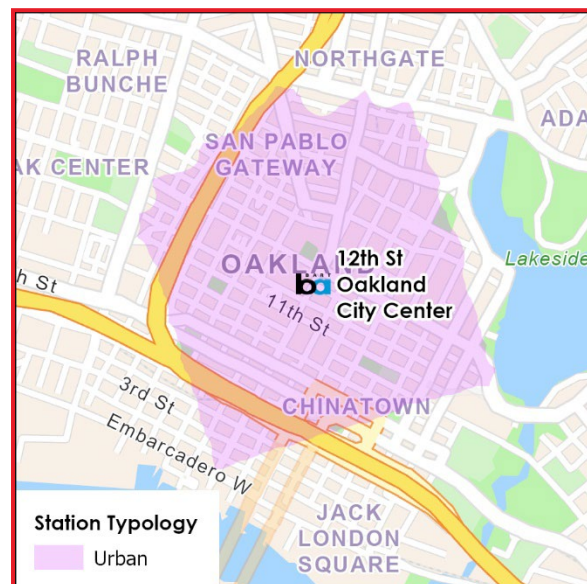
Agency	Project, Program, Plan or Study
Milpitas	<a href="#"><u>Trail, Pedestrian, and Bicycle Master Plan (2022)</u></a>
	<a href="#"><u>City of Milpitas Citywide Travel Safety Plan (2024)</u></a>
	<a href="#"><u>Metro Specific Plan &amp; Update (2023)</u></a>
Oakland	<a href="#"><u>Coliseum Area Specific Plan (2015)</u></a>
	<a href="#"><u>City of Oakland Pedestrian Plan (2017)</u></a>
	<a href="#"><u>Lake Merritt Station Area Plan (2018)</u></a>
	<a href="#"><u>West Oakland Specific Plan (2018)</u></a>
	<a href="#"><u>Oakland Bike Plan (2019)</u></a>
	<a href="#"><u>Oakland DOT Transit Action Strategy (2020)</u></a>
	<a href="#"><u>City of Oakland Local Roadway Safety Plan (2022)</u></a>
	<a href="#"><u>Downtown Oakland Specific Plan (2024)</u></a>
	<a href="#"><u>East Oakland Mobility Action Plan (2021)</u></a>
Orinda	<a href="#"><u>City of Orinda Bicycle, Trails, and Walkways Master Plan (2011)</u></a>
	<a href="#"><u>City of Orinda Local Road Safety Plan (2023)</u></a>
Pittsburg	<a href="#"><u>Pittsburg Moves Active Transportation Plan (2020)</u></a>
Pleasant Hill	<a href="#"><u>City of Pleasant Hill Bicycle &amp; Pedestrian Master Plan (2024)</u></a>
Pleasanton	<a href="#"><u>Pleasanton Bicycle and Pedestrian Mater Plan (2018)</u></a>
Richmond	<a href="#"><u>City of Richmond Local Roadway Safety Plan (2022)</u></a>
	<a href="#"><u>City of Richmond Bicycle and Pedestrian Plan (BPAP 2023)</u></a>
San Bruno	<a href="#"><u>City of San Bruno Local Road Safety Plan (2023)</u></a>
	<a href="#"><u>City of San Bruno Safe Routes to School Plan (2023)</u></a>
	<a href="#"><u>City of San Bruno Walk 'n Bike Plan (2016)</u></a>
San Francisco (City and County)	<a href="#"><u>2015, 2017, 2019, 2021 Vision Zero SF Action Strategies</u></a>
	<a href="#"><u>San Francisco Biking and Rolling Plan (2024 draft)</u></a>
	<a href="#"><u>SFMTA Bike Projects</u></a>
	<a href="#"><u>SFMTA Pedestrian Projects</u></a>
	<a href="#"><u>SFMTA Pedestrian Program</u></a>
	<a href="#"><u>SFMTA Quick-Build Projects</u></a>
	<a href="#"><u>SFMTA Slow Streets Program</u></a>
	<a href="#"><u>SFMTA Vision Zero Projects</u></a>
San Mateo County	<a href="#"><u>Unincorporated San Mateo County Active Transportation Plan (2020)</u></a>
	<a href="#"><u>San Mateo County Transportation Plan 2040 (2017)</u></a>
San Jose	<a href="#"><u>San Jose Better Bike Plan 2025 (2020)</u></a>
	<a href="#"><u>San Jose Vision Zero Action Plan (2020)</u></a>
	<a href="#"><u>Berryessa Urban Village Plan (2021)</u></a>

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Agency	Project, Program, Plan or Study
	<u>City of San Jose Transportation Projects</u>
San Leandro	<u>San Leandro Bicycle and Pedestrian Master Plan (2024)</u>
	<u>San Leandro Local Roadway Safety Plan (2022)</u>
Santa Clara County	<u>Santa Clara County Local Roadway Safety Plan Draft (2023)</u>
	<u>Santa Clara County Active Transportation Plan Draft (2024)</u>
South San Francisco	<u>Active South City: South San Francisco's Bicycle and Pedestrian Master Plan (2022)</u>
	<u>Lindenville Specific Plan (2023)</u>
	<u>South San Francisco Local Road Safety Plan (2022)</u>
Union City	<u>Union City Bicycle and Pedestrian Master Plan (2021)</u>
	<u>Union City Station District Specific Plan (2022)</u>
	<u>Union City Local Road Safety (2023)</u>
Walnut Creek	<u>Local Roadway Safety Plan: A Path to Vision Zero (2023)</u>

## 12th St Oakland City Center

Station Area Profile	
County	Alameda
Existing Station Access Typology	<u>Urban</u>
Aspirational Station Access Typology	<u>Urban</u>
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>Pedestrian, Bicycle, and Transit Safety Toolkit, Oakland DOT Transit Action Strategy</u> )
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their <u>Strategic Plan</u> .
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>City of Oakland Local Roadway Safety Plan (2022)</b>		
14 <sup>th</sup> St (Myrtle St – Oak St)	Lengthen pedestrian countdown timers, shorten signal cycle length, high-visibility crosswalks, restrict on-street parking near intersections and crosswalks, road diet from four to two lanes, pedestrian refuge islands, Class IV separated bikeway	Recommended by plan
9 <sup>th</sup> St/Franklin St, 9 <sup>th</sup> St/Harrison St	Shorten signal cycle length, high-visibility crosswalks, restrict parking near intersections and crosswalks, road diet	Recommended by plan
8 <sup>th</sup> St/Franklin St, 8 <sup>th</sup> St/Harrison St, 8 <sup>th</sup> St/Fallon St	Leading pedestrian interval, protected left turn phase, bulb-outs, road diet, sidewalk extension	Recommended by plan
8 <sup>th</sup> St (Franklin St – Fallon St)	Class IV separated bikeway	Recommended by plan
Broadway (2 <sup>nd</sup> St – 11 <sup>th</sup> St), Broadway (20 <sup>th</sup> St – Grand Ave)	Broadway Streetscape Improvement Project: <ul style="list-style-type: none"> <li>Red-bus only lanes</li> <li>Transit signal priority, bus shelters and seating</li> <li>Pedestrian safety and accessibility measures such as large curb extensions to narrow intersections, slow turning movements, and improve yielding to people walking, new ADA curb ramps, high-visibility crosswalks, upgraded intersection safety lighting, and wayfinding signage to increase safety and visibility</li> <li>Broadway/I-880 underpass enhancements with lighting and placemaking elements to invite people to travel between neighborhoods with more comfort</li> <li>Upgrade traffic signals and provide protected left turns to increase safety</li> <li>Lowering the speed limit as part of a new Oakland ordinance to enhance safety</li> </ul>	In design
Brush St/12 <sup>th</sup> St	“Pedestrian crossing prohibited” signage on north side, re-stripe, leading pedestrian interval, restrict parking, bulb-outs, road diet	Recommended by plan
Brush St/14 <sup>th</sup> St	Replace pedestrian countdown timer, re-stripe, bulb-outs, road diet, separate left turn phase	Recommended by plan
7 <sup>th</sup> St/Harrison St	Pedestrian countdown timers, pedestrian activated buttons, leading pedestrian interval, protected right turn phase, vehicle/bike detection	Recommended by plan
12 <sup>th</sup> St (Jefferson St – Oak St), Broadway (9 <sup>th</sup> St – 19 <sup>th</sup> St)	Bus rapid transit, median stations, high-visibility crosswalks, transit signal priority	Recommended by plan
Telegraph Ave (20 <sup>th</sup> St – 38 <sup>th</sup> St)	Class II bike lanes, median refuge islands, pedestrian hybrid beacons, traffic signal upgrades, transit boarding islands, road diet, bulb-outs	Construction
7 <sup>th</sup> St (Washington St – 7 <sup>th</sup> St Bridge)	Reduce number of right turn lanes, median island, high-visibility crosswalks, midblock Rapid Rectangular Flashing Beacons (RRFBs)	Recommended by plan



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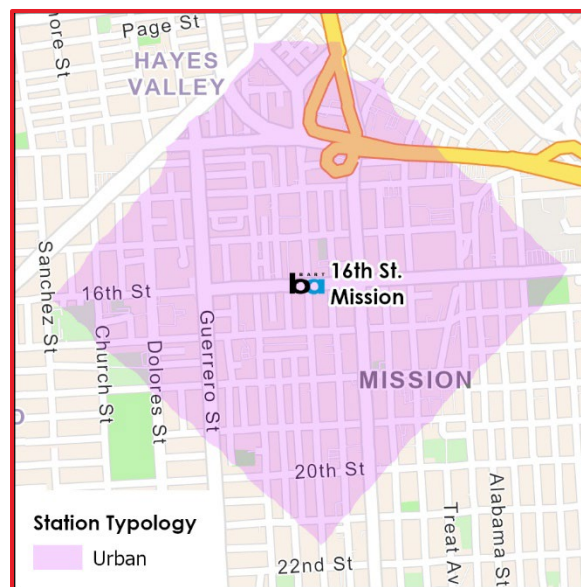
10 <sup>th</sup> St/Jackson St	Bulb-outs, widen median, high-visibility crosswalks	Complete
14 <sup>th</sup> St (Brush St – Lakeside Dr)	Class II buffered bike lanes, pedestrian islands, intersection islands, high-visibility crosswalk, bus boarding islands, pedestrian lighting, bulb-outs	Recommended by plan
<b>Oakland Bike Plan (2019)</b>		
11 <sup>th</sup> St, 12 <sup>th</sup> St, 14 <sup>th</sup> St, Franklin St (6 <sup>th</sup> St – 26 <sup>th</sup> St), San Pablo Ave	Class IV separated bikeway	Recommended by plan, in construction
Jackson St	Class II non-buffered bike lanes	Recommended by plan
MLK Jr Wy (7 <sup>th</sup> St – San Pablo Ave)	Class II buffered bike lanes	Recommended by plan
<b>Downtown Oakland Specific Plan (2024)</b>		
On 20 <sup>th</sup> St from Broadway to Harrison St	19th St BART to Lake Merritt Urban Greenway: The streetscape project will close a last mile gap between the 19th St BART station and Lake Merritt by constructing a combination of: <ul style="list-style-type: none"> <li>Protected, parking-buffered, and sidewalk-level Class IV separated bikeways</li> <li>Pedestrian improvements, including sidewalk widening, installation of bulb-outs and medians.</li> </ul>	Construction
On Harrison St from Lakeside Dr to Grand Ave On Grand Ave from Harrison St to Bay Pl	Lakeside Family Streets Project: <ul style="list-style-type: none"> <li>Bicycle infrastructure project that will implement a median separated two-way Class IV separated bikeway</li> <li>Parking protected bikeways will also extend from Grand to 27th St along Harrison St</li> </ul>	In design
On MLK Jr. Wy from 2nd to 14th St	MLK Jr. Wy Streetscape/Embarcadero West Improvements: <ul style="list-style-type: none"> <li>Class IIB buffered bike lanes or Class IV separated bikeways</li> <li>High-visibility crosswalks, pedestrian lighting, and bulb-outs for pedestrian safety</li> <li>New street trees</li> <li>Fiber optic cable south of 7th St</li> </ul> Embarcadero West Safety and Access Improvements will include <ul style="list-style-type: none"> <li>Multi-use path along Embarcadero West from Clay to Webster</li> <li>Upgrade of eight at-grade crossings between Market St and Oak St</li> </ul>	In design
On MLK Jr. Wy from 7 <sup>th</sup> St and 20 <sup>th</sup> St	MLK Jr. Wy Road Diet Project: Road diet will reduce MLK Jr Wy from four lanes to two, adding buffered bike lanes in both directions and new high-visibility crosswalks	In design
On 7 <sup>th</sup> St from Mandela Pkwy to MLK Jr Wy	7th St Connection Project: <ul style="list-style-type: none"> <li>Streetscape project that will remove one lane of traffic, adding Class IV separated bikeways and wider sidewalks.</li> <li>Reduced crossing distances and overall safety improvements at intersections, better pedestrian street lighting, and street trees.</li> </ul>	In design
On 14th St from Oak St to Brush St	14th St Safe Routes to The City Project: <ul style="list-style-type: none"> <li>Road diet between Brush and Oak St that will go from four lanes to two</li> <li>Class IV separated bikeway protected by curbs and parked cars</li> <li>Transit boarding islands</li> <li>Marked crossings</li> <li>Retime signals</li> <li>Green stormwater infrastructure.</li> </ul>	In design
<b>Alameda County Transportation Commission (ACTC)</b>		
Webster and Posey Tube, I-880, Oak St, 4th St, 6th St, and 7th St	Oakland Alameda Access Project: <ul style="list-style-type: none"> <li>Improves multimodal safety and reduces conflicts in equity priority communities and will reduce incidents between regional and local traffic</li> <li>Enhances bicycle and pedestrian accessibility and connectivity within the project study area</li> <li>Creates more multimodal options helping to protect the climate</li> <li>Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods and the City of Alameda</li> <li>Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods, reducing carbon emissions</li> </ul>	In design

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San Pablo Ave from 16 <sup>th</sup> St to north	San Pablo Ave Corridor Bus-Bike lanes Project: <ul style="list-style-type: none"> <li>• Improvements to make it easier for people walking and biking to cross San Pablo Ave</li> <li>• Bus stop spacing optimization and bus stop amenities/streetscape improvements</li> <li>• Conversion of one travel lane in each direction to a bus-only lane and the on-street parking lanes to Class IV separated bikeways</li> </ul>	
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Broadway, 11 <sup>th</sup> , 14 <sup>th</sup> , and Franklin Sts	Recommended improvements include crossings (pedestrian scramble, high-visibility crosswalks, automatic pedestrian signals, upgrading signal equipment), and bus stop lighting	TBD

## 16<sup>th</sup> St Mission

Station Area Profile	
County	San Francisco
Existing Station Access Typology	<u>Urban</u>
Aspirational Station Access Typology	<u>Urban</u>
Local High-Injury Network	Yes ( <u>Vision Zero SF 2022</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>SFMTA Pedestrian Improvements Toolkit, VZSF Engineering Streets for Safety</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>City</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

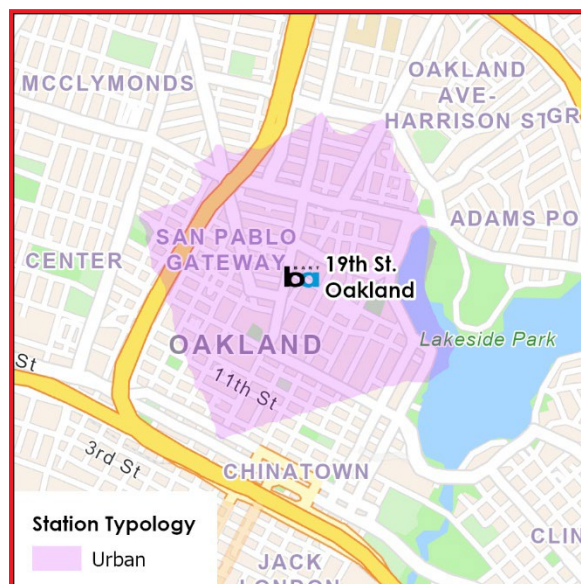
Location	Project Name	Status
<b>Vision Zero SF (2021)</b>		
On Valencia St from Market St to Mission St	Valencia St Bikeway Implementation Plan [NTIP Planning] – Revise the center-running bike lanes to new side-running bike lanes on Valencia St between Market St and Mission St.	Construction
On Guerrero St from Market St to 20 <sup>th</sup> St	FY23 Vision Zero Quick-Build Implementation – <ul style="list-style-type: none"> <li>Comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments</li> <li>Safety improvements include protected bikeways, boarding islands, painted safety zones, curb ramps, loading zones, and more</li> </ul>	In design, construction
On S Van Ness Ave from 13 <sup>th</sup> St to Cesar Chavez Ave	Vision Zero Quick-Build Program FY21 – Pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking/loading changes	In design, construction
Various locations on Hampshire St, York St, Dolores St, Cesar Chavez Ave on-ramp, 22nd St and 23rd St	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation – curb ramps, sidewalk reconstruction, traffic control	Construction
Van Ness Ave and 17 <sup>th</sup> St, Van Ness St and 19 <sup>th</sup> St, Van Ness St and 20 <sup>th</sup> St, Van Ness St and 22 <sup>nd</sup> St, Mission St and 18 <sup>th</sup> St, 17 <sup>th</sup> St and Folsom St	Bulb-outs at 25 WalkFirst Locations	In design
17 <sup>th</sup> St and Folsom St	Traffic Signal Upgrade Contract 36 – <ul style="list-style-type: none"> <li>New pedestrian signals (PCS) &amp; accessible pedestrian signals (APS)</li> <li>New higher-visibility 12-inch traffic signals on mast arms</li> <li>New left turn signals</li> <li>Curb ramps</li> <li>Replacement of old/damaged signal infrastructure</li> </ul>	In design, construction
19 <sup>th</sup> St and Folsom St	Traffic Signal Upgrade Contract 36 - Additional Funds – <ul style="list-style-type: none"> <li>New pedestrian signals and accessible pedestrian signals</li> <li>New higher-visibility 12-inch traffic signals on mast arms</li> <li>Curb ramps</li> <li>Replacement of old/damaged signal infrastructure</li> </ul>	Construction
Duboce Ave and Valencia St, 14 <sup>th</sup> St and Valencia St	Vision Zero Left Turn Traffic Calming at HIN locations	Construction
Market St from Castro St to Dolores St, Valencia St from Clinton Park to Cesar Chavez St, Mission St from Clinton Park to Cesar Chavez St	Locations eligible for speed limit reductions through AB 43	Recommended by plan

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On Market St from Castro St to Octavia Blvd	Upper Market St Safety Project – <ul style="list-style-type: none"> <li>• Sidewalk extensions (bulb-outs) and ADA accessibility upgrades</li> <li>• Signal and phasing modifications</li> <li>• Bikeway and bike access upgrades: Enhanced physical protection, Widening/straightening, new sidewalk bike racks and corrals</li> </ul>	Complete
<b>Transportation Effectiveness Program (TEP)</b>		
16 <sup>th</sup> St	16th St Improvement Project: <ul style="list-style-type: none"> <li>• Improve reliability and travel time of the 22 Fillmore</li> <li>• Improve safety on 16th St for people walking, bicycling, and driving</li> <li>• Improve bike route from Mission to Mission Bay</li> </ul>	Construction
<b>Caltrans District 4 Bike Plan (2018)</b>		
Division St – 13 <sup>th</sup> St – Duboce Ave	13th St Safety Project: <ul style="list-style-type: none"> <li>• Extend protected facilities on 13th St west and connect to Valencia St.</li> </ul>	Construction

## 19<sup>th</sup> St Oakland

Station Area Profile	
County	Alameda
Existing Station Access Typology	<u>Urban</u>
Aspirational Station Access Typology	<u>Urban</u>
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>Pedestrian/Bicycle/Transit</u> , <u>Transit 2</u> )
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their <u>Strategic Plan</u> and currently has a <u>Local Roadway Safety Plan</u> .
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
W Grand Ave (Broadway – Santa Clara Ave)	Relocate bus stops to far side of intersection, traffic signal reprogramming	In design
<b>City of Oakland Local Roadway Safety Plan (2022)</b>		
14 <sup>th</sup> St (Myrtle St – Oak St)	Lengthen pedestrian countdown timers, shorten signal cycle length, high-visibility crosswalks, restrict on-street parking near intersections and crosswalks, road diet from four to two lanes, pedestrian refuge islands, Class IV separated bikeway	Recommended by plan
Broadway (2 <sup>nd</sup> St – 11 <sup>th</sup> St), Broadway (20 <sup>th</sup> St – Grand Ave)	Broadway Streetscape Improvement Project: <ul style="list-style-type: none"> <li>Red-bus only lanes</li> <li>Transit signal priority, bus shelters and seating</li> <li>Pedestrian safety and accessibility measures such as large curb extensions to narrow intersections, slow turning movements, and improve yielding to people walking, new ADA curb ramps, high-visibility crosswalks, upgraded intersection safety lighting, and wayfinding signage to increase safety and visibility</li> <li>Broadway/I-880 underpass enhancements with lighting and placemaking elements to invite people to travel between neighborhoods with more comfort</li> <li>Upgrade traffic signals and provide protected left turns to increase safety</li> <li>Lowering the speed limit as part of a new Oakland ordinance to enhance safety</li> </ul>	In design
Grand Ave (Valley St – Park View Ter)	Fixed pedestrian recall, lengthen pedestrian countdown timers, leading pedestrian interval, road diet, crosswalks at all intersections, mid-block Rapid Rectangular Flashing Beacon (RRFB), remove channelized right turn, separate left-turn phase	In design
12 <sup>th</sup> St (Jefferson St – Oak St), Broadway (9 <sup>th</sup> St – 19 <sup>th</sup> St)	Bus rapid transit, median stations, high-visibility crosswalks, transit signal priority	Recommended by plan
MLK Jr Wy (W Grand Ave – 40 <sup>th</sup> St)	Road diet	Recommended by plan
Telegraph Ave (20 <sup>th</sup> St – 38 <sup>th</sup> St)	Class II bike lanes, median refuge islands, pedestrian hybrid beacons (PHB), traffic signal upgrades, transit boarding islands, road diet, bulb-outs	Construction
24 <sup>th</sup> St/Broadway	RRFB	Recommended by plan
W Grand Ave (Mandela Pkwy – MacArthur Blvd)	Widen sidewalks, bus rapid transit (BRT), widen median, raised Class IV separated bikeway, curb extensions, transit boarding islands, road diet	Construction

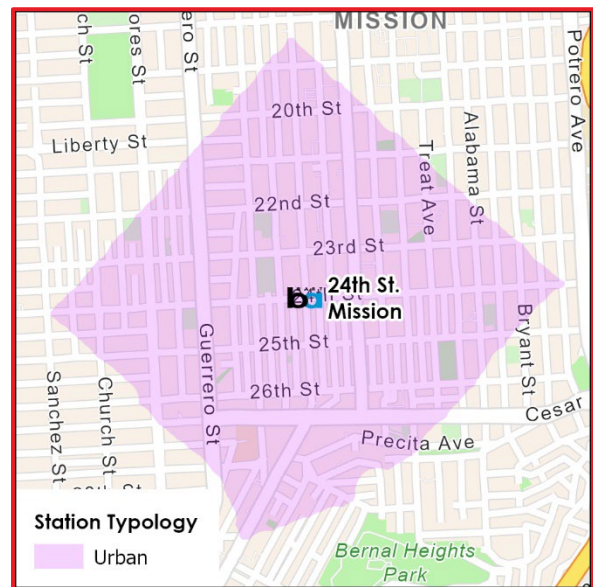
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

14 <sup>th</sup> St (Brush St – Lakeside Dr)	Class II buffered bike lanes, pedestrian islands, intersection islands, high-visibility crosswalk, bus boarding islands, pedestrian lighting, bulb-outs	Construction
<b>Oakland Bike Plan (2019)</b>		
11 <sup>th</sup> St, 12 <sup>th</sup> St, 14 <sup>th</sup> St, Franklin St (6 <sup>th</sup> St – 26 <sup>th</sup> St), San Pablo Ave	Class IV separated bikeway	Recommended by plan
Jackson St	Class II non-buffered bike lanes	Recommended by plan
MLK Jr Wy (7 <sup>th</sup> St – San Pablo Ave)	Class II buffered bike lanes	Recommended by plan
<b>Oakland DOT Transit Action Strategy (2020)</b>		
Broadway (3 <sup>rd</sup> St – 20 <sup>th</sup> St)	Broadway Streetscape Improvements: Bus bulbs at intersections	In design
<b>Downtown Oakland Specific Plan (2024)</b>		
On 20 <sup>th</sup> St from Broadway to Harrison St	19th St BART to Lake Merritt Urban Greenway: The streetscape project will close a last mile gap between the 19th St BART station and Lake Merritt by constructing a combination of: <ul style="list-style-type: none"> <li>Protected, parking-buffered, and sidewalk-level Class IV separated bikeways</li> <li>Pedestrian improvements, including sidewalk widening, installation of bulb-outs and medians.</li> </ul>	Construction
On Harrison St from Lakeside Dr to Grand Ave On Grand Ave from Harrison St to Bay Pl	Lakeside Family Streets Project: <ul style="list-style-type: none"> <li>Bicycle infrastructure project that will implement a median two-way Class IV separated bikeway</li> <li>Parking protected Class IV separated bikeways will also extend from Grand to 27th St along Harrison St</li> </ul>	In design
On Lakeside Dr/Lake Merritt Blvd from Jackson St to E 15 <sup>th</sup> St	Lakeside Dr/Lake Merritt Blvd Complete Streets Project: <ul style="list-style-type: none"> <li>Repaving project that will include the implementation of a two-way protected Class IV separated bikeway on Lakeside Dr between 12th and Madison St</li> <li>One-way bicycle facility on the south side of Lake Merritt Blvd, connecting 1st Ave to 14th St</li> </ul>	In design
On MLK Jr. Wy from 2nd to 14th St	MLK Jr. Wy Streetscape/Embarcadero West Improvements: <ul style="list-style-type: none"> <li>Class IIB buffered bike lanes or Class IV separated bikeways</li> <li>High-visibility crosswalks, pedestrian lighting, and bulb-outs for pedestrian safety</li> <li>New street trees</li> <li>Fiber optic cable south of 7th St</li> </ul> Embarcadero West Safety and Access Improvements will include <ul style="list-style-type: none"> <li>Multi-use path along Embarcadero West from Clay to Webster</li> <li>Upgrade of eight at-grade crossings between Market St and Oak St</li> </ul>	In design
On MLK Jr. Wy from 7 <sup>th</sup> St and 20 <sup>th</sup> St	MLK Jr. Wy Road Diet Project will reduce MLK Jr Wy from four lanes to two, adding buffered bike lanes in both directions and new high-visibility crosswalks	In design
On 7 <sup>th</sup> St from Mandela Pkwy to MLK Jr Wy	7th St Connection Project: <ul style="list-style-type: none"> <li>Streetscape project that will remove one lane of traffic, adding Class IV separated bikeways and wider sidewalks.</li> <li>Reduced crossing distances and overall safety improvements at intersections, better pedestrian street lighting, and street trees.</li> </ul>	In design
On 14th St from Oak St to Brush St	14th St Safe Routes to The City Project: <ul style="list-style-type: none"> <li>Road diet between Brush and Oak St that will go from four lanes to two</li> <li>Class IV separated bikeway protected by curbs and parked cars</li> <li>Transit boarding islands</li> <li>Mark crossings</li> <li>Retime signals</li> <li>Green stormwater infrastructure.</li> </ul>	In design



## 24<sup>th</sup> St Mission

Station Area Profile	
County	San Francisco
Existing Station Access Typology	Urban
Aspirational Station Access Typology	Urban
Local High-Injury Network	Yes (Vision Zero SF 2022)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (SFMTA Pedestrian Improvements Toolkit, VZSF Engineering Streets for Safety)
Vision Zero Plan/Policy (Adopted)	Yes (City)
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Vision Zero SF (2021)</b>		
On 24 <sup>th</sup> St from Douglas St to Dolores St, On 24 <sup>th</sup> St from Valencia St to Vermont St	Locations eligible for speed limit reductions through AB 43	Recommended by plan
On Valencia St from Market St to Cesar Chavez	Valencia Long-Term Bikeway Study [NTIP] – <ul style="list-style-type: none"> <li>Identify long-term concepts for safety and streetscape improvements</li> <li>Improve safety for all who travel on the corridor while ensuring access for people and goods</li> </ul>	In design
On S Van Ness Ave from 13 <sup>th</sup> St to Cesar Chavez Ave	Vision Zero Quick-Build Program FY21 – <ul style="list-style-type: none"> <li>Pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking/loading changes</li> </ul>	In design, construction
On 23 <sup>rd</sup> St from Capp St to Folsom St	23 <sup>rd</sup> St, Dolores St, York St, and Hampshire St Pavement Renovation – <ul style="list-style-type: none"> <li>Demolition and pavement renovation</li> <li>Curb ramps</li> <li>Sidewalk reconstruction</li> </ul>	Construction
On Folsom St from 20 <sup>th</sup> St to 22 <sup>nd</sup> St	District 9 Traffic Calming [NTIP Capital] will keep local streets safe for pedestrians and bicyclists by reducing speeding and cut-through traffic	In design, construction
Dolores St and 23 <sup>rd</sup> St	Vision Zero Left Turn Traffic Calming at HIN locations	Construction
Dolores St and 24 <sup>th</sup> St	Traffic Signal Upgrade Contract 34 – <ul style="list-style-type: none"> <li>New controllers, poles, mast arms</li> <li>Larger signal heads</li> <li>Pedestrian countdown signals</li> <li>Curb ramps</li> <li>Accessible pedestrian signals</li> <li>Protected left turn phasing in certain locations</li> </ul>	In design, construction
Folsom St and 21 <sup>st</sup> St, Folsom St and 22 <sup>nd</sup> St, Folsom St and 23 <sup>rd</sup> St	Traffic Signal Upgrade Contract 36 – Additional Funds	Construction
Van Ness Ave and 20 <sup>th</sup> St, Van Ness Ave and 22 <sup>nd</sup> St	Bulb-outs at WalkFirst locations	In design

## Antioch

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	<u>Auto Dependent</u>
Aspirational Station Access Typology	Intermodal – Auto Reliant
Local High-Injury Network	Yes ( <u>City</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>Roadways 1, Roadways 2, Bicycle/Pedestrian</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>County, CCTA</u> )
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>Contra Costa Countywide Bicycle and Pedestrian Plan (2018)</b>		
E 13 <sup>th</sup> St, Minaker Dr, Hillcrest Ave (Davidson Dr – California Delta Hwy), Wilbur Ave (SR 160 – A St)	Class II bike lanes	Recommended by plan
Oakley Rd	Rd extension to Hillcrest Ave, Class II bike lanes	Recommended by plan
Cavallo Rd	Remove and replace sidewalks, new crosswalks, restriping	In design
<b>City of Antioch Local Roadway Safety Plan Draft Report (2022)</b>		
18 <sup>th</sup> St/Amber Dr, 18 <sup>th</sup> St/Crestwood Dr	Additional stop signs, upgrade pavement markings, raised medians	Recommended by plan
Hillcrest Ave/Davison Dr (Ashburton Dr – Wildhorse Rd)	Fluorescent sheeting signage, delineators/reflectors	Recommended by plan
Cavallo Rd (Amber Dr – E Tregallas Rd)	Fluorescent sheeting signage, delineators/reflectors, install crosswalk	Recommended by plan
Rossi Ave (D St – A St),	Fluorescent sheeting signage, delineators/reflectors, lighting	Recommended by plan
18 <sup>th</sup> St/Cavallo Rd, A St/Rossi Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number, improve signal timing, leading pedestrian interval	Recommended by plan
Hillcrest Ave/Larkspur Dr	Improve signal timing, raised pavement markers/striping	Recommended by plan
18 <sup>th</sup> St/A St	Pedestrian median fencing on approaches	Recommended by plan
Hillcrest Ave/Via Dora Dr	Leading pedestrian interval	Recommended by plan
Hillcrest Ave (Davidson Dr – Larkspur Dr)	Fluorescent sheeting signage, delineators/reflectors, Class IV separated bikeway	Recommended by plan
18 <sup>th</sup> St (A St – Phillips Ln)	Fluorescent sheeting signage, delineators/reflectors, lighting, install sidewalk	Recommended by plan
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>Focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>Pedestrian and bicycle detection</li> </ul>	In design

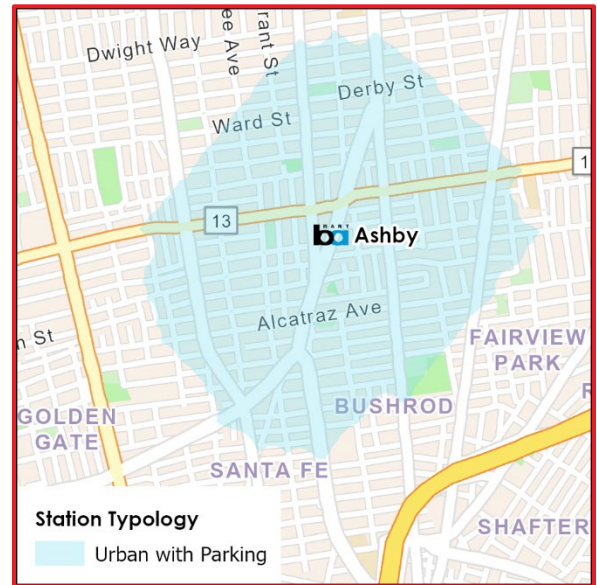


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Countywide	<p>Safe Routes to School (SR2S):</p> <ul style="list-style-type: none"> <li>• Assess SR2S needs in Contra Costa</li> <li>• Develop best practices for implementing SR2S projects and programs</li> <li>• Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan
<b>North Concord to Antioch BART Access Study (2018)</b>		
Antioch BART Station quarter-mile radius	<p>Pedestrian safety and ADA accessibility improvements:</p> <ul style="list-style-type: none"> <li>• Install wayfinding and signage outside of the station.</li> <li>• Create pedestrian and bike connections across the freeway to the south.</li> <li>• Widen sidewalks along Hillcrest Ave to reduce travel speeds and improve pedestrian and bicyclist safety.</li> <li>• Add sidewalks to Viera and Slatten Ranch Rd extensions to the station area.</li> <li>• Construct bicycle and pedestrian bridge along Slatten Ranch Rd across the new highway ramps.</li> </ul> <p>Bicycle safety and access:</p> <ul style="list-style-type: none"> <li>• Construct bike crossings and Class IV separated bikeway from Hillcrest Ave to Antioch Station.</li> <li>• Install bike station with access-controlled bike parking and repair facilities (potential locations in the station parking lot or across Slatten Ranch Rd).</li> <li>• Improve bike lane continuity on Larkspur Dr.</li> <li>• Construct Class I shared use path along Union Pacific right-of-way or Slatten Ranch Rd.</li> <li>• Add bike lanes to Viera and Slatten Ranch Rd extensions to the station area.</li> </ul> <p>Transit connections:</p> <ul style="list-style-type: none"> <li>• Construct improved bus shelters at stations with better weather protection for bus passengers.</li> </ul>	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
Hillcrest Ave interchange at SR 4	Provide sidewalk level Class IV separated bikeway through interchange	Recommended by plan

## Ashby

Station Area Profile	
County	Alameda
Existing Station Access Typology	Urban with Parking
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Pedestrian 1, Pedestrian 2, Transit, Bicycle)
Vision Zero Plan/Policy (Adopted)	Yes
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Berkeley Adeline Corridor Specific Plan (2020)</b>		
Adeline St (MLK Jr. Wy – Stanford Ave)	South Adeline: Removal of a vehicle lane, one-way Class IV separated bikeway on both sides, dedicated left-turn lanes, perpendicular realignment of Adeline/MLK and Adeline/Stanford intersections	In design
Adeline St (Shattuck Ave - Ashby Ave)	North Adeline: Parking protected Class IV separated bikeway on east and west sides of Adeline, Bus-Boarding Islands, and Bike Turn Boxes	Complete
Adeline St (Ashby Ave – MLK Jr. Wy)	Redesigning Adeline St at Ashby BART: <ul style="list-style-type: none"> <li>Reconfigure Adeline St and create a public plaza on the west side of Adeline St</li> <li>Increase safety for pedestrians, cyclists, and people living with disabilities, while also meeting the needs of public transit and emergency vehicles</li> <li>Improve pedestrian crossing, including Pedestrian hybrid beacon (PHB) recommended at Adeline/ Woolsey</li> <li>Evaluating a “road diet” that reduces the width of Adeline St adjacent to the Ashby BART station from the current four traffic lanes to two lanes</li> </ul>	In design
Adeline St (Ashby Ave – Derby St)	Adeline St Improvements: <ul style="list-style-type: none"> <li>Protected bicycle lanes</li> <li>Bus boarding islands</li> <li>High visibility crosswalks</li> </ul>	Complete
Adeline/Ashby Intersection	Recommendations include reducing the number of lanes, tightening curb radius, curb extensions, and median refuge islands	Recommended by plan
Shattuck Ave	Complete St plan and de-couplet	Recommended by plan
Shattuck Ave/Adeline St	Curb bulb-outs (both sides)	Complete
Shattuck Ave (Dwight Wy – Adeline St)	South Shattuck: Back-in angled parking, raised one-way Class IV separated bikeway on both sides, widen sidewalks, plant trees	Recommended by plan
<b>Alameda Countywide Transportation Plan (2020)</b>		
MLK Jr Wy	PHB at Aileen St and 61st St, repaving from 47th St to 61st St	Partially Complete
Shattuck Ave, MLK Jr. Wy	Relocate bus stops from near to far side of intersection	In design
Woolsey St, Fulton St, Prince St	Class III bike route, PHBs or Rapid Rectangular Flashing Beacons (RRFBs), bulb-outs, traffic circles, median revisions	In design
<b>Berkeley Bicycle Plan (2017)*</b>		
Adeline St between Ashby Ave and Berkeley/Oakland Border, MLK Jr. Wy	Class IV separated bikeway funded as part of the Adeline Transportation Improvements Project.	In design

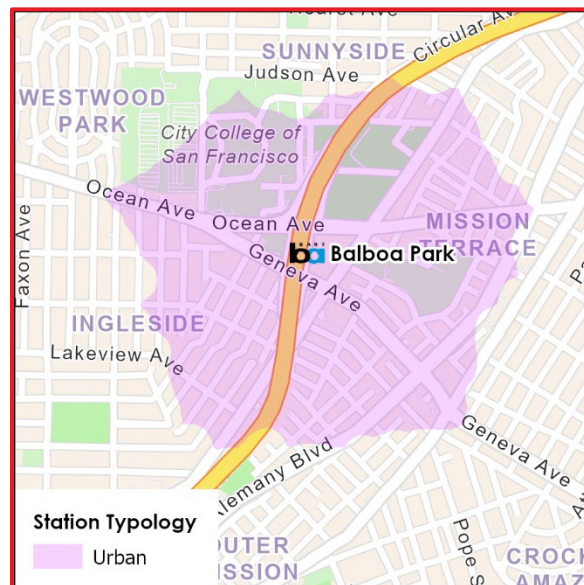
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Adeline/Russel	RRFB and median	Recommended by plan
Derby St, Prince, MLK Jr. and Woolsey	Bike boulevard	Recommended by plan
Telegraph Ave	Study to evaluate optimal bike lane and transit improvements	In design
<b>Berkeley Pedestrian Plan (2020)</b>		
Adeline St (Ashby Ave- Stanford Ave), Alcatraz Ave, Ashby Ave (San Pablo Ave – Shattuck Ave), Sacramento St (Dwight Wy - Southern City Limits), Shattuck Ave (Adeline St - Southern City Limits)	Leading pedestrian interval, separate left turn phase, advanced yield lines, crosswalk stop bars, overhead crosswalk lighting, reduce speed limits, possible pedestrian hybrid beacon	Recommended by plan
Alcatraz Ave/California St, Alcatraz/King St, Ashby Ave/Ellis St, Shattuck Ave/Russell St, Shattuck Ave/Woolsey St, Woosley St/Shattuck Ave	RRFB	Recommended by plan
<b>Berkeley Transit First Policy Implementation Plan (2023)</b>		
Telegraph Ave, Adeline St, Shattuck Ave	Bus rapid transit (BRT) feasibility study recommends corridor studies on Telegraph Ave, Adeline St, and Shattuck Ave by 2024, 2025, and 2027 respectively.	Recommended by plan
<b>Berkeley Vision Zero Action Plan (2019)</b>		
Citywide	Street rehabilitation Five Year Plan for Fiscal Years 2024-2028.	Recommended by plan, In design, In construction
<b>Berkeley-El Cerrito Corridor Access Plan (BECCAP - 2023)</b>		
Ashby, Adeline, and Martin Luther King Jr. Wy	Adeline Roadway Reconfiguration: <ul style="list-style-type: none"> <li>Develop a pedestrian- and bike-friendly TOD</li> <li>Convert some travel lanes on Adeline into a linear plaza</li> <li>Put Adeline on a “road diet” while preserving adequate traffic flow</li> </ul>	In design
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Ashby, Adeline, Martin Luther King Jr. Wy, Woolsey St	Recommended improvements include high-visibility crosswalks, stop signs, 2-way Class IV separated bikeways, pedestrian hybrid beacons, bulb-outs, and removal of channelized right turn.	TBD

*\*The City of Berkeley is currently in the process of updating the 2017 Bicycle Plan projects*

## Balboa Park

Station Area Profile	
County	San Francisco
Existing Station Access Typology	<u>Urban</u>
Aspirational Station Access Typology	<u>Urban</u>
Local High-Injury Network	Yes ( <u>Vision Zero SF 2022</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>SFMTA Pedestrian Improvements Toolkit</u> , <u>VZSF Engineering Streets for Safety</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>City</u> )
Local Roadway Safety Plan	No



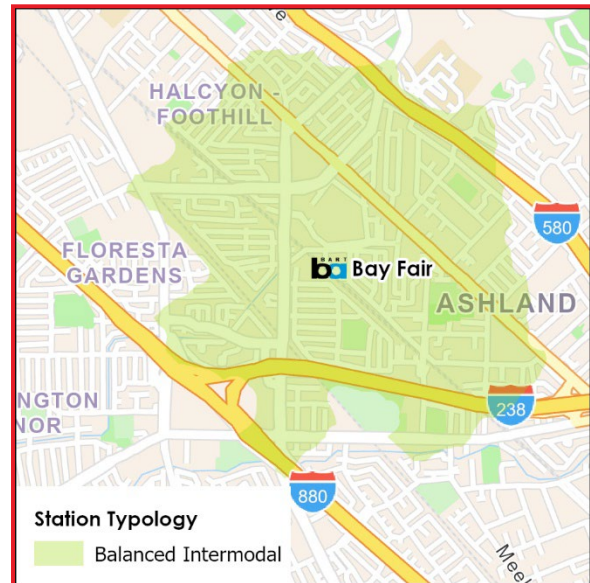
## Station Catchment Area Projects

Location	Project Name	Status
<b><u>Vision Zero SF (2021)</u></b>		
On Ocean Ave between I-280 and Manor Dr	Locations eligible for speed limit reductions through AB 43	Recommended by plan
On Ocean Ave from Frida Kahlo Wy to San José Ave; Geneva Ave from Ocean Ave to I-280; Frida Kahlo Wy (entire length)	Ocean Ave Safety Improvements – <ul style="list-style-type: none"> <li>Improve safety, accessibility, and comfort</li> <li>Involve modifications to rights-of-way and coordination with other projects and agencies</li> </ul>	Complete
On Santa Ynez Ave from San José Ave to Ocean Ave; On Onondaga Ave from Ocean Ave to Mission St; From San José Ave/Geneva Ave to Seneca Ave/Bertita St	Excelsior Neighborhood Traffic Calming	In design, construction
On Alemany Blvd from Congdon St to Seneca Ave	Alemany Blvd Pavement Renovation	Complete
<b><u>SFMTA Slow Streets Program</u></b>		
On Cayuga Ave from Rousseau St to Naglee Ave	Cayuga Ave Slow St design includes: <ul style="list-style-type: none"> <li>Slow Streets delineator signs at select intersections</li> <li>Slow Streets pavement markings</li> <li>Slow Streets identification signs on Cayuga Ave and select cross streets</li> <li>A median diverter at Cayuga Ave and Geneva Ave</li> <li>New marked crosswalks</li> <li>Traffic calming elements, such as speed cushions</li> </ul>	In design, construction
<b><u>San Francisco County Transportation Authority Projects</u></b>		
Ocean Ave, Geneva Ave, and San José Ave	Balboa Park Station Circulation Improvements project elements: <ul style="list-style-type: none"> <li>Element 1: Close the northbound I-280/Geneva Ave on-ramp</li> <li>Element 2: Realign the southbound I-280/Ocean Ave off-ramp into a “T” intersection with a new signal on Ocean Ave</li> <li>Element 3: Construct a new northbound frontage road between Geneva Ave and Ocean Ave, immediately east of I-280, to accommodate a new kiss-and-ride drop off area with direct connection to the BART Westside Walkway</li> </ul>	In design, construction
<b><u>Caltrans D4 SHOPP Repaving Project</u></b>		
Geneva Ave & Ocean Ave on/off ramps	Upgrade ADA ramps and crosswalks	In design

<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
On Geneva Ave, Ocean Ave, and Niagara Ave	<ul style="list-style-type: none"> <li>• Construct a ramp on Ocean Ave to the bike share station</li> <li>• Add sharrows to Niagara Ave and BART's drop-off loop</li> </ul>	Recommended by plan
<b>J Church Safety and Accessibility Project</b>		
San José Ave from Ocean Ave to Cotter St	SFMTA Church Safety and Accessibility Project calms traffic, implements daylighting, constructs pedestrian bulbs, and installs rapid flashing beacons	In design

## Bay Fair

Station Area Profile	
County	Alameda
Existing Station Access Typology	Balanced Intermodal
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Unincorporated County, City*)
Vision Zero Plan/Policy (Adopted)	City Vision Zero Adoption
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
E Lewelling Blvd (Meekland Ave – Mission Blvd)	Bulb-outs at intersections, repaving	In design
E 14 <sup>th</sup> St, Lewelling Blvd	Intelligent transportation systems (ITS) traffic signal timing implementation	Recommended by plan
<b>Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (2019)</b>		
E Lewelling Blvd (Meekland Ave – Mission Blvd), Liberty St (Oriole Ave – 164 <sup>th</sup> Ave)	Sidewalk installation and widening	In design
E 14 <sup>th</sup> St (162 <sup>nd</sup> Ave – I-238)	Utility undergrounding, widened sidewalks, high visibility crosswalks, Class IV separated bikeway, intersection bulb-outs, raised curb medians, pavement resurfacing, pedestrian scale streetlights, bus boarding islands, bike racks	In design
E 14 <sup>th</sup> St (Bayfield Center – Lewelling St), Meekland Ave (Paseo Grande – Ano Ave), E Lewelling Blvd (Meekland Ave – E 14 <sup>th</sup> St), Hesperian Blvd (I-238 – A St)	Class II buffered bike lanes, lane diet	Recommended by plan
Elgin Ave/E 14 <sup>th</sup> St	Class III bike route, sharrows	Recommended by plan
<b>San Leandro Bicycle and Pedestrian Master Plan (2018)</b>		
Hesperian Blvd (E 14 <sup>th</sup> St – E Lewelling Blvd), E Lewelling Blvd (Hesperian Blvd – Wicks Blvd), E 14 <sup>th</sup> St (Callan Ave – Plaza Dr)	Class IV separated bikeway, widen median	In design
Hesperian Blvd/Bayfair Dr, Hesperian Blvd/Fairmont Dr, Hesperian Blvd/Thornally Dr	Curb extensions, pedestrian refuge islands	In design
<b>Alameda County Safe Routes to School (Ongoing)</b>		
E 14 <sup>th</sup> St/162 <sup>nd</sup> Ave	Truncated domes, update signal heads	Recommended by plan
E 14 <sup>th</sup> St/163 <sup>rd</sup> Ave	High-visibility ladder crosswalk, median refuge island	Recommended by plan
Lewelling Blvd (San Lorenzo High School)	Coordinating signals to slow traffic speed	Recommended by plan



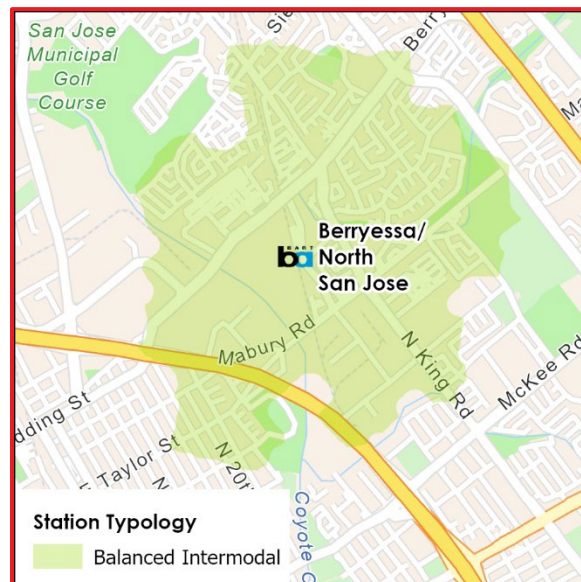
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

<b>Alameda County Transportation Commission <u>Projects</u></b>		
On 14 <sup>th</sup> St, Mission Blvd, Fremont Blvd from Davis St to Washington Blvd	East 14th St/Mission Blvd and Fremont Blvd Multimodal Corridor includes improvements such as: <ul style="list-style-type: none"> <li>• Class IV separated bikeway</li> <li>• Pedestrian intersection improvements</li> <li>• ADA compliant curb ramps</li> <li>• High visibility crosswalks</li> <li>• Rectangular rapid flashing beacons (RRFB)</li> <li>• High-intensity Activated Crosswalk (HAWK) beacon</li> <li>• Ladder crosswalk striping and APS ped push buttons</li> </ul>	In design
On E 10th St, E 8th St, E 12th St, San Leandro St, from Lake Merritt to South Hayward BART station	East Bay Greenway: Lake Merritt BART to South Hayward BART: <ul style="list-style-type: none"> <li>• Improve cyclist and pedestrian network connectivity in communities along the BART line</li> <li>• Improve access to regional transit, schools, downtown area and other destinations</li> <li>• Create a facility that is accessible and comfortable for bicyclists and pedestrians of all ages and abilities</li> <li>• Improve safety for bicyclists and pedestrians</li> <li>• Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions</li> </ul>	In design
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
Bayfair Shopping Center, Coelho Dr, BART parking lot, Elgin St,	<ul style="list-style-type: none"> <li>• Facilitate bike access from Bayfair Shopping Center</li> <li>• Create 2-way bikeway between NE corner of northeast parking lot to bike parking &amp; fare gates</li> <li>• Improve bike access from Elgin St (signage, wayfinding, and redesign of the bus terminal)</li> <li>• On the west side of the station, use sharrows on Thornally Dr and the central parking aisle to direct BART riders to bike lockers and the station entrance</li> <li>• Create a curb ramp at Wagner St./Colby St. intersection &amp; paint sharrows in parking lot</li> </ul>	Recommended by plan

*\*San Leandro Bicycle and Pedestrian Master Plan Update*

## Berryessa/North San José

Station Area Profile	
County	Santa Clara
Existing Station Access Typology	N/A
Aspirational Station Access Typology	<u>Balanced Intermodal</u>
Local High-Injury Network	No
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes (Countywide 1, Bike 1)
Vision Zero Plan/Policy (Adopted)	<u>Yes</u>
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>San José Better Bike Plan 2025 (2020)</b>		
On Mabury Rd from Lenfest Rd to King Rd; On Mabury Rd from King Rd to N. Jackson Ave; On Berryessa Rd from US-101 to Mercado Wy; On Lundy Ave from Berryessa Rd to Commodore Rd	5-year priority projects – Class IV separated bikeway	Recommended by plan
<b>San José Transportation Projects</b>		
On Lenfest Rd from Mabury Rd to Las Plumas Ave/King Rd	Roosevelt Park Transportation Improvement Project - buffered bike lanes, high-visibility crosswalks, ADA-compliant curb ramps, urban greening improvements, pedestrian street lighting	Construction starts in Fall 2024
Coyote Creek Trail	Coyote Creek trail extension under 101	In design
<b>Valley Transportation Authority (VTA)</b>		
On El Camino Real, The Alameda, Hedding St, Taylor St, Mabury Rd from Lawrence Expwy to White Rd	Central Bikeway Study was complete in February 2022 and approved Concept Design Plans in May 2023.	In design
US 101/Mabury Rd./Taylor St. Interchange	US 101/Mabury Rd./Taylor St. Interchange Construction	
<b>VTA's Berryessa/North San José Access Study</b>		
Berryessa Rd, Mabury Rd, Lundy Ave, Berryessa Station Wy, King Rd, Sienna Rd, Hazlett Wy, Commercial St, Old Oakland Rd	A mix of improvements including Class IV separated bikeway, Class III bike route, and Two Stage Left Turn Bike Intersections	Recommended by plan
Coyote Creek Trail: SR 880 – E Empire St	Class I shared use path	
<b>San José Berryessa BART Urban Village Area Plan (2021)</b>		
On Mabury Rd between US-101 and Jackson Ave	Mabury Rd Complete St with Transit Priority Improvements	Recommended by plan
On King Rd between Mabury Rd and McKee Rd	King Rd Complete St with Transit Priority & Bicycle Priority Improvements. Improvements will include a new bridge to replace existing bridge over Penitencia Creek.	Recommended by plan
On Lundy Ave from Berryessa Rd to Hostetter Rd	Lundy Ave Complete St with Transit Priority Improvements	Recommended by plan
On Berryessa Rd from US-101 to Jackson Ave	Berryessa Rd Complete St improvements	Recommended by plan



## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On Green St from Sierra Rd to Berryessa Rd	Green St Complete St improvements including bicycle-priority complete street and a new bridge over Penitencia Creek, providing access to the Flea Market South District	Recommended by plan
On Sierra Rd north of Berryessa Rd with new extension between Mabury Rd and Berryessa Rd	Sierra Rd Complete St improvements including a new bridge over Penitencia Creek, providing access to the Flea Market South District	Recommended by plan
North and South of Station Area from the BART Tracks to Sierra Rd south extension	Creation of a couplet of new East/West, one-way streets separated by a new recreational park. Will include pedestrian amenities aiding access to the park and Class IV separated bikeways along the entire length	Recommended by plan

## Castro Valley

Station Area Profile	
County	Alameda
Existing Station Access Typology	Auto Dependent
Aspirational Station Access Typology	Intermodal – Auto Reliant
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Pedestrian/Bicycle)
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Mission Blvd (A St – D St)	Remove one vehicle lane and replace with Class IV separated bikeway	In design
A St (Mission Blvd – Foothill Blvd), B St (Watkins St – Foothill Blvd)	Two-way conversion	In design
Mission Blvd (Foothill Blvd – Rose St)	Undergrounding facilities, intelligent transportation system (ITS) signal timing, new sidewalks, new bikeways, intersection bulb-outs, repaving, pedestrian-scale lighting, bus boarding islands	In design
<b>Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (2019)</b>		
Redwood Rd (I-580 – Jamison Wy)	Class IV separated bikeway, lane diet	Recommended by plan
Redwood Rd (Grove Wy – I-580), Redwood Rd (Jamison Wy – Seven Hills Rd), Grove Wy (Center St – Castro Valley Blvd), Center St (Grove Wy – Castro Valley Blvd)	Class IV separated bikeway, further study	Recommended by plan
Castro Valley Blvd (Foothill Blvd – Stanton Ave), Castro Valley Blvd (Stanton Ave – Center St), Castro Valley Blvd (Center St – Villareal Dr) Grove Wy (A St – Western Blvd), Heyer Ave (End of Path - Redwood Rd), Center St (Kelley St – San Lorenzo Creek)	Class II bike lanes	Recommended by plan
Grove Wy – A St	Class I shared use path	In design
<b>Hayward Bicycle and Pedestrian Master Plan (2020)</b>		
A St (Mission Blvd – 4 <sup>th</sup> St), Foothill Blvd (Santa Clara St – N City Limits), B St (Mission Blvd – Center St), Mission Blvd (A St – N City Limits)	Class IV separated bikeway	Recommended by plan
<b>Alameda County Safe Routes to School (Ongoing)</b>		
Castro Valley Blvd/San Miguel Ave	Alter signal timings during peak hours to eliminate queue	Recommended by plan
Redwood Rd/Mabel Ave	Pedestrian scramble	Recommended by plan
Heyer Ave (Redwood Rd – Center St)	Close sidewalk gap	In design
Center St/Gem Ave, Center St/Circle Ave, Center St/Paradise Knolls	High visibility crosswalks	Recommended by plan

<b>Alameda County Transportation Commission <u>Projects</u></b>		
On 14 <sup>th</sup> St, Mission Blvd, Fremont Blvd from Davis St to Washington Blvd	East 14th St/Mission Blvd and Fremont Blvd Multimodal Corridor includes improvements such as: <ul style="list-style-type: none"> <li>• Class IV separated bikeway</li> <li>• Pedestrian intersection improvements</li> <li>• ADA compliant curb ramps</li> <li>• High visibility crosswalks</li> <li>• Rectangular rapid flashing beacons (RRFB)</li> <li>• High-intensity Activated Crosswalk (HAWK) beacon</li> <li>• Ladder crosswalk striping and accessible pedestrian signals (APS) ped push buttons</li> </ul> *The near-term recommendations of the East 14th St/Mission Blvd Multimodal Corridor project are being implemented in combination with East Bay Greenway Multimodal Project Phase 1	In design
<b>Caltrans District 4 Bike Plan <u>(2018)</u></b>		
Castro Valley Blvd	Interchange reconstruction – ramps only – Class IV separated bikeway – provide separate path of travel for bicyclists through complex interchange	Recommended by plan
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
BART parking lot and plaza	<ul style="list-style-type: none"> <li>• Build a 2-way bikeway on BART property to link the Redwood Rd/Norbridge Ave intersection with the fare gates.</li> <li>• Create a curb ramp to allow direct bicycle access onto plaza.</li> <li>• Install warning signage at ADA ramp to alert cyclists to yield to pedestrians on the ramp.</li> <li>• Create a passageway through the southeast corner of the station.</li> </ul>	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study <u>(2020)</u></b>		
Redwood Rd, Wilbeam Ave, Norbridge Ave	Recommended improvements include high-visibility crosswalks, stop signs, pedestrian refuge, and Class IV separated bikeways.	TBD

## Civic Center/UN Plaza

Station Area Profile	
County	San Francisco
Existing Station Access Typology	Urban
Aspirational Station Access Typology	Urban
Local High-Injury Network	Yes ( <u>Vision Zero SF 2022</u> )
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes ( <u>SFMTA Pedestrian Improvements Toolkit</u> , <u>VZSF Engineering Streets for Safety</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>City</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Vision Zero SF (2021)</b>		
On Grove St from Van Ness Ave to Larkin St; On Larkin St from O'Farrell St to McAllister St; On Ellis St from Jones St to Taylor St; On Jessie St from 6 <sup>th</sup> St to Mint St; On Cyril Magnin St from Market St to Eddy St; On Mason St from Ellis St to O'Farrell St	Various Locations Pavement Renovation No. 62 – <ul style="list-style-type: none"> <li>Demolition and pavement renovation of 34 blocks</li> <li>Construction and retrofit of approximately 10 curb ramps</li> <li>New sidewalk construction</li> <li>Traffic control</li> <li>All related and incidental work within project limits</li> </ul> <i>*Moratorium streets; excavation will require a waiver</i>	In construction
On Hyde St from Geary St to Market St	FY22 Vision Zero Quick-Build Program Implementation – Pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking & loading changes.	In design, construction
On Leavenworth St from Bush St to McAllister St; On Golden Gate Ave from Jones St to Taylor St; On 7 <sup>th</sup> St from Market St to Mission St; On 8 <sup>th</sup> St from Mission St to Folsom St; On Harrison St from 9 <sup>th</sup> St to 8 <sup>th</sup> St	8th St, Clay St and Leavenworth St Pavement Renovation – <ul style="list-style-type: none"> <li>Demolition and pavement renovation of 29 blocks</li> <li>Construction and retrofit of approximately 31 curb ramps</li> <li>New sidewalk construction</li> <li>Traffic control</li> <li>And all related and incidental work within project limits.</li> </ul> <i>*Moratorium streets; excavation will require a waiver</i>	In construction
On Taylor St from Market St to Sutter St	Safer Taylor St – <ul style="list-style-type: none"> <li>Widen sidewalks and add new landscaping, furnishings, and street lighting from Turk to Ellis</li> <li>Add a left turn signal at Geary for pedestrian safety</li> <li>Update curbside loading zones on the corridor to reflect the needs of the community</li> <li>Open for use on 9/30/22</li> </ul>	Complete
On 6th St from Market St and Brannan St	6th St Pedestrian Safety – <ul style="list-style-type: none"> <li>Transform to multi-modal corridor that improves safety for all street users including pedestrians, cyclists, and motorists</li> <li>Widened sidewalks, crosswalks, corner bulb outs, traffic signals, a lane reduction, and other streetscape and safety features on 6th St between Market St and Brannan St.</li> <li>Open for use on 11/30/24</li> </ul>	In construction
On Grace St from Mission St to Howard St; Van Ness and 13 <sup>th</sup> St; On Natoma from 8 <sup>th</sup> St to 7 <sup>th</sup> St; On Russ St from Mina St to Howard St	District 6 Traffic Calming & Sideshow Deterrence [NTIP Capital] – Design and install traffic calming devices and sideshow deterrence measures to improve safety at 11 locations identified by the District 6 Commissioner's office and its constituents. Open for use on 6/30/25	In construction

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On Market St from Octavia Blvd to Steuart St	Better Market St – Completely reconstruct to prioritize transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes. Market St between 5th St and 8th St was complete in early 2025.	Complete, In design
On Howard St from 4th St to 11th St	Howard Streetscape – <ul style="list-style-type: none"> <li>• Improve traffic safety for pedestrians, bicyclists, and motorists</li> <li>• Traffic lane reduction</li> <li>• Concrete median protected two-way bikeway</li> <li>• Separate bicycle and vehicle phases</li> <li>• Raised crosswalks at alleys</li> <li>• Curb ramps and pedestrian-level lighting, and other streetscape and safety features</li> <li>• Open for use on 12/31/27</li> </ul>	In design
On Folsom St from 2nd St and 11th St	Folsom Streetscape – <ul style="list-style-type: none"> <li>• Complete streets project that will improve traffic safety for pedestrians, bicyclists, and motorists</li> <li>• Traffic lane reduction</li> <li>• Concrete median protected two-way bikeway</li> <li>• Separate bicycle and vehicle signal phases</li> <li>• Raised crosswalks at alleys</li> <li>• Curb ramps and pedestrian-level lighting</li> <li>• A Muni transit only lane and boarding islands, and other streetscape and safety features</li> <li>• Open for use on 6/30/26</li> </ul>	In construction
On 5th St from Market St to Townsend St	5th St Quick-Build Improvements – <ul style="list-style-type: none"> <li>• Pedestrian, bicycle, transit, and loading/parking improvements along 5th St between Market and Townsend Sts in the South of Market (SoMa) neighborhood</li> <li>• Raised crosswalk at Minna St, four transit boarding islands, and roadway striping</li> <li>• Open for use on 11/1/23</li> </ul>	Complete
Jones and Ellis, 8th and Minna	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) – <ul style="list-style-type: none"> <li>• Construct curb ramps and other pedestrian safety improvements</li> <li>• Project locations include one intersection in District 6 at Jones and Ellis (2 bulb-outs), and one at 8th and Minna (1 raised crosswalk)</li> <li>• Two new curb ramps, to be constructed on the northwest corner of California and Hyde in District 3</li> <li>• Open for use on 9/30/24</li> </ul>	In construction
9th and Howard; Jones and O'Farrell; Geary and Leavenworth; Leavenworth and Turk; Taylor and Turk; Eddy and Leavenworth;	Bulb-outs at WalkFirst Locations – Design phase to upgrade up to 25 existing painted safety zones to permanent concrete bulb outs on Pedestrian High Injury Corridors throughout the city. Open for use on 12/31/24	In design
Mission St and 7 <sup>th</sup> St; Mission St and 8 <sup>th</sup> St; Howard St and 9 <sup>th</sup> St; Howard St and 10 <sup>th</sup> St; Polk St and Turk St	Vision Zero Left Turn Traffic Calming – <ul style="list-style-type: none"> <li>• Left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations</li> <li>• SFMTA has completed work at 8 locations and requests Prop L funds to install left-turn traffic calming at 27 locations</li> <li>• Prop L would fund outreach near installation sites and evaluation of effectiveness of the project on average and high left turn speeds</li> <li>• This project will improve visibility and reduce conflicts for vulnerable road users</li> </ul>	In construction
<b>SFMTA Project</b>		
On 6 <sup>th</sup> St from Market St to Brannan St	6th St Pedestrian Safety Project – <ul style="list-style-type: none"> <li>• A reduction in the number of vehicle travel lanes on 6th St (from four lanes to three lanes)</li> <li>• The widening of the sidewalks on both sides of 6th St</li> <li>• The installation of new curb bulb-outs at all intersections</li> <li>• The installation of new traffic signals at Stevenson and Natoma Sts and the striping of new crosswalks at all alleys crossing 6th St</li> </ul>	In construction

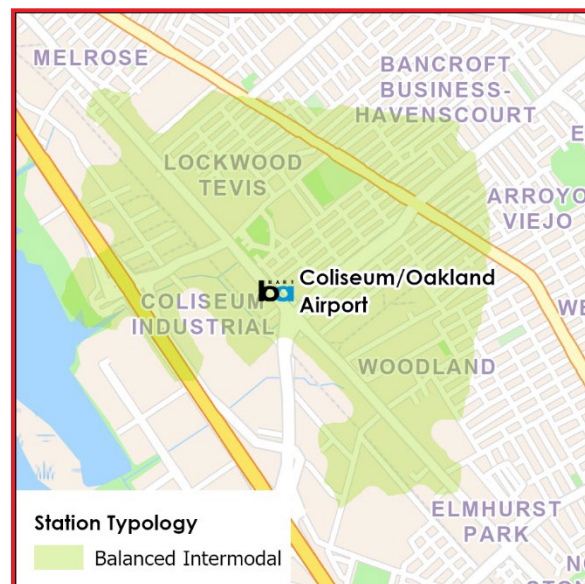
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"><li>• The installation of streetscape improvements such as decorative sidewalks, pedestrian lighting, and other streetscape components</li><li>• The application of new roadway striping at various locations</li></ul>	
Golden Gate Ave from Polk St to Taylor St	Golden Gate Quick-Build: lane reductions, safe pedestrian and bicycle facilities, and curb management	Complete



## Coliseum/Oakland Airport

Station Area Profile	
County	Alameda
Existing Station Access Typology	Balanced Intermodal
Existing Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Pedestrian/Bicycle/Transit, Transit 2)
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their Strategic Plan and currently has a <u>Local Roadway Safety Plan</u> .
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>Oakland Local Roadway Safety Plan (2022)</b>		
International Blvd (73 <sup>rd</sup> Ave – 91 <sup>st</sup> Ave)	Bus rapid transit, repavement, high-visibility sidewalks, reduced speed limit, wayfinding signage	Construction
85 <sup>th</sup> Ave (Dowling St – San Leandro St), Hamilton St (69 <sup>th</sup> Ave – 75 <sup>th</sup> Ave)	Repaving, fill sidewalk gaps, wayfinding signage, Class II bike lanes, painted conflict zones, speed bumps, bulb-outs, traffic circles, reduce speed limit	In design
On San Leandro St from Seminary Ave – 85 <sup>th</sup> Ave.	East Bay Greenway Phase II: <ul style="list-style-type: none"> <li>Class I shared use path between Seminary Ave and 69<sup>th</sup> Ave</li> <li>Class II bike lanes: 69<sup>th</sup> Ave to 75<sup>th</sup> Ave</li> </ul>	Construction
66 <sup>th</sup> Ave/Zhone Wy	Widen sidewalk	Planning
<b>Oakland Bike Plan (2019)</b>		
Hegenberger Rd (International Blvd – Edgewater Dr), 66 <sup>th</sup> Ave (Estuary/Bay Path – San Leandro St)	Class IV separated bikeway	Recommended by plan
Hamilton St, 85 <sup>th</sup> Ave (Edgewater Dr – Bancroft Ave)	Class III bike route	Recommended by plan
San Leandro St (39 <sup>th</sup> Ave – 75 <sup>th</sup> Ave)*	Class I shared use path	Recommended by plan
Edes Ave, International Blvd (54 <sup>th</sup> Ave – 85 <sup>th</sup> Ave)	Class II non-buffered bike lanes	Recommended by plan
73 <sup>rd</sup> Ave/Hegenberger Rd (MacArthur Blvd – International Blvd)*	73 <sup>rd</sup> Ave Active Routes to Transit: <ul style="list-style-type: none"> <li>Low-stress bicycle facilities</li> <li>Bus boarding islands</li> <li>Two protected intersections design</li> <li>High-visibility crosswalk markings at all intersections</li> <li>Extended medians</li> <li>Improved bike connectivity to Coliseum BART</li> <li>New pedestrian/bike crossing across 73<sup>rd</sup> Ave</li> </ul>	In design
<b>Alameda County Transportation Commission Projects</b>		
On E 10 <sup>th</sup> St, E 8 <sup>th</sup> St, E 12 <sup>th</sup> St, San Leandro St, from Lake Merritt to South Hayward BART station	East Bay Greenway: Lake Merritt BART to South Hayward BART: <ul style="list-style-type: none"> <li>Improve cyclist and pedestrian network connectivity in communities along the BART line</li> <li>Improve access to regional transit, schools, downtown area and other destinations</li> </ul>	In design

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"> <li>Create a facility that is accessible and comfortable for bicyclists and pedestrians of all ages and abilities</li> <li>Improve safety for bicyclists and pedestrians</li> <li>Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions</li> </ul>	
<b>Alameda County Safe Routes to School (Ongoing)</b>		
79 <sup>th</sup> Ave at Rudsdale St	Install high visibility crosswalks at southeast and southwest legs	Recommended by plan
Rudsdale St along school frontage	Install speed humps, avoiding conflicts with residential driveways	Recommended by plan
80 <sup>th</sup> Ave at Rudsdale St	Conduct warrant study for all-way stop control, install advance yield markings at all legs	Recommended by plan
81 <sup>st</sup> Ave at Rudsdale St	Install high visibility crosswalks at all four legs, restripe existing advance stop markings	Recommended by plan
81 <sup>st</sup> Ave along school frontage	Install speed humps along 81 <sup>st</sup> Ave in front of school	Recommended by plan
81 <sup>st</sup> Ave southwest of school	Install school Assembly A signage 500' from school property boundary	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018) &amp; Update (Underway)</b>		
66 <sup>th</sup> Ave at I-880	New separated crossing over I-880 to connect BART with the Bay Trail; provide striping improvements in the near term	Recommended by plan
73 <sup>rd</sup> Ave from 54 <sup>th</sup> St to Bristol Blvd	Priority arterial crossing of International Blvd. Explore installing a protected intersection and other intersection improvements.	Recommended by plan
SR-185/International Blvd	Upgrade Class II bike lanes to Class IV separated bikeway or Class IIB buffered bike lane. Install green conflict markings and intersection improvements,	Recommended by plan
<b>Coliseum Area Specific Plan (2015)</b>		
San Leandro St through plan area	New streetscapes (and streetscape renovations, such as San Leandro St) should include the details, designs and principles of "Complete Streets", per City of Oakland policy.	Recommended by plan
66 <sup>th</sup> from Oakport St to San Leandro St *	Class I shared use path, including widening of 66 <sup>th</sup> Ave Bridge	Recommended by plan
<b>BART Bicycle Preferred Path of Travel Capital Plan (2025)</b>		
BART parking lot, Snell St, 73rd Ave/Hawley St intersection	<ul style="list-style-type: none"> <li>Add a curb ramp to east side plaza at Lion Wy.</li> <li>Stripe sharrows and add speed humps through the parking lot.</li> <li>Open a new entry for active modes in the perimeter fence and construct a two-way multiuse path through the BART parking lot to the station entrance from 73rd Ave.</li> <li>Build new bikeway along Snell St.</li> </ul>	Recommended by plan
<b>Oakland 5-Year Paving Plan Schedule</b>		
66 <sup>th</sup> Ave from Oakport St to International Blvd 69 <sup>th</sup> Ave from San Leandro St to International Blvd	Repaving	Recommended
<b>Oakland Lockwood Steam Academy Calming (2022)</b>		
66 <sup>th</sup> Ave from Eastlawn St to International Blvd 69 <sup>th</sup> Ave from Eastlawn St to International Blvd	Reduce speed limit to 15 mph	Construction
<b>Calm East Oakland Streets (2024)</b>		
Hamilton St from 69 <sup>th</sup> Ave to 77 <sup>th</sup> Ave 77 <sup>th</sup> Ave from Hamilton St to Rudsdale St Rudsdale St from 77 <sup>th</sup> Ave to 82 <sup>nd</sup> Ave D St from 82 <sup>nd</sup> Ave to 100 <sup>th</sup> Ave 100 <sup>th</sup> Ave from D St to Royal Ann St Royal Ann St from 100 <sup>th</sup> Ave to 105 <sup>th</sup> Ave 81 <sup>st</sup> Ave from San Leandro St to Bancroft Ave 85 <sup>th</sup> Ave from San Leandro St to Dowling St Plymouth St from 81 <sup>st</sup> Ave to 78 <sup>th</sup> Ave 78 <sup>th</sup> Ave from Plymouth St to Arthur St Arthur St from 78 <sup>th</sup> Ave to 64 <sup>th</sup> Ave 64 <sup>th</sup> Ave from Arthur St to Camden St	Repaving streets, fixing sidewalks, installing curb ramps, fixing drainage issues	In design, construction



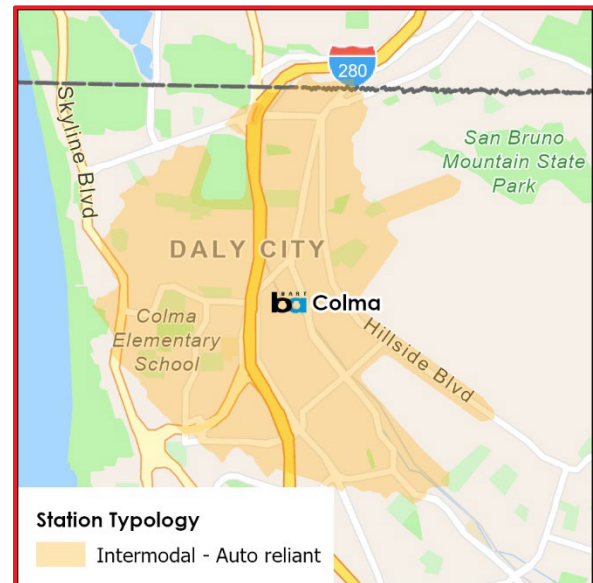
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

<b>Hegenberger Rd Complete Streets Plan (2024)</b>		
Hegenberger Rd from International Blvd to Doolittle Dr	<ul style="list-style-type: none"><li>• Collaborate with communities to establish goals and improvements.</li><li>• Improve pedestrian safety and accessibility along the corridor</li></ul>	
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
San Leandro St, 75th Ave, Hawley St, Snell St	Recommended improvements include sidewalk widening, crosswalks, signal modification, and 2-way Class IV separated bikeways.	TBD

*\*Project also noted in East Oakland Mobility Action Plan (2021)*

## Colma

Station Area Profile	
County	San Mateo
Existing Station Access Typology	<u>Intermodal – Auto Reliant</u>
Aspirational Station Access Typology	<u>Intermodal – Auto Reliant</u>
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Countywide 1, Countywide 2, Bike/Ped 1, Bike/Ped 2, City 1, City 2)
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>Unincorporated San Mateo County Local Roadway Safety Plan (2022)</b>		
State Route 82 and Selby Ln	Priority Unsignalized Intersection Countermeasures – <ul style="list-style-type: none"> <li>• Install intersection lighting</li> <li>• Install signals</li> <li>• Convert intersection to roundabout</li> <li>• Create directional median openings to allow/restrict left/U-turns</li> <li>• Install raised medians/refuge island</li> <li>• Install pedestrian crossings at uncontrolled locations with enhanced safety features</li> <li>• Install rectangular rapid flashing beacon (RRFB)</li> <li>• Install High-intensity Activated Crosswalk (HAWK) beacon</li> </ul>	Recommended by plan
Skyline Blvd	Priority Rd Segment Countermeasures: Install edgelines and centerlines	Recommended by plan
Hillside Blvd	Priority Rd Segment Countermeasures – <ul style="list-style-type: none"> <li>• Install Class II bike lanes</li> <li>• Install RRFB</li> <li>• Install/upgrade crossing with enhanced safety</li> <li>• Road diet</li> </ul>	Recommended by plan
<b>San Mateo C/CAG Countywide LRSP Draft (2024)</b>		
Mission St & Evergreen Ave	Priority bus stop location for pedestrian improvements	Recommended by plan
Hillside Blvd & Brunswick St	Priority bus stop location for pedestrian improvements	Recommended by plan
Mission St & Price St	Priority bus stop location for pedestrian improvements	Recommended by plan
Mission St & Parkview Ave	Priority bus stop location for pedestrian improvements	Recommended by plan
Junipero Serra Blvd & School St	Priority bus stop location for pedestrian improvements	Recommended by plan
Hillside Blvd (Serramonte Blvd – Town limit)	Priority location (corridor)	Recommended by plan
El Camino Real	Priority location (corridor)	Recommended by plan
El Camino Real & Collins Ave	Priority location (intersection)	Recommended by plan
El Camino Real & F St (east and west)	Priority location (intersection)	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

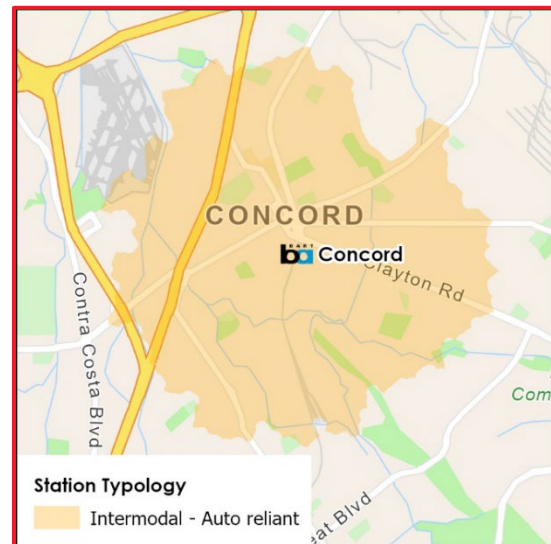
El Camino Real & Mission Rd	Priority location (intersection)	Recommended by plan
El Camino Real & Olivet Pkwy	Priority location (intersection)	Recommended by plan
El Camino Real & Serramonte Blvd	Priority location (intersection)	Recommended by plan
Junipero Serra Blvd & Southgate Ave	Priority location (intersection)	Recommended by plan
Junipero Serra Blvd & Philip Dr	Priority location (intersection)	Recommended by plan
Junipero Serra Blvd (Colma Blvd – Collins Ave)	Priority location (corridor)	Recommended by plan
<b>C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021)</b>		
Skyline Blvd (Hickey Blvd – Olympic Wy)	New Class IV separated bikeway	Recommended by plan
Southgate Ave (Westridge Ave – Cerro Dr)	Upgrade to Class IIB buffered bike lanes	Recommended by plan
Southgate Ave (Cerro Dr – Junipero Serra Blvd)	Upgrade to Class IV separated bikeway	Recommended by plan
Hillside Blvd (Sylvan St – Hoffman St)	Upgrade to Class IIB buffered bike lanes	Recommended by plan
John Daly Blvd (Woodrow St – Sheffield Dr)	New Class IV separated bikeway	Recommended by plan
Junipero Serra Blvd (Southgate Ave – Westborough Blvd)	Upgrade to Class IV separated bikeway	Recommended by plan
Hickey Blvd, Shannon Dr (Monterey Rd – El Camino Real Sidepath)	Upgrade to Class IIB buffered bike lanes	Recommended by plan
El Camino Real, Mission St, San José Ave (Goethe St – Noor Ave)	New Class IV separated bikeway	Recommended by plan
John Daly Blvd (Windsor Dr – Mission St)	Complete Streets corridor	Recommended by plan
Hillside Blvd (San José Ave – Hoffman St)	Complete Streets corridor	Recommended by plan
Southgate Ave (Westmoor Ave – Cabrillo Hwy)	Complete Streets corridor	Recommended by plan
Skyline Blvd (Westmoor Ave – Belhaven Ave)	Complete Streets corridor	Recommended by plan
El Camino Real/Mission St/San José Ave	Complete Streets corridor	Recommended by plan
<b>Unincorporated San Mateo County Active Transportation Plan (2020)</b>		
Mission St (Valley St – D St)	Separated bicycle lane	Recommended by plan
Hillside Blvd (Sylvan St – Hoffman St)	Buffered bicycle lane	Recommended by plan
<b>Colma Transportation Safety Action Plan</b>		
El Camino Real	<ul style="list-style-type: none"> <li>Intersection control evaluation at Mission Rd/El Camino Real intersection</li> <li>Intersection control evaluation at Collins Ave/El Camino Real intersection</li> </ul>	Recommended by plan
Junipero Serra Blvd	Reconfiguring Junipero Serra Blvd/Serramonte Blvd Intersection	Recommended by plan
Hillside Blvd	Reconfiguring roadway cross-section on Hillside Blvd from Serramonte Blvd/Hillside Blvd intersection to Hillside Blvd/Lawndale Blvd Intersection	Recommended by plan
<b>Colma El Camino Real Bicycle and Pedestrian Improvement Plan (2021)</b>		
El Camino Real & F St	Add pavement marking delineation, add/enhance crosswalk, green pavement markings for bike-vehicle conflicts, implement leading pedestrian interval	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

El Camino Real & Colma Blvd	Add pavement marking delineation, add/enhance crosswalk, green pavement markings for bike-vehicle conflicts, implement leading pedestrian interval, prohibit right turn on red	Recommended by plan
El Camino Real & Villa Ave	Add/enhance crosswalk, install pedestrian hybrid beacon	Recommended by plan
El Camino Real & Olivet Pkwy	Add/enhance crosswalk, install pedestrian hybrid beacon	Recommended by plan
El Camino Real & Serramonte Blvd	Add pavement marking delineation, add/enhance crosswalk, green pavement markings for bike-vehicle conflicts, implement leading pedestrian interval, prohibit right turn on red, review ADA compliance, update signal timing,	Recommended by plan
El Camino Real & Collins Ave	Review ADA compliance, install traffic signal, add/enhance crosswalk, green pavement markings for bike-vehicle conflicts	Recommended by plan
El Camino Real & Mission Rd	Add/enhance crosswalk, provide protection for bicycle turning movement, install traffic signal	Recommended by plan
<b>Serramonte Blvd and Collins Ave Master Plan (2020)</b>		
Junipero Serra Blvd & Serramonte Blvd	Construct pedestrian refuge median on El Camino Real with a raised “nose” to provide an area for pedestrians, add bicycle markings through intersection along Junipero Serra Blvd	Recommended by plan
El Camino Real & Serramonte Blvd	Expanded sidewalk and add high-visibility crosswalk striping, convert the EB and WB approaches to protected left-turn phasing from split phase, revise lane configuration, update the signal infrastructure and timing in conjunction with the proposed change in phasing, construct pedestrian refuge median on El Camino Real with a raised “nose” with pedestrian push buttons	Recommended by plan
El Camino Real & Collins Ave	Install a traffic signal, construct pedestrian refuge median on El Camino Real with a raised “nose” to provide an area for pedestrians to wait	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
Serramonte Blvd from Hillside Blvd to Gellert Blvd	Potential for Class IV separated bikeway	Recommended by plan
Mission St from John Daly Blvd to Collins Ave	Recommended Class IV separated bikeway	Recommended by plan
Market St/San Pedro Rd from Hillside Blvd to Baldwin Ave	Install Class III bike route	Partially complete
F St from El Camino Real to Hillside Blvd	Install Class III bike route	Recommended by plan
Arlington Dr at El Camino Real	Potential Class I shared use path parallel to and crossing El Camino Real	Recommended by plan
<b>El Camino Real Bicycle and Pedestrian Improvement Project (2023)</b>		
El Camino Real from Albert M Teglia Blvd to Hickey Blvd	Construct sidewalks, protected bike lanes, curb ramps, high-visibility crosswalks, street lighting, landscaping, stormwater treatment measures, and bus stop improvements	In design
<b>Daly City Pedestrian and Bicycle Master Plan (2020)</b>		
San Pedro Rd from Sullivan Ave to East Market St	Protected bike lanes	Recommended by plan
Mission St and San Pedro Rd	Enlarge corner island, realign parking, install sidewalk extension. Study opportunity for further sidewalk/plaza activation.	Recommended by plan
<b>Mission Road Bicycle and Pedestrian Improvement Project (2019)</b>		
Mission Rd between El Camino Real and Lawndale Blvd	New sidewalk, curb ramps, curb extensions, and mid-block crosswalks with RRFB systems.	Construction

## Concord

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	Intermodal – Auto Reliant
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Concord LRSP)
Vision Zero Plan/Policy (Adopted)	Yes (County, CCTA)
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>Contra Costa County Vision Zero Action Plan (2022)</b>		
Treat Blvd from Buskirk Ave to Sheppard Rd	Tier Zero corresponds to a location the County has recently enhanced or has secured funding to improve, prior to the development of this plan; the County will monitor these locations to identify if the improvements were successful in meeting the County's safety goals for the projects.	Recommended by plan
Concord Ave from I-680 to the Walnut Creek channel	Tier One corresponds to the top ten projects recommended by the SSAR.	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Colfax St/Clayton Rd/Sunset Ave	Pedestrian Safety & Access: Update traffic signal to provide pedestrian countdown time across Colfax	Complete
East St/Sunset Ave	Pedestrian Safety & Access: Modify NW corner to extend the sidewalk to align with the planted bulb-out	Complete
Clayton Rd/East St/Park St	Pedestrian Safety & Access: Intersection has no crosswalks. Consider abandoning Clayton Rd EB from Sunset to Park to eliminate angled intersection and create opportunities for new crosswalks	Recommended by plan
Clayton Rd/Oakland Ave	Pedestrian Safety & Access: Modify intersection with high-visibility crosswalks, LPI and advance stop bars. Also evaluate role of permitted left turns in pedestrian collisions, ability to reduce corner curb radii and increasing sensitivity of bike detector loops	Complete
Oakland Ave/Atlantic St	Pedestrian Safety & Access: Reduce corner curb radius and add "Yield to Peds" sign on NW corner to improve pedestrian visibility and slow right-turning traffic. Rectangular rapid flashing beacons (RRFBs) installed at this intersection with High Visibility Crosswalks.	Partially complete
Oak St, Galindo St to Mt. Diablo St	Pedestrian Safety & Access: Require sidewalks when adjacent parcel is developed	Recommended by plan
Laguna St/Oak St/Galindo St	City staff mentioned a complete redesign of the intersection is needed. Potential addition of this modification at this intersection on a future Complete streets project (2025).	N/A
Clayton Rd/Grant St	Pedestrian Safety & Access: Add thermoplastic crosswalk markings to supplement colored crosswalk markings	Recommended by plan
Park St/BART Driveway	Pedestrian and Bicycle Safety & Access: Consider making a pedestrian and bicycle crossing access Park St from the SW side of driveway, including high-visibility crosswalk/cross-bike, curb extensions on both sides of Park St and flashing beacon	Recommended by plan
N end of W BART parking lot to Bonifacio St	Pedestrian and Bicycle Safety & Access: Study creating Class I shared use path and/or Class IV separated bikeway to join existing Port Chicago Highway Class I shared use path with BART station with easements through existing parking lots and required improvements by future development of adjacent parcels	Recommended by plan

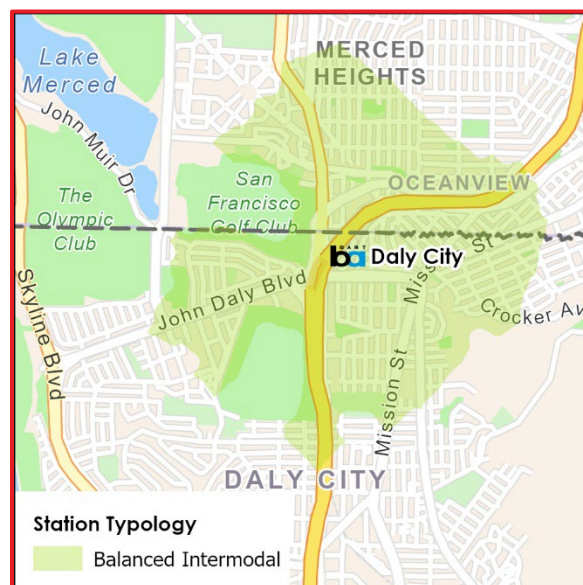
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Concord Terminal Shopping Center	Pedestrian and Bicycle Safety & Access: Create well-lit pathway to link the south end of 3 <sup>rd</sup> St with the Clayton Rd/Oakland Ave intersection, designed to increase perception of and actual safety, including directional signs north of shopping center	Recommended by plan
Mt Diablo St, Laguna St-Mesa	Pedestrian and Bicycle Safety & Access: Reduce Laguna corner curb radii if buses would still be able to negotiate turns, add Class I shared use path on south side of street and improve crossing between two new Class I shared use paths. Class II bike lanes added in this location.	Recommended by plan (partial complete)
BART bus access road	Pedestrian and Bicycle Safety & Access: When bus stops are converted to layover only, remove bus shelters to allow conversion of sidewalk to Class I shared use path	Recommended by plan
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Smart Signals Project: <ul style="list-style-type: none"> <li>Upgrade traffic signals at over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>This work is focused along major arterials that have been designated as "Routes of Regional Significance." Safer roads - better emergency response times, easier management of incidents by first responders and law enforcement, and reduction of secondary incidents due to video analytics that can identify near-miss situations.</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>Assess SR2S needs in Contra Costa</li> <li>To develop best practices for implementing SR2S projects and programs</li> <li>Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan
<b>Concord Capital Improvement Projects (2024)</b>		
Parkside Dr from Salvio St to Clayton Rd 6 <sup>th</sup> St from Willow Pass Rd to Alameda The Alameda from Clayton Rd to Walnut Ave	Improved pedestrian and bike conditions with continuous routes from Downtown Concord PDA to Concord BART station	Construction
<b>Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan (2016)</b>		
Downtown Concord (Outlined in project)	Bikeway network improvements <ul style="list-style-type: none"> <li>Class I shared use path</li> <li>Class IIB buffered bike lanes</li> <li>Class II bike lanes</li> <li>Class III bike routes</li> <li>Class III bike boulevards</li> </ul> Studies and conceptual plans <ul style="list-style-type: none"> <li>Complete street studies</li> <li>Class I shared use path studies</li> <li>Corridor conceptual plans</li> </ul> Walkway network improvements <ul style="list-style-type: none"> <li>Recommended sidewalks</li> <li>High visibility crosswalks</li> <li>RRFBs</li> <li>Pedestrian scale lighting</li> </ul>	Recommended by plan
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
BART parking lot and Mt. Diablo St	<ul style="list-style-type: none"> <li>Construct a separated bikeway between Mt. Diablo St and the station entrance.</li> <li>Install dedicated bike ramp to/from Grant St driveway.</li> <li>Widen crosswalk ramps at both ends of east entry sidewalk between Oakland Ave and the fare gates to formalize for shared use.</li> <li>Stripe sharrows through the driveway to connect Oakland Ave with the station entrance.</li> </ul>	Recommended by plan



## Daly City

Station Area Profile	
County	San Mateo
Existing Station Access Typology	<u>Balanced Intermodal</u>
Aspirational Station Access Typology	<u>Balanced Intermodal</u>
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes (Countywide 1, Countywide 2, Bike/Ped 1, Bike/Ped 2, City 1)
Vision Zero Plan/Policy (Adopted)	<u>Yes</u>
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>Unincorporated San Mateo County Local Roadway Safety Plan (2022)</b>		
State Route 82	Emphasis Areas 1 (unsafe speeds and improper turning on suburban roads), 2 (pedestrian, bicycle, and intersectional conflicts on urban/suburban roads), and 4 (DUI)	Recommended by plan
Hillside Blvd	Priority Rd Segment Countermeasures – <ul style="list-style-type: none"> <li>• Install Bike lanes</li> <li>• Install Rapid Rectangular Flashing Beacons (RRFB)</li> <li>• Install/Upgrade Crossing with Enhanced Safety</li> <li>• Road diet</li> </ul>	Recommended by plan
<b>San Mateo C/CAG Countywide LRSP Draft (2024)</b>		
Mission St & Evergreen Ave	Priority bus stop location for pedestrian improvements	Recommended by plan
Hillside Blvd & Brunswick St	Priority bus stop location for pedestrian improvements	Recommended by plan
Mission St & Parkview Ave	Priority bus stop location for pedestrian improvements	Recommended by plan
Junipero Serra Blvd & School St	Priority bus stop location for pedestrian improvements	Recommended by plan
<b>C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021)</b>		
John Daly Blvd (Park Plaza Dr – Lake Merced Blvd)	New bikeway (undetermined facility type)	Recommended by plan
John Daly Blvd (Woodrow St – Sheffield Dr)	New Class IV separated bikeway	Recommended by plan
El Camino Real, Mission St, San José Ave (Goethe St – Noor Ave)	New Class IV separated bikeway	Recommended by plan
John Daly Blvd (Windsor Dr – Mission St)	Complete Streets corridor	Recommended by plan
Hillside Blvd (San José Ave – Hoffman St)	Complete Streets corridor	Recommended by plan
El Camino Real/Mission St/San José Ave	Complete Streets corridor	Recommended by plan
<b>Unincorporated San Mateo County Active Transportation Plan (2020)</b>		
87 <sup>th</sup> St (Sullivan Ave – Southgate Ave)	Bicycle boulevard	Recommended by plan

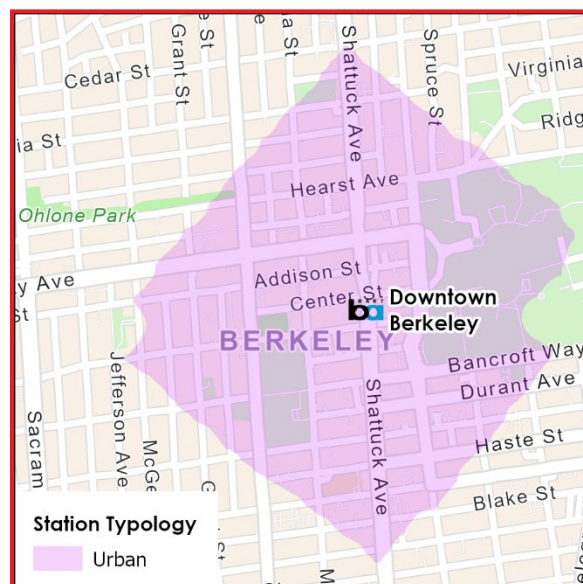
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

S Park Plaza Dr (Palmercrest Dr – 87 <sup>th</sup> St)	Bicycle boulevard	Recommended by plan
<b>Daly City Pedestrian and Bicycle Master Plan (2020)</b>		
John Daly Blvd (Niantic Ave – Willits St)	New crossing to the Daly City BART station entrance	Recommended by plan
John Daly Blvd & Junipero Serra Blvd/I-280 ramps/Highway 1 ramps	Pedestrian improvements to the intersection	Recommended by plan
John Daly Blvd & Sheffield Dr/Poncetta Dr	Pedestrian improvements to the intersection	Recommended by plan
South side of John Daly Blvd in front of Westlake Shopping Center	Continuation of the multi-use path within the public right-of-way	Recommended by plan
Hillside Blvd (Mission St – just south of Hoffman St)	Class III bike route	Recommended by plan
John Daly Blvd (De Long St – Sheffield Dr)	Class III bike route	Recommended by plan
Mission St (just south of Bepler St – just south of Valley St)	Class III bike route	Recommended by plan
San José Ave (just south of Goethe St – just south of Bepler St)	Class III bike route	Recommended by plan
John Daly Blvd (Junipero Serra Blvd – De Long St)	Class II bike lanes and Class IV separated bikeways	Recommended by plan
John Daly Blvd (Sheffield Dr – Junipero Serra Blvd)	Two-way Class IV separated bikeway on the north side of John Daly Blvd	Recommended by plan
Mission St through Daly City	Class IV separated bikeways	Recommended by plan
Junipero Serra Blvd through Daly City	Class IV separated bikeways	Recommended by plan
<b>Daly City Vision Zero Landing Page</b>		
Mission St (Crocker Ave – Templeton Ave)	Mission St Streetscape Project	In design
Junipero Serra Blvd	Daly City Crosswalk Enhancements	Complete
<b>Caltrans District 4 Bike Plan (2018)</b>		
Junipero Serra Blvd from John Daly Blvd to San Pedro Rd	Potential for Class II bike lanes	Recommended by plan
Mission St from John Daly Blvd to Collins Ave	Recommended Class IV separated bikeway	Recommended by plan
John Daly Blvd and Mission St	Provide roundabout or Class IV separated bikeway	Recommended by plan
Hillcrest Dr and Vendome Ave	Possible connection to potential Class IV separated bikeway	Recommended by plan
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
BART parking areas and intermodal facilities St. Charles Ave, and Niantic Ave	<ul style="list-style-type: none"> <li>Mark the Niantic Ave/ busway with sharrows on the surface parking lot</li> <li>Stripe advisory bike lanes on St. Charles Ave.</li> <li>Construct a new bikeway in parking lot inside fence parallel to Junipero Serra Blvd.</li> </ul>	Recommended by plan



## Downtown Berkeley

Station Area Profile	
County	Alameda
Existing Station Access Typology	<u>Urban</u>
Aspirational Station Access Typology	<u>Urban</u>
Local High-Injury Network	Yes ( <u>County</u> , <u>City</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>Pedestrian 1</u> , <u>Pedestrian 2</u> , <u>Transit</u> , <u>Bicycle</u> )
Vision Zero Plan/Policy (Adopted)	<u>Yes</u>
Local Roadway Safety Plan	No



## Station Catchment Area Projects

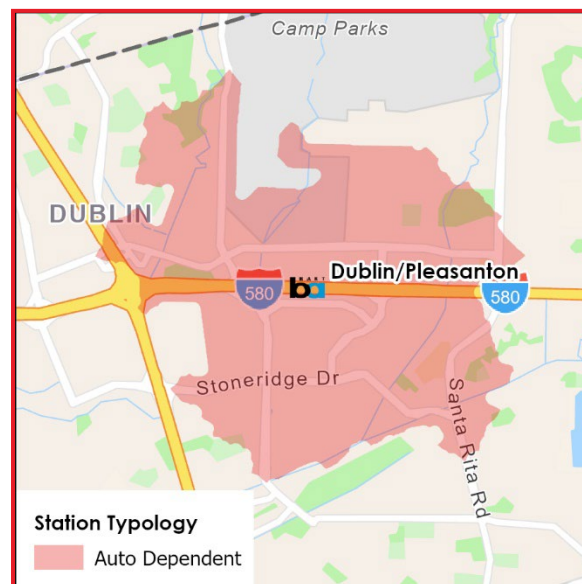
Location	Project Name	Status
<b>Berkeley Adeline Corridor Specific Plan (2020)</b>		
Shattuck Ave/Dwight Wy	High visibility crosswalks	Recommended by plan
<b>Alameda Countywide Transportation Plan (2020)</b>		
Allston Wy/MLK Jr. Wy	Leading pedestrian interval, left turn phase	Recommended by plan
Allston Wy/McKinley Ave, Kittredge St/Harold Wy, Channing Wy/Milvia St, Haste St/Milvia St, Haste St/MLK Jr. Wy	High visibility crosswalks	Recommended by plan
Allston Wy/Harold	High visibility crosswalks, "Yield to Pedestrians Here" signage	Recommended by plan
Center St/MLK Jr. Wy, Center St/Milvia St	Leading pedestrian interval	Recommended by plan
Bancroft Wy/MLK Jr. Wy	Bus bulb, high visibility crosswalks, leading pedestrian interval	Recommended by plan
Bancroft Wy (Piedmont Ave – Shattuck Ave)	One-lane Class IV separated bikeway, transit lane	Construction
Bancroft Wy (Shattuck Ave – Milvia St)	Two-lane Class IV separated bikeway, transit lane	Construction
Fulton St (Bancroft Wy – Dwight Wy), Dana St (Bancroft Wy – Dwight Wy)	One-lane Class IV separated bikeway, two-lane Class IV separated bikeway	Construction
Dana St/Haste St	Bus boarding island, bus-only zone	Construction
Dwight St, Channing Wy, Shattuck Ave, University Ave	Complete streets corridor study	Recommended by plan
<b>Berkeley Bicycle Plan (2017)</b>		
University Ave, Hearst Ave (California St – Arch St), Oxford St (Virginia St – Dwight Wy)	Class IV separated bikeway feasibility study	Recommended by plan
Shattuck Ave/Virginia St	Pedestrian hybrid beacon (PHB)	Recommended by plan
University Ave/Milvia St, Hearst Ave/Shattuck Ave, Hearst Ave/Oxford St, Hearst Ave/Arch St, Oxford St/Bancroft Wy, Fulton St/Bancroft Wy	Protected bicycle turn lanes, bicycle signal phases	Recommended by plan
University Ave/Oxford St, Addison St/MLK Jr. Wy, Addison St/Oxford St, Virginia St/Oxford St	Rapid Rectangular Flashing Beacon (RRFB), pedestrian median	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Milvia St (Hearst Ave – Blake St)	Milvia St Bikeway Project: <ul style="list-style-type: none"> <li>• Class IV separated bikeway (vertical element)</li> <li>• Intersection treatments and traffic calming features</li> <li>• Elimination of slip lane at Milvia and Center St</li> </ul>	Construction
<b>Berkeley Pedestrian Plan (2020)</b>		
University Ave (San Pablo Ave – Oxford St)	Leading pedestrian interval, separate left turn phase, advanced yield lines, crosswalk stop bars, overhead crosswalk lighting, narrow lanes to 11 feet	Recommended by plan
University Ave/Shattuck Ave, University Ave/MLK Jr. Wy, San Pablo Ave	Push-activated no-right-on-red signs, all-way pedestrian crossing	Recommended by plan
<b>Berkeley Vision Zero Action Plan (2019)</b>		
High Injury Streets: Shattuck Ave, Milvia St, MLK Jr Wy, Hearst Ave, Dwight Wy, University Ave, Cedar St, Oxford St, Bancroft Wy, Durant Ave, Channing Wy	The Vision Zero Action plan does not include specific recommendations for infrastructure, but it identifies high injury streets and calls for safety improvements on these streets.	
<b>Berkeley-El Cerrito Corridor Access Plan (BECCAP - 2023)</b>		
Oxford St from Bancroft Wy to Virginia St	Oxford biking and walking improvements for Complete Streets on Local Roads	Recommended by plan

## Dublin/Pleasanton

Station Area Profile	
County	Alameda
Existing Station Access Typology	Auto Dependent
Aspirational Station Access Typology	Auto Dependent
Local High-Injury Network	Yes (County, City of Dublin)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Roadways, Pedestrian/Bicycle 1, Bicycle/Pedestrian 2)
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	Yes (Dublin)



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
W Las Positas (Foothill Rd – Santa Rita Rd)	Class IV separated bikeway, protected intersections, extended curbs, widened medians	In design
Hopyard Rd (Owens Dr – Valley Ave)	Repaving, sidewalk replacement, protected intersections	Construction
I-580/Hacienda	On-ramp and off-ramp congestion improvements	In design
I-580/Santa Rita Rd	Additional left-hand turn lane on off ramp	In design
Iron Horse Trail over Dublin Blvd	Iron Horse Trail Bridge provides a safe, grade-separated bridge crossing over Dublin Blvd	Complete
<b>Dublin Local Roadway Safety Plan (2023)</b>		
Dublin Blvd & Arnold Blvd	Implement leading pedestrian interval (LPI); Evaluate or consider implementing no right turn on red (RTOR); Restripe as high visibility crosswalk (HVC); Improve signal timing (coordination, phases, or operation); Improve signal hardware; Consider installing protected intersection elements; Evaluate need for double left turn lane in eastbound direction and consider repurposing space; Consider realigning curb ramps so all marked crosswalks are perpendicular to travel lanes	Recommended by plan
Martinelli Way & Hacienda Dr	Implement LPI; Evaluate or consider implementing no RTOR; Improve signal hardware; Install separated bike lanes in southbound and northbound directions; Consider installing protected intersection elements; Corridor access management	Recommended by plan
Dublin Blvd & Tassajara Rd	Implement LPI across southbound, eastbound, and westbound legs › Evaluate or consider implementing no RTOR; Restripe as HVC; Improve signal timing (coordination, phases, or operation); Improve Signal Hardware; Install raised pavement markers and striping within the intersection; Consider installing protected intersection elements	Recommended by plan
Dublin Blvd & Hacienda Dr	Evaluate or consider implementing no RTOR where right turn conflicts with pedestrian crossing; Restripe as HVC; Improve signal timing (coordination, phases, or operation); Evaluate or consider implementing no RTOR where right turn conflicts with pedestrian crossing; Restripe as HVC; Improve signal timing (coordination, phases, or operation); Corridor access management	Recommended by plan
<b>Dublin Bicycle and Pedestrian Plan (2023)</b>		
Hacienda Dr (Gleason Dr – S City Limits), Dougherty Rd (Scarlett Dr – N City Limits)	Class IIB near term and Class IV separated bikeway in long-term	Recommended by plan
Dougherty Rd (Scarlett Dr – S City Limits)	Complete Streets study to determine between Class I shared use path /Class IV separated bikeway	Recommended by plan
Dougherty Rd/I-580, Hacienda Dr/I-580	Redesign ramp terminal for safe crossings	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Arnold Rd (Dublin Blvd to Altamirano)	Class IIB buffered bike lane in the interim and Class I shared use path or Class IV separated bikeway in long term and looking into reducing speeds.	Recommended by plan
Altamirano St (Dublin BART to Martinelli Wy)	Add Class I shared use path connection along Altamirano St between the Dublin BART station and Martinelli Wy.	Recommended by plan
Martinelli Wy (Iron Horse Parkway/BART Station to Hacienda Dr)	Add Class I shared use path on both sides of the road on Martinelli Wy and support the Class I shared use path by adding signage, wayfinding, and crossing improvements at the intersections; connect to the BART Station by providing continuous Class I shared use path or Class II bike lane along Iron Horse Parkway.	Recommended by plan
<b>Pleasanton Bicycle and Pedestrian Master Plan (2018)</b>		
Santa Rita Rd/W Las Positas Blvd, W Las Positas Blvd/Hopyard Rd, Owens Dr/Hacienda Dr	Enhance slip lanes for cyclists	Recommended by plan
W Las Positas Blvd/Montpelier Ct	High visibility crosswalk, median refuge, curb extensions	Recommended by plan
W Las Positas Blvd/Fairlands Dr	High visibility crosswalk	Recommended by plan
Hopyard Rd/I-580, Hacienda Dr/I-580	Bicycle and pedestrian improvements feasibility study	Recommended by plan
Hopyard Rd (W Las Positas Blvd – Black Ave)	Class IV separated bikeways, high visibility crosswalks and medians refuges at intersections	Recommended by plan
W Las Positas/Willow Rd	Reduce curb radii, protected bikeway intersection	Recommended by plan
Owens Dr/W Las Positas, Stoneridge Dr/Stoneridge Mall Dr	Install crosswalks	Recommended by plan
Owens Dr/Willow Rd	Reduce curb radii, remove acceleration lane, protected intersection, midblock pedestrian hybrid beacon (PHB) or crosswalk with signal.	Recommended by plan
Ithaca Wy (Owens Dr – Iron Horse Trail)	Class III bike route, wayfinding to Iron Horse Trail	Recommended by plan
Owens Dr/W Las Positas Blvd/Iron Horse Trail	Install cut-through from Iron Horse Trail to Owens Blvd from W Las Positas Blvd, wayfinding	In design
Arroyo Mocho Trail (W. Las Positas Blvd – Stoneridge Dr – Hopyard Rd)	Pave (Class I shared use path), intersection improvements, mid-block crossings	Recommended by plan
Pleasanton Canal Trail/Hopyard Rd	Pave (Class I shared use path), wayfinding	Recommended by plan
Johnson Dr/Stoneridge Dr	Class I shared use path	Recommended by plan
Arroyo de la Laguna/W. Las Positas	Install access gate and pathway	Recommended by plan
Foothill Rd (Dublin Canyon Rd – Stoneridge Dr)	Repave roadway and sidewalk	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
Tassajara Creek Crossing	New separated crossing	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Hamlet Ln, Dublin Blvd, Owens Dr	Recommended improvements include pedestrian refuges, sidewalks, high-visibility crosswalks, lighting, and Class II bike lane upgrades, and connection to Iron Horse Trail.	TBD

## El Cerrito del Norte

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	Intermodal – Auto Reliant
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes for Richmond
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes – <u>Crosswalk Policy Toolbox</u>
Vision Zero Plan/Policy (Adopted)	Yes ( <u>County, CCTA</u> )
Local Roadway Safety Plan	El Cerrito LRSP (underway), Richmond LRSP (2022)



## Station Catchment Area Projects

Location	Project Name	Status
<b>City of El Cerrito Active Transportation Plan (2016)</b>		
Along I-80 from Cutting Blvd to Potrero Ave	Trail connection	Recommended by plan
On Conlon Ave, Gatto Ave, Wilson Wy, Ganges St, Hillside Natural Area, Shevlin Dr, Seaview Dr, From San Pablo Ave to Fairmount Ave	Park trail connector	Recommended by plan
On Barrett Ave from Tulare Ave to Carquinez Ave	Public Trail	Recommended by plan
Three segments within Hillside Nature Area	Public Trail	Recommended by plan
Hill St and Lexington Ave	Rectangular rapid flashing beacons (RRFB) crosswalk	Complete
San Pablo Ave and Baxter Gateway Park	Traffic Signal	Complete
Ohlone Greenway and Knott Ave, Cutting Blvd, Hill St, Blake St, Potrero Ave, Manila Ave, Schmidt Ln, Portola Dr, Moeser Ln, Waldo Ave, Stockton Ave, Lincoln Ave, Central Ave, Fairmount Ave	Ohlone Greenway crossing improvements – <ul style="list-style-type: none"> <li>• Curb extensions</li> <li>• RRFB</li> <li>• Median refuge</li> <li>• Path-scale lighting</li> <li>• Special pedestrian pavement zone</li> </ul>	In design
Several wayfinding locations along preferred bicycle and pedestrian routes surrounding BART station	Citywide Wayfinding – key walking and biking routes citywide	In design
On Arlington Blvd from Madera Dr to Moeser Ln	Arlington Blvd Pedestrian Improvements – <ul style="list-style-type: none"> <li>• Close sidewalk gaps through new construction or reconstruction</li> <li>• Protected walkway (shoulder with asphalt curb barrier)</li> <li>• Crosswalk enhancements such as RRFBs and curb extensions to improve crosswalks and reduce auto speeds</li> </ul>	In design



## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On Key Blvd from Humboldt St to Hill St	<p>Key Blvd Improvements –</p> <ul style="list-style-type: none"> <li>• Stripe sharrows more frequently on Key Blvd</li> <li>• Narrow intersection at Humboldt St and Conlon Ave through curb extensions and provide curb ramps and accessibility upgrades</li> <li>• Reconfigure lane widths on Elm St to provide bicycle lanes</li> <li>• Improve roadway lighting and consider pedestrian-scale lighting along Key Blvd</li> <li>• Upgrade curb ramps at multiple locations</li> </ul>	In design
Potrero Ave from I-80 on-ramp to Ohlone Greenway	<p>Potrero Ave Improvements –</p> <ul style="list-style-type: none"> <li>• Stripe bicycle lanes between the City of Richmond border and Lexington Ave through removal of on-street parking</li> <li>• Reconfigure westbound approach lanes on Potrero Ave at San Pablo Ave to allow for dedicated bicycle lanes</li> <li>• Stripe bicycle lane and conflict zone treatments through the slip lane at San Pablo Ave</li> <li>• Sign and stripe a bicycle route with sharrows east of Lexington Ave</li> <li>• Restripe bicycle lanes on Eastshore Blvd as buffered bicycle lanes</li> </ul>	In design
<b>El Cerrito San Pablo Avenue Specific Plan (2022)</b>		
On San Pablo Ave from Potrero Ave to El Dorado Ave	<p>Complete streets: San Pablo Ave Midtown Proposed Streetscape –</p> <ul style="list-style-type: none"> <li>• Midblock crosswalks</li> <li>• Special paving, marking, striping treatments for crosswalks at major intersections</li> <li>• Landscaped bulb-outs with two standard curb ramps at all intersections</li> <li>• Provide Class IV separated bikeways</li> <li>• Decrease median width and re-stripe travel lanes 11-feet wide to re-purpose ROW for Class IV separated bikeways</li> </ul>	Recommended by plan
On San Pablo Ave from Potrero Ave to Bissell Ave	<p>Complete streets: San Pablo Ave Uptown Proposed Streetscape –</p> <ul style="list-style-type: none"> <li>• Midblock crosswalks</li> <li>• Widen sidewalk to accommodate amenities, pedestrian and activity zones</li> <li>• Special paving, marking, striping treatments for crosswalks at major intersections</li> <li>• Pedestrian refuge</li> <li>• Landscaped bulb-outs with two standard curb ramps at all intersections</li> <li>• Bike lanes south of Wall St and super sharrows north of Wall St due to constrained row</li> <li>• Improve Safeway driveway access to minimize conflicts between modes</li> </ul>	Recommended by plan
<b>El Cerrito Ohlone Greenway Master Plan (2009)</b>		
Ohlone Greenway from Stockton Ave to Eureka Ave	<p>Site 2A: East of Fairmont Park, Senior Center, and Library –</p> <ul style="list-style-type: none"> <li>• Pedestrian connection across greenway</li> <li>• pedestrian connection to Fairmont Clubhouse and school</li> <li>• Bulb out at street/trail intersection</li> </ul>	In design
Ohlone Greenway from Waldo Ave to Portola Dr	<p>Site 3B: Bulb out at street/trail intersection between Waldo Ave and Portola Dr</p>	In design
Ohlone Greenway from Portola Dr to Schmidt Ln	<p>Site 4A: Between Portola Dr and Schmidt Ln –</p> <ul style="list-style-type: none"> <li>• 10' wide asphalt paved multi-use trail to west of BART columns</li> <li>• Bulb out at street/trail intersection</li> </ul>	In design
<b>El Cerrito Richmond Street Complete Streets Project (2025)</b>		
On Richmond St from Elm St to Fairmount Ave	<p>Implement pedestrian safety and accessibility improvements to the entire length of Richmond St.</p> <p>Project elements include high-visibility crosswalks, flashing beacons at unsignalized crosswalks, roadway safety lighting, ADA-compliant curb ramps, repairing or replacing non-conforming sidewalks, enhanced traffic signing, high-visibility green pavement markings, signs to enhance the existing shared-lane bike facility, traffic signal safety upgrades at key intersections, pavement rehabilitation, painted tear-drop medians, and in-fill of street trees to create a continuous tree canopy.</p>	In design

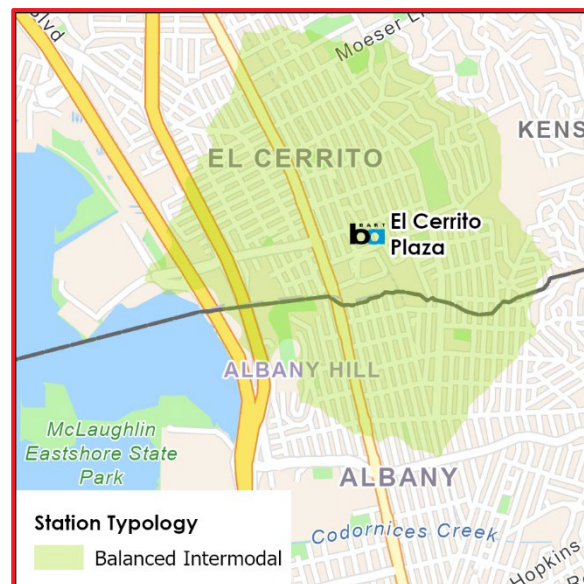


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

<b>Richmond Bicycle and Pedestrian Action Plan (2023)</b>		
Bayview to BART	Supports bicycle and pedestrian connectivity to the El Cerrito del Norte station.	Planning
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>Assess SR2S needs in Contra Costa</li> <li>Develop best practices for implementing SR2S projects and programs</li> <li>Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
Cutting Blvd through I-80 interchange	Class I shared use path or Class IV separated bikeway	Recommended by plan
Carlson Blvd at I-80	Reduce curb radii and remove slip lane	Recommended by plan
Barrett Ave at I-80	Provide Class IV separated bikeway through interchange	Recommended by plan
MacDonald Ave at I-80	Provide Class I shared use path through interchange to connect to Richmond Greenway	Recommended by plan

## El Cerrito Plaza

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	Balanced Intermodal
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Countywide 1, Countywide 2, Bike/Ped 1, Bike/Ped 2, City 1, City 2)
Vision Zero Plan/Policy (Adopted)	Yes (County, CCTA)
Local Roadway Safety Plan	Underway



## Station Catchment Area Projects

Location	Project Name	Status
<b>El Cerrito Active Transportation Plan (2016)</b>		
Blake St, Norvell St, Schmidt Ln, Richmond St, Moeser Ln, Norvell St, Lincoln Ave, Albemarle St, Behrens St	East Side Bicycle Boulevard – <ul style="list-style-type: none"> <li>Wayfinding</li> <li>Class III bike route</li> </ul>	Recommended by plan
On Fairmount Ave from Carlson Blvd to Colusa Ave	Fairmount Ave Improvements – <ul style="list-style-type: none"> <li>Stripe green-backed sharrows to the left of the center of the travel lane to direct bicyclists away from the parking stalls</li> <li>Install wayfinding at crossing locations and consider additional pavement markings to direct bicyclists and pedestrians to key destinations in the area</li> <li>Install median refuges, curb extensions, bicycle escape ramps, and pedestrian activated beacons Rectangular rapid flashing beacons (RRFB) at the intersection at Carlson Blvd</li> <li>Consider raised crosswalks or curb extensions at Everett and Norvell and a raised intersection (or decorative paving) at the Albemarle/Behrens offset to slow downhill speeds and create safer pedestrian crossings near Harding Elementary School;</li> <li>Straighten crosswalks and install directional curb ramps and similar accessibility improvements</li> </ul>	Recommended by plan
Central Ave, Carleson Blvd, and Cerrito Creek Connections between Plaza BART and the Bay Trail	BART to Bay Trail Access Improvements: <ul style="list-style-type: none"> <li>Near-term and long-term alignments and improvements are proposed to connect El Cerrito Plaza BART Station and the existing Bay Trail access point at Rydin Rd/Central Ave</li> <li>Crosswalk improvements</li> <li>Shared use paths, bike lanes, Class IV separated bikeway</li> <li>Signalized intersections</li> <li>Install lighting I-80 undercrossing</li> </ul>	In design
<b>El Cerrito San Pablo Avenue Specific Plan (2022)</b>		
On San Pablo Ave from El Dorado Ave to Brighton Ave	San Pablo Ave Downtown Proposed Streetscape – <ul style="list-style-type: none"> <li>Provide bicycle sharrows along San Pablo Ave South of Lincoln Ave</li> <li>Complete crosswalks at Fairmount Ave and Adams St</li> <li>Create an identifiable green gateway at south entry to the City</li> </ul>	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

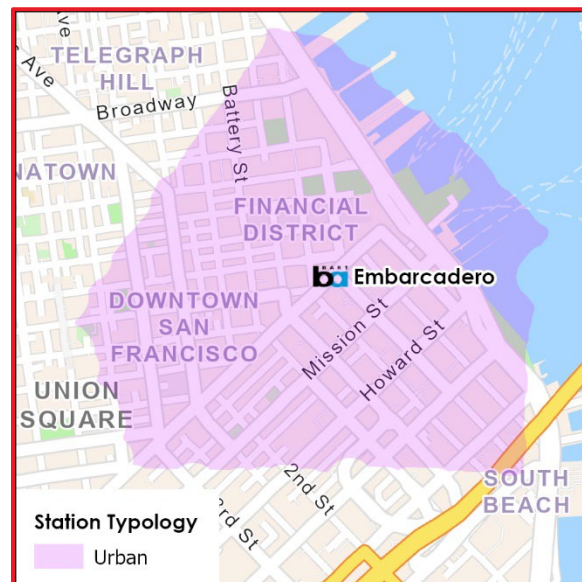
On San Pablo Ave from Potrero Ave to El Dorado Ave	San Pablo Ave Midtown Proposed Streetscape – <ul style="list-style-type: none"> <li>• Provide new connections to the Ohlone Greenway</li> <li>• Provide midblock connections for pedestrians and cyclists with new midblock crosswalks</li> <li>• Create a separated bikeway along San Pablo Ave from Lincoln Ave to Potrero Ave</li> </ul>	Recommended by plan
<b>El Cerrito Ohlone Greenway Master Plan (2009)</b>		
Ohlone Greenway from Stockton Ave to Eureka Ave	Site 2A: East of Fairmont Park, Senior Center, and Library – <ul style="list-style-type: none"> <li>• Pedestrian connection across greenway</li> <li>• Pedestrian connection to Fairmont Clubhouse and school</li> <li>• Bulb out at street/trail intersection</li> </ul>	In design
Ohlone Greenway from Waldo Ave to Portola Dr	Site 3B: Bulb out at street/trail intersection between Waldo Ave and Portola Dr	In design
Ohlone Greenway from Portola Dr to Schmidt Ln	Site 4A: Between Portola Dr and Schmidt Ln – <ul style="list-style-type: none"> <li>• 10' wide asphalt paved multi-use trail to west of BART columns</li> <li>• Bulb out at street/trail intersection</li> </ul>	In design
Ohlone Greenway from El Cerrito/Albany city limits to Fairmont Ave	Site 1A: East of El Cerrito Plaza – <ul style="list-style-type: none"> <li>• Incorporate lighting</li> <li>• improve access point to retail area</li> <li>• wayfinding to El Cerrito Plaza and other locations adjacent to trail</li> <li>• Bulb out at street/trail intersection</li> </ul>	In design
<b>BART Berkeley-El Cerrito Corridor Access Plan (BECCAP - 2023)</b>		
BART Corridor from El Cerrito Plaza to Ashby	El Cerrito Plaza TOD: <ul style="list-style-type: none"> <li>• Biking and walking improvements on east-west streets (Richmond St, Fairmount Ave)</li> <li>• Ohlone Greenway Improvements</li> <li>• Lincoln Class IIIB Bicycle Boulevard</li> <li>• Central Ave walking and biking improvements Part 1 and 2</li> </ul>	In design
El Cerrito Plaza Station	El Cerrito Lighting Study: <ul style="list-style-type: none"> <li>• The City of El Cerrito kicked off a lighting study in 2023 to address lighting needs on key corridors accessing the El Cerrito Plaza Station</li> <li>• Provide context-sensitive lighting for pedestrians walking to and from stations, at bus stops, near bike racks, and along sidewalks and crosswalks</li> </ul>	In design
<b>El Cerrito Richmond Complete Streets Project</b>		
On Richmond St from Elm St to Fairmount Ave	<ul style="list-style-type: none"> <li>• Implement pedestrian safety and accessibility improvements to the entire length of Richmond St</li> <li>• Project elements include high-visibility crosswalks, flashing beacons at unsignalized crosswalks, roadway safety lighting, ADA-compliant curb ramps, repairing or replacing non-conforming sidewalks, enhanced traffic signing, high-visibility green pavement markings, signs to enhance the existing shared-lane bike facility, traffic signal safety upgrades at key intersections, pavement rehabilitation, painted tear-drop medians, and in-fill of street trees to create a continuous tree canopy.</li> </ul>	In design
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>• Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>• Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>• Assess SR2S needs in Contra Costa</li> <li>• Develop best practices for implementing SR2S projects and programs</li> <li>• Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

<b>City of Albany Local Rd Safety Plan (2023)</b>		
San Pablo Ave/SR123 & Brighton Ave	Signal timing improvements, raised pavement markers and striping, advance stop bar before crosswalk, and leading pedestrian interval (LPI)	Recommended by plan
San Pablo Ave/SR123 & Solano Ave	Signal timing improvements, raised pavement markers and striping, advance stop bar before crosswalk, signal hardware improvements, and leading pedestrian interval (LPI)	Recommended by plan
Marin Ave & Masonic Ave	Signal timing improvements, advance stop bar before crosswalk, and LPI.	Recommended by plan
San Pablo Ave/SR123 & Garfield Ave	Larger stop signs and other intersection warnings, raised medians, enhanced pedestrian crossing at uncontrolled locations, and RRFB.	
Solano Ave & Stanage Ave	Larger stop signs and other intersection warnings, splitter islands on minor street approaches, raised medians, and RRFB.	Recommended by plan
San Pablo Ave/SR123 & Portland Ave	Larger stop signs and other intersection warnings, splitter islands on minor street approaches, raised medians, and RRFB.	Recommended by plan
Solano & Jackson St	Larger stop signs and other intersection warnings and enhanced pedestrian crossing at uncontrolled locations	Recommended by plan
Key Route Blvd & Solano Ave	RRFB	Recommended by plan
Solano Ave (Cleveland Ave – City Limit)	Delineators, reflectors, and object markers and edge line rumble stripes	Recommended by plan
San Pablo Ave/SR123 (City Limit – Marin Ave)	Median Barrier, upgraded signage, separated bike lanes, pedestrian crossing, and RRFB.	Recommended by plan
Madison St (Washington Ave – Solano Ave)	New edge lines and center lines and RRFB	Recommended by plan
Washington Ave (Cerrito Ave – San Pablo Ave)	New edge lines and center lines with center line rumble stripes	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
Central Ave at I-80	Provide Class I shared use path under I-80 freeway	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Central Ave. Oak St, Richmond St, Carlson Blvd, San Pablo Ave, Fairmount	Recommended improvements include sidewalks, Class IV separated bikeways, bulb-outs, and pedestrian-scale lighting.	TBD

## Embarcadero

Station Area Profile	
County	San Francisco
Existing Station Access Typology	<u>Urban</u>
Aspirational Station Access Typology	<u>Urban</u>
Local High-Injury Network	Yes ( <u>Vision Zero SF 2022</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>SFMTA Pedestrian Improvements Toolkit, VZSF Engineering Streets for Safety</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>City</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Vision Zero SF (2021)</b>		
On 2 <sup>nd</sup> St from Market St to Townsend St; 2 <sup>nd</sup> St from Market St to King St	<p>Second St Streetscape Improvement</p> <p>Design and construct a complete streets project including:</p> <ul style="list-style-type: none"> <li>• Pedestrian safety improvements</li> <li>• Buffered cycle-track</li> <li>• St furnishings</li> <li>• Repaving</li> </ul> <p>Environmental review and design of a complete street project consisting of:</p> <ul style="list-style-type: none"> <li>• Wider sidewalks</li> <li>• Buffered and raised Class IV separated bikeways</li> <li>• Ln reduction</li> <li>• Pedestrian safety improvements</li> <li>• Bus stop improvements</li> <li>• A new traffic signal</li> <li>• Associated sewer rehabilitation</li> </ul>	In design, construction
<p>On Sutter St from Mason St to Market St;</p> <p>On Bush St from Grant Ave to Montgomery St;</p> <p>On Kearney St from Pine St to Market St;</p> <p>On Sacramento St from Stockton St to Kearny St;</p> <p>On Clay St from Stockton St to Montgomery St;</p> <p>On Washington St from Stockton St to Kearny St</p>	<p>Vision Zero Speed Limit Reduction –</p> <ul style="list-style-type: none"> <li>• Reduce speed limits along business activity corridors by implementing new 20 MPH corridors along eligible corridors with new signage paired with education efforts</li> <li>• Installation of signage on 15 additional business activity corridors</li> <li>• Multi-lingual outreach and education campaign with high visibility campaign strategies such as light pole banners, transit shelter ads, and merchant posters, and program evaluation</li> </ul>	Construction
On Market St from Octavia Blvd to Steuart St	<p>Better Market St –</p> <ul style="list-style-type: none"> <li>• Completely reconstruct Market St from Octavia Blvd to the Embarcadero</li> <li>• Prioritizing transit</li> <li>• Provide safe pedestrian access for people of all ages and abilities</li> <li>• Build safe bicycle facilities and quality public spaces and streetscapes</li> </ul>	In design, construction
<p>On Sansome St from Broadway to Sutter St;</p> <p>On Battery St from Broadway to Market St</p>	Vision Zero Quick-Build Program FY21 implements pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking/loading changes	In design, construction
<p>On Main St from Folsom St to Bryant St;</p> <p>On 1<sup>st</sup> St from Folsom St to Harrison St;</p> <p>On Stevenson St from 3<sup>rd</sup> St to Annie St;</p>	<p>Various Locations Pavement Renovation No. 62 –</p> <ul style="list-style-type: none"> <li>• Demolition and pavement renovation of 34 blocks</li> <li>• Construction and retrofit of approximately 10 curb ramps</li> </ul>	Construction

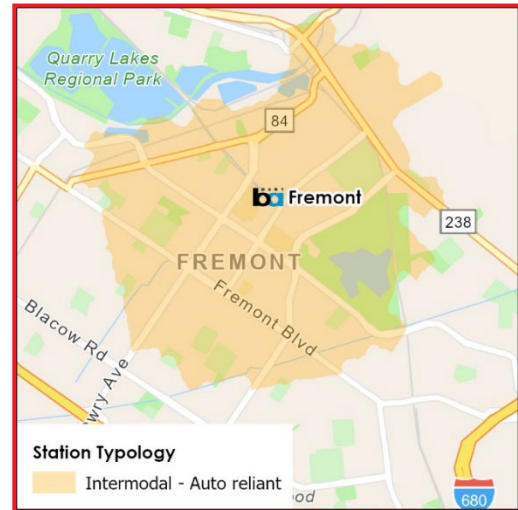
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On Jessie St from 3 <sup>rd</sup> St to Annie St	<ul style="list-style-type: none"> <li>• New sidewalk construction</li> <li>• Traffic control and all related and incidental work within project limits</li> </ul>	
On Sutter St from Polk St to Market St	<p>FY22 Vision Zero Quick-Build Program Implementation –</p> <ul style="list-style-type: none"> <li>• This program implements pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking &amp; loading changes</li> </ul>	In design, construction
Howard St and 4 <sup>th</sup> St; Harrison St and Essex St	<p>Traffic Signal Upgrade Contract 36 –</p> <p>Construction phase of traffic-signal related upgrades at 14 locations across the City. Upgrades include:</p> <ul style="list-style-type: none"> <li>• New pedestrian signals (PCS)</li> <li>• New accessible pedestrian signals (APS)</li> <li>• New higher-visibility 12-inch traffic signals on mast arms</li> <li>• New left turn signals</li> <li>• Curb ramps</li> <li>• Replacement of old/damaged signal infrastructure</li> </ul> <p>Twelve of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.</p>	In design, construction
On Beale St from Market St to Folsom St (two-way Class IV separated bikeway) and from Market St to Natoma St (Muni-only lane)	<p>Beale St Bikeway –</p> <ul style="list-style-type: none"> <li>• Design phase for a two-way Class IV separated bikeway between Market and Folsom Sts and Muni-only lanes between Market and Natoma Sts</li> <li>• The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale Sts to facilitate bicycle and pedestrian movements.</li> <li>• The two-way Class IV separated bikeway may be raised or at sidewalk level on the block between Howard and Folsom to integrate with new Transbay Park.</li> </ul>	In design
The Embarcadero from Broadway to Brannan St	<p>Central Embarcadero Safety Project –</p> <ul style="list-style-type: none"> <li>• Design phase to extend a two-way Class IV separated waterside bikeway 3 additional blocks from Folsom to Brannan</li> <li>• Upgrade existing quick-build bikeway buffer areas between Broadway and Mission</li> <li>• Modify traffic signals and shorten pedestrian roadway crossings at four intersections</li> <li>• Add a variable message sign for northbound drivers</li> </ul>	In design, construction



## Fremont

Station Area Profile	
County	Alameda
Existing Station Access Typology	<u>Intermodal Auto reliant</u>
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	<u>Yes</u>
Vision Zero Plan/Policy (Adopted)	<u>Yes</u>
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>Fremont Vision Zero Action Plan (2021), Fremont Bicycle Master Plan (2018), and Pedestrian Master Plan (2016)</b>		
All Streets	Replace all high-pressure sodium (HPS) streetlights with light-emitting diode (LED) streetlights, replace all pedestrian signals with countdown pedestrian signals.	Complete
Civic Center Dr (at Washington Medical Center Driveway)	Enhanced midblock pedestrian crossing with Rectangular rapid flashing beacons (RRFB).	Complete
Paseo Padre Parkway, Civic Center Dr, Mission Blvd, Peralta Blvd, Stevenson Blvd, Mowry Ave, Walnut Ave (Paseo Padre Parkway to Argonaut Wy), Fremont Blvd, Eggers Dr.	Stripe narrower vehicle lanes, high visibility crosswalks, buffered bike lanes, intersection curb extensions, and video bike detections at all signals.	Ongoing, partially complete.
Fremont Blvd/Margery Dr, Driscoll Rd/Joyce Ave, Paseo Padre Parkway/Baylis St, Walnut Ave/Godfrey Dr intersections	Enhance crossing with high visibility crosswalk, concrete curb extensions, and RRFBs or High-intensity Activated Crosswalk (HAWK) beacon.	Complete
Walnut Ave (Mission Blvd to Paseo Padre Parkway)	Construct sidewalk level Class IV separated bikeway, protected intersections, raised bus boarding zones, enhanced mid-block crossings with RRFB, and traffic signal replacement.	Complete
Fremont Blvd/Walnut Ave Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Fremont Blvd/Stevenson Blvd Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Fremont Blvd/Mowry Ave Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Washington Blvd/Osgood Rd Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Fremont Blvd/Country Dr Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Under construction
Fremont Blvd (I-880 north interchange to I-880 south interchange)	Upgrade all traffic signals with new signal controllers, cabinets, signal heads, video camera detection (w/ bike detection), audible pedestrian push buttons, intersection video analytics camera systems, adaptive signal coordination systems, advanced traffic management system (ATMS), signal performance measure systems, driver monitoring system (DMS) radar message signs, closed-circuit television (CCTV) video cameras, vehicle to everything (V2X) roadside units, and fiber-optic communication.	Complete
All Streets	Replace all HPS Streetlights with LED streetlights, replace all pedestrian signals with countdown pedestrian signals.	Complete
Civic Center Dr (at Washington Medical Center Driveway)	Enhanced midblock pedestrian crossing with RRFB.	Complete
Paseo Padre Parkway, Civic Center Dr, Mission Blvd, Peralta Blvd, Stevenson Blvd, Mowry Ave, Walnut Ave (Paseo Padre	Stripe narrower vehicle lanes, high visibility crosswalks, buffered bike lanes, intersection curb extensions, and video bike detections at all signals.	Ongoing, partially complete.

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

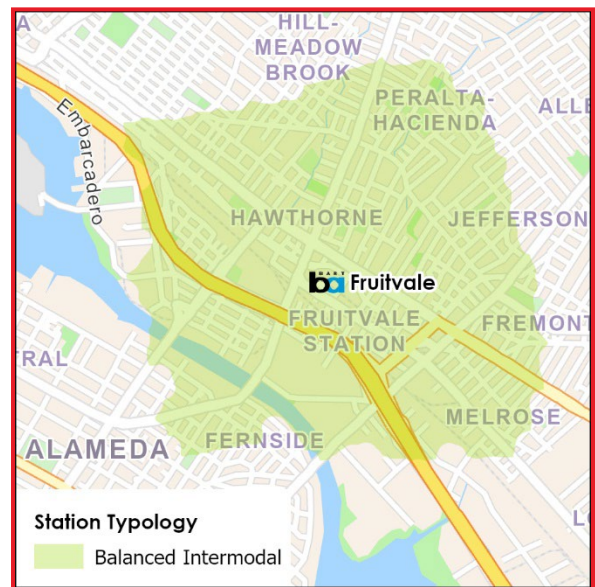
Parkway to Argonaut Wy), Fremont Blvd, Eggers Dr.		
Fremont Blvd/Margery Dr, Driscoll Rd/Joyce Ave, Paseo Padre Parkway/Baylis St, Walnut Ave/Godfrey Dr intersections	Enhance crossing with high visibility crosswalk, concrete curb extensions, and RRFBs or HAWK	Complete
Walnut Ave (Mission Blvd to Paseo Padre Parkway)	Construct sidewalk level Class IV separated bikeway, protected intersections, raised bus boarding zones, enhanced mid-block crossings with RRFB, and traffic signal replacement.	Complete
Fremont Blvd/Walnut Ave Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Fremont Blvd/Stevenson Blvd Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Fremont Blvd/Mowry Ave Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Washington Blvd/Osgood Rd Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Fremont Blvd/Country Dr Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Under construction
Fremont Blvd (I-880 north interchange to I-880 south interchange)	Upgrade all traffic signals with new signal controllers, cabinets, signal heads, video camera detection (w/ bike detection), audible pedestrian push buttons, intersection video analytics camera systems, adaptive signal coordination systems, CTMS, signal performance measure systems, DMS radar message signs, CCTV video cameras, V2X roadside units, and fiber-optic communication.	Complete
<b>Fremont SR 84 Relinquishment (2022)</b>		
Peralta Blvd	Ln reduction to one travel lane in each direction, reduce curb radii at intersections, bicycle detection at all signals, 10-foot median, continuous sidewalk, landscaped median, widen sidewalk, bioretention in excess right-of-way	In construction
Mowry Ave	Narrow vehicle lanes, high-visibility crosswalks, buffered bike lanes, intersection bulb-outs, bike detection at all signals	In construction
<b>Fremont Active Transportation Plan (2025)</b>		
Various Residential Roadways (Sundale, Glenmoor, Centerville, Irvington, and Gomes neighborhoods)	Implement traffic calming measures to accommodate identified neighborhood bike routes and safe routes to school routes.	Ongoing, partially complete.
Walnut Ave/Liberty St Intersection	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Walnut Ave (Paseo Padre Parkway to Fremont Blvd)	Construct sidewalk level Class IV separated bikeway, raised bus boarding zones, and enhanced mid-block crossings with RRFB.	Under construction
Fremont Blvd/Eugene St/Grimmer Blvd Intersections	Construct protected intersection, sidewalk level bikeway at intersection, traffic signal replacement, and enhanced crosswalks.	Complete
Fremont Blvd/Washington Blvd (Grimmer Blvd to Osgood Rd) (Future Irvington BART Station Site)	Construct sidewalk level Class IV separated bikeway, connector sidewalk to frontage roads, protected intersections, raised bus boarding zones, and traffic signal replacement.	Planned
Fremont Blvd (Country Dr to Grimmer Blvd)	Construct sidewalk level Class IV separated bikeway, connector sidewalk to frontage roads, protected intersections, raised bus boarding zones, and traffic signal replacement.	Under design
Fremont Blvd (Country Dr to Parish Ave)	Implement Class IV separated bikeway.	Ongoing, partially complete.
Fremont Blvd (Parish Ave to Peralta Blvd)	Construct sidewalk level Class IV separated bikeway with enhanced crossings.	Under design
Fremont Blvd (Peralta Blvd to Thornton Ave)	Construct sidewalk level Class IV separated bikeway, protected intersections, and enhanced crossings with RRFB or High-intensity Activated Crosswalk (HAWK) beacon.	Under construction
Fremont Blvd/Clough Ave, Fremont Blvd/Papazian Wy intersections	Enhance crossing with high visibility crosswalk, concrete curb extensions, and RRFBs or HAWK.	Under construction
Mowry Ave (I-880 to Paseo Padre Parkway)	Stripe Class II bike lanes or buffered Class IIB bike lanes.	Ongoing, partially complete.

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Mowry Ave (Paseo Padre Parkway to Overacker Ave)	Stripe Class II bike lanes or buffered Class IIB bike lanes.	Ongoing, partially complete.
Stevenson Blvd (I-880 to Paseo Padre Parkway)	Stripe Class II bike lanes or buffered Class IIB bike lanes or Class IV separated bikeway.	Ongoing, partially complete.
Stevenson Blvd (Paseo Padre Parkway to Mission Blvd)	Implement Class IV separated bikeway.	Complete
Grimmer Blvd (Fremont Blvd to Paseo Padre Parkway)	Construct Class I shared use path along north side of roadway.	Under design
East Bay Greenway Segment 4 (Fremont BART station to future Irvington BART station site)	Construct Class I shared use path along Stevenson Blvd, Paseo Padre Parkway, and utilizing existing trail segments. Construct protected intersection at Paseo Padre Parkway/Grimmer Blvd and Stevenson Blvd/Civic Center Dr with signal upgrade.	Under design
Civic Center Dr (Mowry Ave and BART Wy)	Construct Class IV separated bikeway (parking protected).	Under construction
Country Dr (Fremont Blvd and Paseo Padre Parkway)	Construct Class IV separated two-way bikeway and curb extensions with enhanced crosswalks.	Under construction
Peralta Blvd (Fremont Blvd to Mowry Ave)	Construct Class IV separated bikeway, new sidewalk, enhanced crossings, traffic signal upgrade, and potential roundabout.	Planned
Peralta Blvd/Dusterberry Wy Intersection	Reconstruct new intersection geometry and intersection control. Alternatives may include new traffic signal or roundabout. Striping of new Class II bike lanes or buffered Class IIB bike lanes along Dusterberry Wy.	Under design
Mission Blvd (Niles Canyon Rd to I-680 north)	Construct Class I shared use path, pavement rehabilitation, enhanced crossings.	Under development (Caltrans Project)
Mission Blvd/Sullivan Underpass Intersection	Construct new traffic signal with high visibility crosswalk.	Under construction
Niles Canyon Blvd (Mission Blvd to Town of Sunol)	Construct new Class I shared use path along entire corridor, including trail bridges and tunnels.	Under Environmental Review (Led by Alameda County PW)
Various UPRR Crossings throughout Centerville District	Construct rail crossing safety enhancements, including but not limited to new gate arms, raised median, connector sidewalks, and rail preemption to adjacent traffic signals.	Under design

## Fruitvale

Station Area Profile	
County	Alameda
Existing Station Access Typology	<u>Balanced Intermodal</u>
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes ( <u>County</u> , <u>City</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>Roadways</u> , <u>Pedestrian/Bicycle/Transit</u> , <u>Pedestrian 2</u> , <u>Transit 2</u> )
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their <u>Strategic Plan</u> and currently has a <u>Local Roadway Safety Plan</u> .
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>City of Oakland Local Roadway Safety Plan (2022)</b>		
15 <sup>th</sup> St/23 <sup>rd</sup> Ave	Advanced yield markings	Recommended by plan
15 <sup>th</sup> St/22 <sup>nd</sup> Ave	Advanced yield markings, high-visibility crosswalk, curb extensions, Rapid Rectangular Flashing Beacon (RRFB) or pedestrian refuge island	Recommended by plan
High St/San Leandro St	Prohibit right on red, pedestrian activated buttons, leading pedestrian interval, repave, install crosswalks	Recommended by plan
Foothill Blvd (33 <sup>rd</sup> Ave – 40 <sup>th</sup> Ave)	Streetscape redevelopment	Recommended by plan
Fruitvale (Alameda Ave – E 12 <sup>th</sup> St)	Fruitvale Alive! Widen sidewalks, Class IV separated bikeway, remove right turn slip lanes, bulb-outs, landscaping, pedestrian lighting, high visibility crosswalks, left turn lanes, RRFB	Construction
International Blvd (Fruitvale Ave – 56 <sup>th</sup> Ave), International Blvd (16 <sup>th</sup> Ave – 28 <sup>th</sup> Ave)	Bus rapid transit (BRT), repavement, high-visibility sidewalks, reduced speed limit, wayfinding signage	Construction
35 <sup>th</sup> Ave (E 18 <sup>th</sup> St – Mangels Ave)	Speed cushions, Pedestrian hybrid beacons (PHBs), RRFBs	Construction
High St (Foothill Blvd – Tompkins St)	Speed cushions, median refuge islands, repavement, high-visibility sidewalks, bus stops on far side of intersection, RRFBs	Construction
E 12 <sup>th</sup> St (2 <sup>nd</sup> Ave – 40 <sup>th</sup> Ave)	Class II bike lanes, wayfinding	In design
Foothill Blvd/Harrington Ave, Foothill/Congress	Median refuge island	Recommended by plan
Foothill Blvd/45 <sup>th</sup> Ave, Foothill/46 <sup>th</sup> Ave	RRFB	Recommended by plan
Foothill Blvd/50 <sup>th</sup> Ave, Foothill/51 <sup>st</sup> , Foothill/Cole St	Bulb-outs	Recommended by plan
<b>Oakland Bike Plan (2019)</b>		
San Leandro St (Fruitvale Ave – 37 <sup>th</sup> Ave), 23 <sup>rd</sup> Ave (Glascock St – E 7 <sup>th</sup> St)	Class IV separated bikeway	Recommended by plan
High St (Tidewater Ave – MacArthur Blvd), Foothill (11 <sup>th</sup> Ave – Bancroft Ave), Bancroft Ave (Foothill Blvd – Havenscourt Blvd), Fruitvale Blvd (San Leandro St – Harold St), 23 <sup>rd</sup> Ave (E 7 <sup>th</sup> St – E 11 <sup>th</sup> St)	Class IIB buffered bike lane	Recommended by plan
35 <sup>th</sup> St (International Blvd – Foothill Blvd), 29 <sup>th</sup> Ave (Glascock St – E 12 <sup>th</sup> St)	Class II bike lane	Recommended by plan

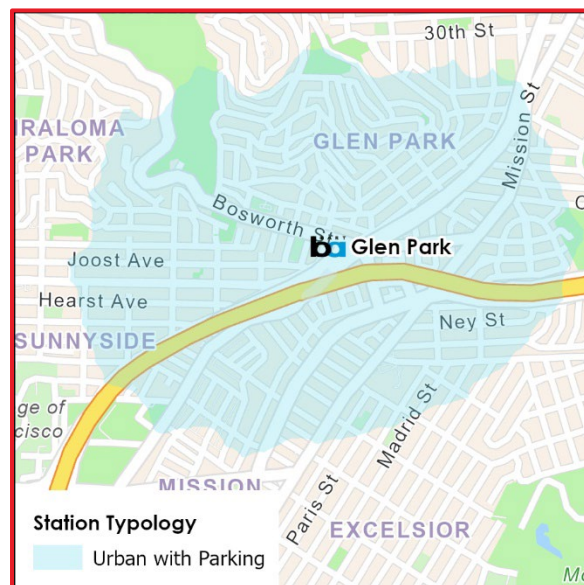
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

23 <sup>rd</sup> Ave (E 11 <sup>th</sup> St – E 12 <sup>th</sup> St)	Class I shared use path	Recommended by plan
<b>Alameda County Transportation Commission Projects</b>		
On E 10 <sup>th</sup> St, E 8 <sup>th</sup> St, E 12 <sup>th</sup> St, San Leandro St, from Lake Merritt to South Hayward BART station	East Bay Greenway: Lake Merritt BART to South Hayward BART: <ul style="list-style-type: none"> <li>• Improve cyclist and pedestrian network connectivity in communities along the BART line</li> <li>• Improve access to regional transit, schools, downtown area and other destinations</li> <li>• Create a facility that is accessible and comfortable for bicyclists and pedestrians of all ages and abilities</li> <li>• Improve safety for bicyclists and pedestrians</li> <li>• Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions</li> </ul>	In design
<b>Alameda Transportation Projects</b>		
Clement Ave and Tilden Wy	Clement Ave/Tilden Wy: <ul style="list-style-type: none"> <li>• Bikeway</li> <li>• Walkway</li> <li>• Road diet</li> <li>• Westbound Clement Ave extension</li> <li>• Open space</li> <li>• Stormwater gardens</li> <li>• Bus stop improvements</li> <li>• A dog park and a roundabout at the Blanding/Tilden/Fernside intersection</li> </ul>	In design, construction complete summer 2026
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
International Blvd, East 12th St and San Leandro St.	Recommended improvements include intersection redesign, pedestrian lighting, pedestrian countdown signal, high-visibility crosswalks, and bike box.	TBD



## Glen Park

Station Area Profile	
County	San Francisco
Existing Station Access Typology	Urban with Parking
Aspirational Station Access Typology	Urban
Local High-Injury Network	Yes ( <u>Vision Zero SF 2022</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>SFMTA Pedestrian Improvements Toolkit</u> , <u>VZSF Engineering Streets for Safety</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>City</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Vision Zero SF (2021)</b>		
On Alemany Blvd from Congdon St to Seneca Ave	Alemany Blvd Pavement Renovation: St resurfacing of 28 blocks of Alemany Blvd from Congdon St to Seneca Ave, including: <ul style="list-style-type: none"> <li>Demolition</li> <li>Pavement renovation</li> <li>New sidewalk construction</li> <li>Construction or reconstruction of 44 curb ramps</li> <li>Traffic control, and all related and incidental work within project limits.</li> </ul>	Construction
On Geneva Ave from Mission St to Prague St; On Mission St from I-280 to Geneva Ave	Mission and Geneva Pavement Reconstruction – <ul style="list-style-type: none"> <li>Demolition</li> <li>Pavement renovation of 55 blocks</li> <li>New sidewalk construction</li> <li>Curb ramp construction and retrofit</li> <li>Traffic control and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from I-280 to Geneva Ave</li> <li>The average Pavement Condition Index (PCI) score within the project limits is mid 40's</li> </ul>	Construction
On Avalon Ave from Mission St to Lisbon St;	Excelsior Neighborhood Traffic Calming: Design and construction of near-term traffic calming measures in the Excelsior, Mission Terrace, and Crocker-Amazon neighborhoods in District 11  The SFMTA will construct: <ul style="list-style-type: none"> <li>27 speed cushions</li> <li>4 raised crosswalks</li> <li>3 median islands</li> <li>28 new continental crosswalks</li> </ul>	In design, construction
Elk St and Sussex St	Elk St at Sussex St Pedestrian Safety Improvements [NTIP Capital] – <ul style="list-style-type: none"> <li>Marked crosswalk</li> <li>Rectangular rapid flashing beacons (RRFB)</li> <li>New streetlight on the northwest corner</li> <li>Four curb ramps on three bulb outs at the NW, NE, SE corners</li> </ul> Ancillary improvements include: <ul style="list-style-type: none"> <li>reduce the speed limit north of the intersection</li> <li>remove nine parking spaces to improve sightlines between drivers and pedestrians</li> <li>close the north and south crossings of Diamond Heights Blvd at Arbor St to channel pedestrians to the improved crossing at Sussex St</li> </ul>	In design, construction

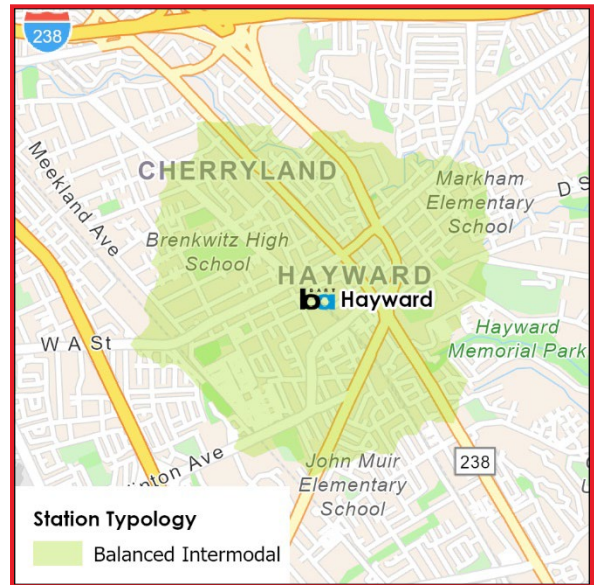


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Alemaný Blvd and Rousseau St	<p>New Traffic Signal Contract 65: Construction of new traffic signals at six intersections and pedestrian-activated flashing beacons (RRFB) at one intersection to improve traffic, pedestrian, and bicycle safety and traffic operations. The scope of work includes:</p> <ul style="list-style-type: none"> <li>• New traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles)</li> <li>• Pedestrian countdown signals</li> <li>• Accessible (audible) pedestrian signals</li> <li>• Curb ramps</li> <li>• Pedestrian crossing with pedestrian-activated rectangular rapid-flashing beacon (RRFB)</li> </ul>	In design, construction
Cotter St and Alemaný Blvd	<p>New Traffic Signal Contract 66: Design new traffic signals at ten intersections and a rectangular rapid flashing beacon (RRFB) at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include:</p> <ul style="list-style-type: none"> <li>• Pedestrian countdown signals</li> <li>• Accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps</li> <li>• <u>Eight of the eleven locations are on the vision zero high injury network.</u></li> </ul>	In design
On Mission St from I-280 to city limits	Locations eligible for speed limit reductions through AB 43	Recommended by plan
<b>SFMTA Pedestrian Program</b>		
On Mission St from Trumbull St to Geneva Ave/Prague St	<p>Mission / Geneva Safety Project elements –</p> <ul style="list-style-type: none"> <li>• New traffic signals, including new signalized pedestrian crossings</li> <li>• Traffic signal timing improvements and pedestrian ‘head-starts’</li> <li>• Corner bulb-outs</li> <li>• Transit bulbs and islands</li> <li>• Transit stop improvements and changes</li> <li>• Bike lane connectivity upgrades (on Geneva Ave)</li> <li>• Loading and curb management improvements</li> </ul>	Construction
<b><u>SFMTA Slow Streets Program</u></b>		
On Cayuga Ave from Rousseau St to Naglee Ave	<p>Cayuga Ave Slow St design includes:</p> <ul style="list-style-type: none"> <li>• Slow Streets delineator signs at select intersections</li> <li>• Slow Streets pavement markings</li> <li>• Slow Streets identification signs on Cayuga Ave and select cross streets</li> <li>• A median diverter at Cayuga Ave and Geneva Ave</li> <li>• New marked crosswalks</li> <li>• Traffic calming elements, such as speed cushions</li> </ul>	In design, construction

## Hayward

Station Area Profile	
County	Alameda
Existing Station Access Typology	Balanced Intermodal
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Roadways, Bicycle/Ped 1, Bicycle/Ped 2)
Vision Zero Plan/Policy (Adopted)	Not Officially (Vision-Zero Commitment in LRSP)
Local Roadway Safety Plan	Yes



### Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Mission Blvd (A St – Rose St)	Undergrounding overhead utility lines, reconstruct sidewalks, Class IV separated bikeway, street trees, re-pavement, adaptive signal timing, new signage, LED streetlights, bulb-outs, Rapid Rectangular Flashing Beacons (RRFBs)	Construction
A St/Main St, B St/Main St	Bulb-outs, median refuge island, green bike conflict zones, advanced stop bars, bike box	In construction
<b>Alameda County Bicycle &amp; Pedestrian Master Plan for Unincorporated Areas (2019)</b>		
Western Blvd (Sunset Blvd – Hampton Rd), Meekland Ave (A St – Blossom Wy), Mission Blvd (I-238- Hayward City Limit)	Sidewalk installation	Construction
Mission Blvd (Hampton Rd – Grove Wy)	Class IV separated bikeway	Recommended by plan
Western Blvd (Hampton Rd – Sunset Blvd)	Class III bike route	Recommended by plan
<b>Alameda County Safe Routes to School (Ongoing)</b>		
B St/Walnut St	Advanced stop bars, red curb adjacent to crosswalks	Recommended by plan
B St/Filbert St	Curb extensions, trim vegetation	Recommended by plan
Soto Rd/Jackson St	High-visibility crosswalks, realign crosswalks, extend median, bulb-outs	Recommended by plan
Western Blvd (Sunset Blvd – Smalley Ave)	Chicanes	Recommended by plan
<b>Hayward Bicycle and Pedestrian Master Plan (2020)</b>		
Mission Blvd (Fairway St – Northern City Limits), A St (Skywest Dr – 4 <sup>th</sup> St), Foothill Blvd (Santa Clara St – Northern City Limits)	Class IV separated bikeway	Recommended by plan
B St (MLK Dr – Center St)	Class III bike route, Class II bike lane	Recommended by plan
Western Blvd (Sunset Blvd – A St), Grand St (Meek Ave – A St)	Class III bike route	Recommended by plan
South Hayward BART – Sunset Blvd	Class I shared use path	In design
D St at Winton Ave	Class IV separated bikeway	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

<b>Alameda County Transportation Commission Projects</b>		
On E 10 <sup>th</sup> St, E 8 <sup>th</sup> St, E 12 <sup>th</sup> St, San Leandro St, from Lake Merritt to South Hayward BART station	East Bay Greenway: Lake Merritt BART to South Hayward BART: <ul style="list-style-type: none"> <li>• Improve cyclist and pedestrian network connectivity in communities along the BART line</li> <li>• Improve access to regional transit, schools, downtown area and other destinations</li> <li>• Create a facility that is accessible and comfortable for bicyclists and pedestrians of all ages and abilities</li> <li>• Improve safety for bicyclists and pedestrians</li> <li>• Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions</li> </ul>	In design
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
BART parking lot and intermodal facility	<ul style="list-style-type: none"> <li>• Raise crosswalk in front of main station entrance, crossing Montgomery from City Hall.</li> <li>• Construct a 2-way bikeway on east side of the station, between B St and the station's e-lockers.</li> <li>• Create a new bikeway in west side parking lot access road.</li> </ul>	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
A St, Grand St, D St, Mission Blvd	Recommended improvements include crossing improvements, traffic signal modifications, bulb-outs, bike facility, and widened bike lanes.	Recommended by plan
<b>Burbank Elementary Hayward Safe Routes to Schools Improvement Plan (2016)</b>		
B St / Walnut St	<ul style="list-style-type: none"> <li>• Install advanced stop bars at all approaches.-Install red curb adjacent to southern curb ramps to increase sight distance and pedestrian visibility.</li> </ul>	Recommended by plan
B St / Filbert St	<ul style="list-style-type: none"> <li>• Install curb extensions at northeastern and southwestern corners to increase sight distance and pedestrian visibility and shorten crossings to church parking lot used for satellite drop off and pickup.</li> <li>• Trim vegetation at southwestern to increase pedestrian visibility.</li> </ul>	Recommended by plan
C St / Filbert St	<ul style="list-style-type: none"> <li>• Install advanced stop bars at all approaches.</li> </ul>	Recommended by plan
Filbert St/ Burbank St	<ul style="list-style-type: none"> <li>• Install curb extension at northwestern corner of intersection</li> <li>• Install advanced stop bars at existing crosswalks.</li> </ul>	Recommended by plan

## Lafayette

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	<u>Auto dependent</u>
Aspirational Station Access Typology	Auto dependent
Local High-Injury Network	Yes ( <u>City Vision Zero and Local Rd Safety Plan</u> )
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes ( <u>City Vision Zero and Local Rd Safety Plan Appendix</u> )
Vision Zero Plan/Policy (Adopted)	<u>Yes (County, CCTA)</u>
Local Roadway Safety Plan	<u>Yes</u>

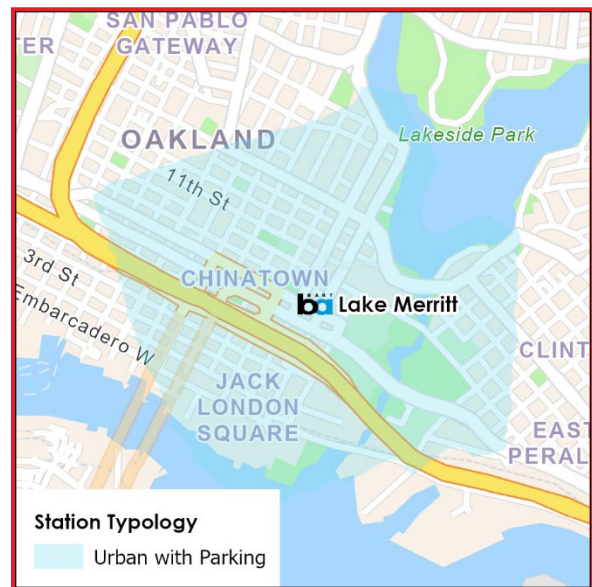


## Station Catchment Area Projects

Location	Project Name	Status
<b>Lafayette Vision Zero and Local Rd Safety Plan (2023)</b>		
On Moraga Rd from Mount Diablo Blvd to Old Jonas Hill Rd	Prioritized HIN Segments	N/A
On Mount Diablo Blvd from Moraga Rd to Victoria Ave	Prioritized HIN Segments	N/A
On School St from Moraga Rd to Topper Ln	Prioritized HIN Segments	N/A
On Deer Hill Rd from Happy Valley Rd to Miller Dr	Prioritized HIN Segments	N/A
On Mount Diablo Blvd (East) from Willow Dr to Pleasant Hill Rd	Prioritized HIN Segments	N/A
EBMUD Aqueduct Pathway	A ped/bike pathway that would provide a direct connection to the BART fare gates on the south side of the station	In design
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>Focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>Assess SR2S needs in Contra Costa</li> <li>Develop best practices for implementing SR2S projects and programs</li> <li>Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan

## Lake Merritt

Station Area Profile	
County	Alameda
Existing Station Access Typology	<u>Urban with Parking</u>
Aspirational Station Access Typology	Urban
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes (Pedestrian/Bicycle/Transit, Transit 2)
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their <u>Strategic Plan</u> and currently has a <u>Local Roadway Safety Plan</u>
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Jackson St/Embarcadero W, Oak St/Embarcadero W	Pedestrian railroad crossing arms, enhanced crossing signals	Recommended by plan
Harrison (21 <sup>st</sup> St – 27 <sup>th</sup> St)	Class IV separated bikeway, protected intersections	In construction
<b>Oakland Local Roadway Safety Plan (2022)</b>		
14 <sup>th</sup> St (Myrtle St – Oak St)	Lengthen pedestrian countdown timers, shorten signal cycle length, high-visibility crosswalks, restrict on-street parking near intersections and crosswalks, road diet from four to two lanes, pedestrian refuge islands, Class IV separated bikeway	In construction
9 <sup>th</sup> St/Franklin St, 9 <sup>th</sup> St/Harrison St	Shorten signal cycle length, high-visibility crosswalks, restrict parking near intersections and crosswalks, road diet	Recommended by plan
8 <sup>th</sup> St from MLK Jr Wy to Fallon Wy	8 <sup>th</sup> St Corridor Improvements: <ul style="list-style-type: none"> <li>8<sup>th</sup> St/Franklin St, 8<sup>th</sup> St/Harrison St – Leading pedestrian interval, protected left turn phase, bulb-outs, road diet, sidewalk extension</li> <li>8<sup>th</sup> St/Oak St – Upgraded traffic signals</li> <li>8<sup>th</sup> St (Franklin St – Fallon St) – Class IV separated bikeway</li> </ul>	Recommended by plan, In design
Broadway (2 <sup>nd</sup> St – 11 <sup>th</sup> St), Broadway (20 <sup>th</sup> St – Grand Ave)	Broadway Streetscape Improvement Project: <ul style="list-style-type: none"> <li>Red-bus only lanes</li> <li>Transit signal priority, bus shelters and seating</li> <li>Pedestrian safety and accessibility measures such as large curb extensions to narrow intersections, slow turning movements, and improve yielding to people walking, new ADA curb ramps, high-visibility crosswalks, upgraded intersection safety lighting, and wayfinding signage to increase safety and visibility</li> <li>Broadway/I-880 underpass enhancements with lighting and placemaking elements to invite people to travel between neighborhoods with more comfort</li> <li>Upgrading traffic signals and provide protected left turns to increase safety</li> <li>Lowering the speed limit as part of a new Oakland ordinance to enhance safety</li> </ul>	In design
7 <sup>th</sup> St/Harrison St	Pedestrian countdown timers, pedestrian activated buttons, leading pedestrian interval, protected right turn phase, vehicle/bike detection	Recommended by plan



## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

12 <sup>th</sup> St (Jefferson St – Oak St), Broadway (9 <sup>th</sup> St – 19 <sup>th</sup> St), International Blvd (1 <sup>st</sup> Ave – 12 <sup>th</sup> Ave)	Bus rapid transit (BRT), median stations, high-visibility crosswalks, transit signal priority, reduce traffic speeds, wayfinding signage, repaving	In design
7 <sup>th</sup> St (Washington St – 7 <sup>th</sup> St Bridge)	Reduce number of right turn lanes, median island, high-visibility crosswalks, midblock Rapid Rectangular Flashing Beacons (RRFBs)	Recommended by plan
10 <sup>th</sup> St/Jackson St	Bulb-outs, widen median, high-visibility crosswalks	Complete
14 <sup>th</sup> St (Brush St – Lakeside Dr)	Class IV separated bikeway, pedestrian islands, intersection islands, high-visibility crosswalk, bus boarding islands, pedestrian lighting, bulb-outs	In construction
<b>Oakland Bike Plan (2019)</b>		
5 <sup>th</sup> St (Harrison St – Lakeside Dr), 11 <sup>th</sup> St, 12 <sup>th</sup> St, 14 <sup>th</sup> St, Franklin St (6 <sup>th</sup> St – 26 <sup>th</sup> St)	Class IV separated bikeway	In construction
Jackson St	Class II bike lane	Recommended by plan
<b>Oakland DOT Transit Action Strategy (2020)</b>		
Oak St/Lake Merritt BART, 8 <sup>th</sup> St/Lake Merritt BART	Bus bulbs	Recommended by plan
<b>Downtown Oakland Specific Plan (2024)</b>		
Victory Ct, 3 <sup>rd</sup> St to 4 <sup>th</sup> St	3 <sup>rd</sup> St Extension – As part of future redevelopment at Victory Ct, 3 <sup>rd</sup> St should be extended east and connected to 4 <sup>th</sup> St and should feature: <ul style="list-style-type: none"> <li>Protected bicycle facilities</li> <li>Provide connections for cyclists coming from Oak St to the Lake Merritt Channel and Green Loop network of public open spaces and trails</li> </ul>	Recommended by plan
Victory Ct Channel Trail & Open Space	Victory Ct redevelopment would extend the west side trail to Embarcadero along the Recommended by plan 60' wide landscape buffer for new development along Lake Merritt Channel.	Recommended by plan
Victory Ct Bike/Ped Channel Bridge to 5 <sup>th</sup> Ave	This Plan recommends a bike/ped bridge connecting 3 <sup>rd</sup> St to 5 <sup>th</sup> Ave over the Lake Merritt Channel along the alignment of an out of service rail bridge.	Recommended by plan
On 14 <sup>th</sup> St from Oak St to Brush St	14 <sup>th</sup> St Safe Routes to The City Project: <ul style="list-style-type: none"> <li>Road diet between Brush and Oak St that will go from four lanes to two</li> <li>Class IV separated bikeway separated by curbs and parked cars</li> <li>Transit boarding islands</li> <li>Marked crossings</li> <li>Retimed signals</li> <li>Green stormwater infrastructure.</li> </ul>	In design
On Lakeside Dr/Lake Merritt Blvd from Jackson St to E 15 <sup>th</sup> St	Lakeside Dr/Lake Merritt Blvd Complete Streets Project: <ul style="list-style-type: none"> <li>Repaving project that will include the implementation of a two-way protected Class IV separated bikeway on Lakeside Dr between 12<sup>th</sup> and Madison St</li> <li>One-way bicycle facility on the south side of Lake Merritt Blvd, connecting 1<sup>st</sup> Ave to 14<sup>th</sup> St</li> </ul>	In design
Bay Trail/Estuary Shoreline	Estuary Park Improvements Project: Park redesign that includes improvements to the Bay Trail and the shoreline along the Estuary and Lake Merritt Channel.	In design
<b>Alameda County Transportation Commission Projects</b>		
On E 10 <sup>th</sup> St, E 8 <sup>th</sup> St, E 12 <sup>th</sup> St, San Leandro St, from Lake Merritt to South Hayward BART station	East Bay Greenway: Lake Merritt BART to South Hayward BART: <ul style="list-style-type: none"> <li>Improve cyclist and pedestrian network connectivity in communities along the BART line</li> <li>Improve access to regional transit, schools, downtown area and other destinations</li> <li>Create a facility that is accessible and comfortable for bicyclists and pedestrians of all ages and abilities</li> <li>Improve safety for bicyclists and pedestrians</li> <li>Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions</li> </ul>	In design
Webster and Posey Tube, I-880, Oak St, 4 <sup>th</sup> St, 6 <sup>th</sup> St, and 7 <sup>th</sup> St	Oakland Alameda Access Project: <ul style="list-style-type: none"> <li>Improves multimodal safety and reduces conflicts in equity priority communities and will reduce incidents between regional and local traffic</li> </ul>	In design

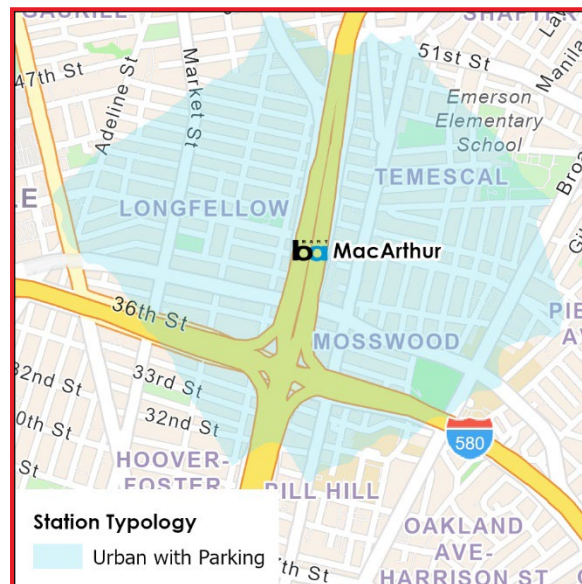


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"> <li>• Enhances bicycle and pedestrian accessibility and connectivity within the project study area</li> <li>• Creates more multimodal options helping to protect the climate</li> <li>• Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods and the City of Alameda</li> <li>• Reduces freeway-bound regional traffic and congestion on local roadways and in area neighborhoods, reducing carbon emissions</li> </ul>	
<b>Caltrans District 4 Bike Plan (2018)</b>		
Embarcadero – Marina Village Parkway	New separated crossing	Recommended by plan
Lake Merritt Channel	Lake Merritt to Bay Trail connection under I-880 to Embarcadero Rd	Recommended by plan

## MacArthur

Station Area Profile	
County	Alameda
Existing Station Access Typology	Urban with Parking
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Pedestrian/Bicycle/Transit, Transit 2)
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their Strategic Plan and currently has a <u>Local Roadway Safety Plan</u>
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

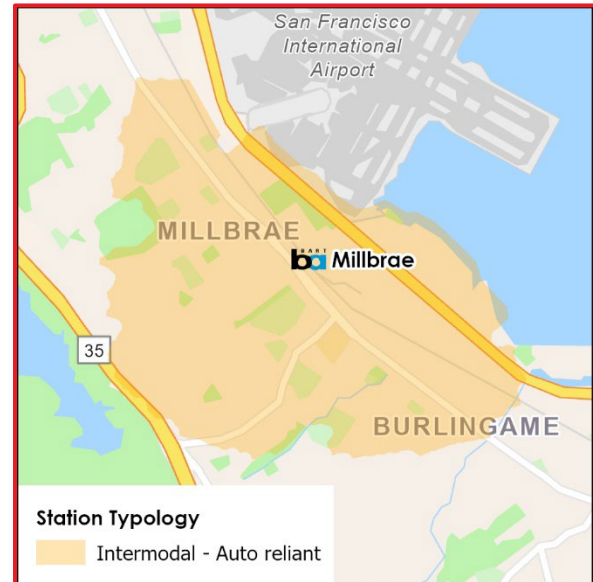
Location	Project Name	Status
<b>Oakland Local Roadway Safety Plan (2022)</b>		
MLK Jr Wy (W Grand Ave – 40 <sup>th</sup> St)	Road diet	Recommended by plan
Shattuck Ave (45 St – 55 <sup>th</sup> St)	Pedestrian circulation plaza, bike lanes	Recommended by plan
Telegraph Ave (Woolsey St – 52 <sup>nd</sup> St)	Upper Telegraph Ave Complete Streets Project: Planned improvements include: <ul style="list-style-type: none"> <li>Separated bike lanes</li> <li>Upgraded and new curb ramps</li> <li>High-visibility crosswalks</li> <li>Bus boarding islands</li> </ul> Potential improvements include: <ul style="list-style-type: none"> <li>Bus-only lanes</li> <li>Flashing lights at crosswalks</li> <li>Pedestrian refuge islands</li> </ul>	Construction
<b>Oakland Bike Plan (2019)</b>		
W MacArthur Blvd (Market St – Piedmont Ave), Telegraph Ave (29 <sup>th</sup> St – Woolsey St), Broadway (22 <sup>nd</sup> St – W MacArthur Blvd)	Class IV separated bikeway	Recommended by plan
40 <sup>th</sup> St (Adeline St – Howe St)	Class IIB buffered bike lane	Recommended by plan
<b>Oakland DOT Transit Action Strategy (2020)</b>		
San Pablo Ave (20 <sup>th</sup> St – Berkeley border)	Transit signal priority (TSP)	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
40 <sup>th</sup> St at San Pablo	Bicycle improvements with enhanced markings, bike boxes, improved detection	Recommended by plan
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
BART access road, 40th St, and 39th St	<ul style="list-style-type: none"> <li>Construct a curb ramp between the bus stop on 40th St and the plaza to allow bicyclists to ride directly to bike parking and the fare gates.</li> <li>Improve bikeway on BART access road by upgrading and hardening the physical separation between the northbound bikeway and southbound motor vehicles on the access road between MacArthur Blvd. and 39th St.</li> </ul>	Recommended by plan

Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"><li>• Create a bike crossing between 39th St and the station proper.</li><li>• Mark sharrows on 39th St.</li></ul>	
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## Millbrae

Station Area Profile	
County	San Mateo
Existing Station Access Typology	<u>Intermodal – Auto Reliant</u>
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes (Countywide 1, Countywide 2, <u>Bike/Ped 1</u> , <u>Bike/Ped 2</u> , City 1)
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>San Mateo C/CAG Countywide LRSP Draft (2024)</b>		
El Camino Real & Silva Ave	Priority bus stop location for pedestrian improvements	Recommended by plan
El Camino Real & Center St-Millbrae	Priority bus stop location for pedestrian improvements	Recommended by plan
<b>C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021)</b>		
El Camino Real (Murchison Dr – Noor Ave)	Upgrade to Class IIB buffered bike lanes	Recommended by plan
El Camino Real (North Rd – Murchison Dr)	Upgrade bikeway (undetermined facility type)	Recommended by plan
E Millbrae Ave, Old Bayshore Blvd (US Hwy 101 – Bay Trail); Millbrae Ave (El Camino Real – US Hwy 101); Hillcrest Blvd (Skyline Blvd – I-280)	New Class IV separated bikeways	Recommended by plan
E Millbrae Ave (US Hwy 101 – US Hwy 101)	New Class I shared use path	Recommended by plan
California Dr (Millbrae Ave – El Camino Real); California Dr (Broadway – Murchison Dr)	Upgrade to Class I shared use paths	Recommended by plan
California Dr (Millbrae Ave – Murchison Dr); California Dr (Howard Ave – Broadway)	Upgrade to Class IV separated bikeways	Recommended by plan
Vallejo Dr, Madera Wy, Murchison Dr, Skyline Blvd, Millbrae Ave (Sequoia Ave – Hillcrest Blvd)	New Class III bike routes	Recommended by plan
E Millbrae Ave (California Dr – South Exit Rd); El Camino Real/Mission St/San José Ave; California Dr/N San Mateo Dr (E Millbrae Ave – E 5 <sup>th</sup> Ave)	Complete Streets corridors	Recommended by plan
<b>Millbrae Local Roadway Safety Plan (2022)</b>		
El Camino Real & Ludeman Ln; El Camino Real & Park Blvd/San Diego Ave; El Camino Real & Taylor Blvd; El Camino Real & Santa Helena Ave; El Camino Real & La Cruz Ave	High injury intersections; Project 1 (pedestrian systemic unsignalized)	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Millbrae Ave & El Camino Real; El Camino Real & Milwood Dr; El Camino Real & Victoria Ave	High injury intersections; Project 2 (pedestrian systemic signalized)	Recommended by plan
El Camino Real & Silva Ave; El Camino Real & Hillcrest Blvd	High injury intersection; Project 3 (pedestrian systemic signalized)	Recommended by plan
El Camino Real (Santa Lucia Ave – Murchison Dr)	Project 4 (Caltrans roadway segment)	Recommended by plan
Millbrae Ave & Ashton Ave	High injury intersections; Project 5 (pedestrian systemic unsignalized)	Recommended by plan
Millbrae Ave & Rollins Rd; Millbrae Ave & Magnolia Ave; Millbrae Ave & Old Bayshore Hwy	High injury intersections; Project 6 (signalized systemic)	Recommended by plan
Millbrae Ave (US Hwy 101 – Millbrae Cir)	Project 7 (roadway segment improvements)	Recommended by plan
Magnolia Ave (Richmond Dr – Murchison Dr)	Project 8 (roadway segment improvements)	Recommended by plan
<b>Millbrae Active Transportation Plan (2021)</b>		
El Camino Real crossings at Santa Inez Ave; Santa Helena Ave; Millwood Dr; Silva Ave; Hillcrest Blvd; Victoria Ave; Murchison Dr	Enhanced signal crossings (pedestrian improvement)	Recommended by plan
El Camino Real & Chadbourne Ave	Special study crossing (pedestrian improvement)	Recommended by plan
El Camino Real (Meadow Glen Ave – Millbrae Ave); Broadway (Meadow Glen Ave – Millbrae Ave)	Streetscape enhancements (pedestrian improvement)	Recommended by plan
Broadway crossings at Meadow Glen Ave; Victoria Ave; Chadbourne Ave; Millbrae Ave	High-visibility crossings (pedestrian improvement)	Recommended by plan
Magnolia Ave crossings at Ludeman Ln; Green Hills Dr; Helen Dr; Meadow Glen Ave; Anita Dr; Richmond Dr; Library Ave; Taylor Blvd; Hillcrest Blvd; La Cruz Ave; Victoria Ave; Chadbourne Ave; Millbrae Ave	High-visibility crossings (pedestrian improvement)	Recommended by plan
Hillcrest Blvd at El Bonito Wy; Minorca Wy	High-visibility crossings (pedestrian improvement)	Recommended by plan
Millbrae Ave & Palm Ave	High-visibility crossings (pedestrian improvement)	Recommended by plan
Millbrae Ave & US Hwy 101 southbound on-ramp and northbound off-ramp	Enhanced interchange crossings (pedestrian improvement)	Recommended by plan
El Camino Real	Class IV separated bikeway	Recommended by plan
Hillcrest Blvd	Class III bike route	Recommended by plan
<b>Burlingame Bicycle and Pedestrian Master Plan (2020)</b>		
California Dr (Murchison Dr – Broadway)	Class I shared use path	Recommended by plan
Broadway (El Camino Real – California Dr)	Class II bike lanes	Recommended by plan
Trousdale Dr (California Dr – City Limit); Old Bayshore Blvd	Class IIB buffered bike lanes	Recommended by plan
Broadway (California Dr – Cortez Ave); Adeline Dr (Bernal Ave – Benito Ave)	Class III bike routes	Recommended by plan
BIS/Mills Peninsula Neighborhood Bike Route Group; Hillside/Easton Neighborhood Bike Route Group	Interconnected Class IIB bike boulevards	Recommended by plan
Carolan Ave (Cadillac Wy – Oak Grove Ave); Murchison Dr (Ogden Dr – California Dr); Rollins Rd (Broadway – Murchison Dr)	Class IV separated bikeways	Recommended by plan

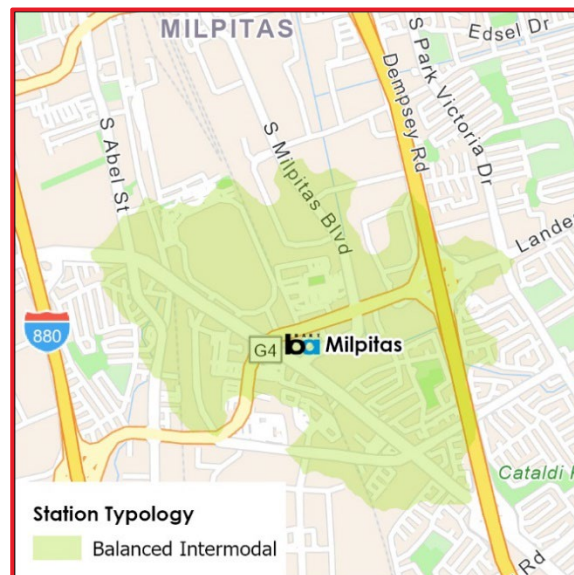
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Broadway & Rollins Rd	High-visibility crossing (pedestrian improvement)	Recommended by plan
Broadway & Chula Vista Ave	High-visibility crossing, RRFB for Broadway crossing (pedestrian improvement)	Recommended by plan
Broadway & El Camino Real	High-visibility crossing, crosswalk-curb realignment, and leading pedestrian interval (pedestrian improvement)	Recommended by plan
El Camino Real & Fairfield Rd	Curb extensions and other crossing enhancements	Recommended by plan
Murchison Dr & El Camino Real & S Irwin Pl	High-visibility crossing, median refuge islands, curb extensions, advance stop crossings, widened southwest sidewalk for transit stop access, and leading pedestrian interval (pedestrian improvement)	Recommended by plan
Trousdale Dr crossing at Marco Polo Wy; Sequoia Ave	High-visibility crossing, appropriate red curbs, and advance stop pavement markings (pedestrian improvement)	Recommended by plan
Trousdale Dr &	High-visibility crossing, curb extensions, and advance stop pavement markings (pedestrian improvement)	Recommended by plan
Trousdale Dr & El Camino Real	High-visibility crossing, median refuge islands, curb extensions, advance stop crossings, and leading pedestrian interval (pedestrian improvement)	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
E Millbrae Ave at US 101	New separated crossing of US 101 parallel to the Millbrae Ave vehicle bridge	Recommended by plan
Center St from San Anselmo Ave to Broadway; Hillcrest Blvd from Broadway and Aviador Ave; Millbrae Ave from Magnolia Ave to Old Bayshore;	Potential Class III bike routes	Recommended by plan
Linden Ave between Millbrae station and SR 82	Potential Class II bike lanes	Recommended by plan
Murchison Dr at SR 82	Potential Class III bike route on Murchison Dr	Recommended by plan



## Milpitas

Station Area Profile	
County	Santa Clara
Existing Station Access Typology	<u>N/A</u>
Aspirational Station Access Typology	<u>Balanced Intermodal</u>
Local High-Injury Network	<u>Yes</u>
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes ( <u>Countywide 1</u> , <u>Bike/Ped 1</u> , <u>City 1</u> )
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

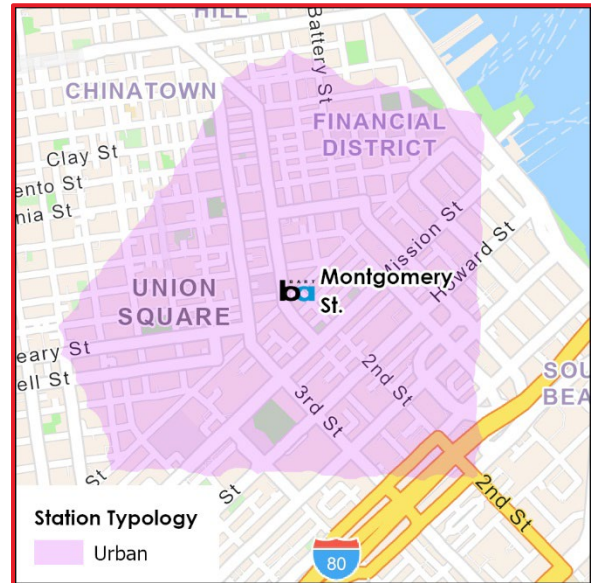
Location	Project Name	Status
<b>VTP 2050 – The Long-Range Transportation Plan for Santa Clara County</b>		
On Berryessa Creek Trail from Hillview Dr to San José City limits	Berryessa Creek Trail (Reach 4–6): Hillview Dr. to San José City limits – Construct extension of Berryessa Creek Trail. Reach 4 would traverse city streets to the trail at Los Coches St. The trail would follow the west bank of Berryessa Creek from Los Coches St. to Yosemite Dr. Reach 5 would extend to Montague Expwy., giving cyclists access to the future BART Station. Reach 6 would continue along the east bank of the creek to a bicycle/pedestrian and to the I-680 overpass.  Category 2 Project List (eligible to compete for funding)	Recommended by plan
On S Milpitas Blvd from Calaveras Blvd to Montague Expwy	Bicycle Path and Sidewalk on east side (1.5 miles) – Construct sidewalks and Class I shared use path in both directions, on the east side of the roadway, with multimodal access to the BART Station.  Category 2 Project List (eligible to compete for funding)	Recommended by plan
Montague Expwy and BART Station	Montague Expwy Bike/Pedestrian Overcrossing at Milpitas BART Station – Construct bicycle/pedestrian overcrossing of Montague Expwy from Milpitas BART station parking structure to the north side of Montague Expwy.  Category 2 Project List (eligible to compete for funding)	Complete
On S Milpitas Blvd from 237 to Montague Expwy	South Milpitas Blvd. SMART Corridor – Install fiber-optic cables for traffic signal/city communications, deploy surveillance cameras, traffic data collection equipment, and advanced traffic signal controllers. Will allow for future connection to Milpitas Blvd. Extension for BART.  Financially constrained projects	Recommended by plan
Various locations throughout the city	Citywide Adaptive Bicycle and Pedestrian Timing – Install adaptive bicycle and pedestrian timing technologies at various locations throughout the city.  Financially constrained projects	Recommended by plan
<b>VTa Countywide Local Roads Safety Plan (2022)</b>		
On Montague Expwy from S Milpitas Blvd to Coyote Creek	Class I shared use path	Recommended by plan
On Main St from S Abel St to Montague Expwy; On S Milpitas Blvd from Dixon Landing Rd to Montague Expwy	Class IV separated bikeway	Recommended by plan
On Montague Expwy from Berryessa Creek to Coyote Creek;	Trail	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On Great Mall Pkwy from Montague Expwy to McCarthy Blvd		
S Milpitas Blvd and Tarob Ct	Roadway extension and creek crossing	Recommended by plan
BART line and Lundy Pl and E Trimble Rd	Low stress rail crossing	Recommended by plan
Main St and Cedar Wy; Abel St and Main St; Main St and Great Mall Parkway; Great Mall Parkway and Montague Expwy; Abel St and Curtis Ave; Abel St and Great Mall Parkway	Pedestrian Spot Improvement Projects – commercial signalized	Recommended by plan
Abel St and Machado Ave; Berryessa Creek and Coffee Berry Ln; Montague Expwy and Berryessa Creek	Pedestrian Spot Improvement Projects – commercial unsignalized	Recommended by plan
Capitol Ave and Fallen Leaf Wy; Fallen Leaf Wy and Cedar Wy	Pedestrian Spot Improvement Projects – neighborhood unsignalized	Recommended by plan
Montague Expwy and Berryessa Creek to Trade Zone Blvd	Pedestrian Spot Improvement Projects – sidewalk gap	Recommended by plan
<b>Milpitas Citywide Travel Safety Plan (2024)</b>		
Great Mall Pkwy and Montague Expwy	Signalized Intersection Improvements (priority location) – Implement Leading Pedestrian Interval (LPI) to increase pedestrian crossing time, install retroreflective backplates on traffic signal heads, install advance stop bar, install pedestrian median fencing on Northern approach to address jaywalking, install accessible pedestrian signals (APS), ADA ramp upgrades	In design
Great Mall Pkwy and McCandless Dr	Signalized intersection improvements (priority location): Install retroreflective backplates on traffic signal heads, install advance stop bars and continental crosswalk across the north leg of the intersection (across Great Mall Pkwy), remove Bott's Dots and install thermoplastic lane markings on Great Mall Pkwy approaches, install APS	In design
S Main St and Abel St	Signalized intersection improvements (priority location): Install additional SBL signal head for better visibility. Add retroreflective borders to all signal heads, restripe limit lines to allow for 4-feet of clearance, install additional safety lighting to the SB Main St approach, install emergency vehicle pre-emption, restripe limit lines to allow for 4-feet of clearance, study lighting levels to determine if the existing lamp poles provide sufficient lighting, or if additional luminaires are required	In design
<b>Metro Specific Plan &amp; Update (2023)</b>		
Parcels between McCandless Dr and Houret Ct	Connect private roads across parcels from McCandless Dr to Houret Ct to provide pedestrian and Emergency Vehicle Access and allow for access to all parcels that are connected.	Recommended by plan
Houret Ct to McCandless Park	Construct a pathway for pedestrians and bicyclists off of Houret Ct that provides access to McCandless Park.	Recommended by plan
Trade Zone Blvd	Complete multimodal street improvements on Trade Zone Blvd	Recommended by plan
Plan Area (Outlined in plan)	Provide pedestrian connections (at-grade bridges, pedestrian over-crossings, underpasses, and multiuse paths) between major plan districts (Tango, Innovation, & McCandless)	Recommended by plan
Penitencia Creek	Extend the existing trails along Penitencia Creek and the railroad tracks in the McCandless and Tango Districts to the Milpitas Transit Center, and provide connections from the neighborhood to the trail system as indicated.	Recommended by plan
<b>Tasman Corridor Complete Streets Study (2021)</b>		
Great Mall Pkwy from Montague Expwy to Main St	Pedestrian improvements including raise crosswalks and pedestrian refuges at Montague Expwy. Remove free right turn lane at main street.	Recommended by plan
Tasman Dr from McCarthy Blvd to Montague Expwy	Class IV separated bikeway with vertical separation and green striping in conflict areas	Recommended by plan
Tasman Dr and Alder Dr	Two-stage left-turn boxes for bikes	Recommended by plan

## Montgomery St

Station Area Profile	
County	San Francisco
Existing Station Access Typology	<u>Urban</u>
Aspirational Station Access Typology	<u>Urban</u>
Local High-Injury Network	Yes ( <u>Vision Zero SF 2022</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	Yes ( <u>SFMTA Pedestrian Improvements Toolkit</u> , <u>VZSF Engineering Streets for Safety</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>City</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Vision Zero SF (2021)</b>		
On 2nd St from Market St to Townsend St; 2nd St from Market St to King St	<p>Second St Streetscape Improvement –</p> <p>Design and construct a complete streets project including:</p> <ul style="list-style-type: none"> <li>• Pedestrian safety improvements</li> <li>• Buffered cycle-track</li> <li>• St furnishings</li> <li>• Repaving</li> </ul> <p>Environmental review and design of a complete street project consisting of:</p> <ul style="list-style-type: none"> <li>• Wider sidewalks</li> <li>• Buffered and raised Class IV separated bikeways</li> <li>• Ln reduction</li> <li>• Pedestrian safety improvements</li> <li>• Bus stop improvements</li> <li>• A new traffic signal</li> <li>• Associated sewer rehabilitation</li> </ul>	In design, construction
On Sutter St from Mason St to Market St; On Bush St from Grant Ave to Montgomery St; On Kearney St from Pine St to Market St; On Sacramento St from Stockton St to Kearny St; On Clay St from Stockton St to Montgomery St; On Washington St from Stockton St to Kearny St	<p>Vision Zero Speed Limit Reduction –</p> <ul style="list-style-type: none"> <li>• Reduce speed limits along business activity corridors by implementing new 20 MPH corridors along eligible corridors with new signage paired with education efforts</li> <li>• Installation of signage on 15 additional business activity corridors</li> <li>• Multi-lingual outreach and education campaign with high visibility campaign strategies such as light pole banners, transit shelter ads, and merchant posters, and program evaluation</li> </ul>	Construction
On Market St from Octavia Blvd to Steuart St	<p>Better Market St –</p> <ul style="list-style-type: none"> <li>• Completely reconstruct Market St from Octavia Blvd to the Embarcadero</li> <li>• Prioritizing transit</li> <li>• Provide safe pedestrian access for people of all ages and abilities</li> <li>• Build safe bicycle facilities and quality public spaces and streetscapes</li> </ul>	In design, construction

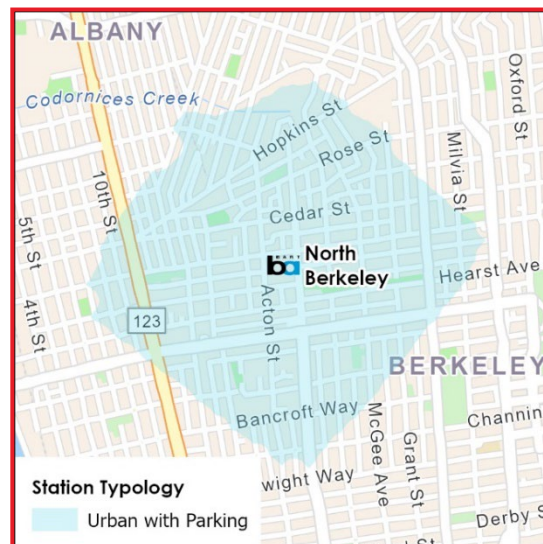
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On 5th St from Market St to Townsend St	<p>5th St Quick-Build Improvements –</p> <ul style="list-style-type: none"> <li>• Pedestrian, bicycle, transit, and loading/parking improvements along 5th St between Market and Townsend Sts in the South of Market (SoMa) neighborhood</li> <li>• Raised crosswalk at Minna St, four transit boarding islands, and roadway striping</li> </ul>	Construction
On Sansome St from Broadway to Sutter St; On Battery St from Broadway to Market St	<p>Vision Zero Quick-Build Program FY21 –</p> <ul style="list-style-type: none"> <li>• Pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking/loading changes</li> </ul>	In design, construction
On Stevenson St from 3 <sup>rd</sup> St to Annie St; On Jessie St from 3 <sup>rd</sup> St to Annie St; On Post St from Stockton St to Grant Ave; On Mason St from O’Farrell St to Ellis St;	<p>Various Locations Pavement Renovation No. 62 –</p> <ul style="list-style-type: none"> <li>• Demolition and pavement renovation of 34 blocks</li> <li>• Construction and retrofit of approximately 10 curb ramps</li> <li>• New sidewalk construction</li> <li>• Traffic control</li> <li>• All related and incidental work within project limits</li> </ul> <p><i>*Moratorium streets; excavation will require a waiver</i></p>	Construction
On Folsom St from 2nd St to 11th St	<p>Folsom Streetscape –</p> <ul style="list-style-type: none"> <li>• Complete streets project that will improve traffic safety for pedestrians, bicyclists, and motorists</li> <li>• Traffic lane reduction</li> <li>• Concrete median protected two-way bikeway</li> <li>• Separate bicycle and vehicle signal phases</li> <li>• Raised crosswalks at alleys</li> <li>• Curb ramps and pedestrian-level lighting</li> <li>• A Muni transit only lane and boarding islands, and other streetscape and safety features</li> </ul>	Construction
On Sutter St from Polk St to Market St	<p>FY22 Vision Zero Quick-Build Program Implementation –</p> <p>Pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking &amp; loading changes.</p>	In design, construction
On Beale St from Market St to Folsom St (two-way Class IV separated bikeway) and from Market St to Natoma St (Muni-only lane)	<p>Beale St Bikeway –</p> <ul style="list-style-type: none"> <li>• Design phase for a two-way Class IV separated bikeway between Market and Folsom Sts and Muni-only lanes between Market and Natoma Sts</li> <li>• The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale Sts to facilitate bicycle and pedestrian movements.</li> <li>• The two-way Class IV separated bikeway may be raised or at sidewalk level on the block between Howard and Folsom to integrate with new Transbay Park.</li> </ul>	In design



## North Berkeley

Station Area Profile	
County	Alameda
Existing Station Access Typology	<u>Urban with Parking</u>
Aspirational Station Access Typology	<u>Urban with Parking</u>
Local High-Injury Network	Yes ( <u>County</u> , <u>City</u> )
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes ( <u>Pedestrian 1</u> , <u>Pedestrian 2</u> , <u>Transit</u> , <u>Bicycle</u> )
Vision Zero Plan/Policy (Adopted)	<u>Yes</u>
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
San Pablo Ave/Jones St	Raised median, pedestrian refuge, Rapid Rectangular Flashing Beacon (RRFB)	In design
San Pablo Ave/Hopkins St/Cedar St	Move bus stop from near to far side of intersection	In design
San Pablo Ave/Virginia St	Raised crosswalk across slip lane, paint bike turn lanes green, leading pedestrian interval, pedestrian refuge, left turn restricted	In design
Ohlone Greenway	Widen path to 12 feet minimum	In construction
Sacramento St (Virginia St – Addison St)	Sidewalk extensions, high-visibility crosswalk, remarking lanes	In construction
University Ave/Sacramento St	Left turn phase	In construction
Hopkins St	Two-way Class II bike lanes, Class IV separated bikeway	In design, on hold
Hopkins St/Carlotta Ave, Hopkins St/Sacramento St	Bus island	On hold
California St/Hopkins St	Bus island, raised crosswalk	In design
<b>Berkeley Bicycle Plan (2017)</b>		
University Ave, San Pablo Ave, Hopkins St, Delaware St (Action St – Oxford)	Class IV separated bikeway feasibility study	Recommended by plan
Action St (Virginia St – University Ave), Kains Ave	Class IIIB Bike boulevard	Recommended by plan
Virginia St/Sacramento St, Allston St/Sacramento St, Virginia St/San Pablo Ave	Pedestrian hybrid beacon (PHB)	Complete
Virginia St/Eighth St, Virginia St/Chestnut St, Virginia St/Curtis St, Virginia St/Kains Ave	Traffic circle	Recommended by plan
Sacramento St/Delaware St	Protected bicycle turn lanes, bicycle signal phases	Complete
<b>Berkeley Pedestrian Plan (2020)</b>		
Cedar St (Sixth St – Stannage Ave)	Leading pedestrian interval, separate left turn phase, crosswalk stop bars, overhead crosswalk lighting	Recommended by plan
MLK Jr. Wy (Hearst Ave – Dwight Wy)	Leading pedestrian interval, separate left turn phase, crosswalk stop bars, overhead crosswalk lighting, advanced yield lines, study to convert to two-lane road	Recommended by plan
San Pablo Ave/University Ave	Leading pedestrian interval, push-activated no-right-on-red signs, all-way pedestrian crossing, left turn phase, bus bulb-out	Recommended by plan
University Ave (San Pablo Ave – Oxford St)	Leading pedestrian interval, separate left turn phase, advanced yield lines, crosswalk stop bars, overhead crosswalk lighting, narrow lanes to 11 feet	Recommended by plan
<b>Berkeley Transit First Policy Implementation Plan (2023)</b>		
San Pablo Ave, University Ave	Bus rapid transit (BRT) feasibility study	Complete

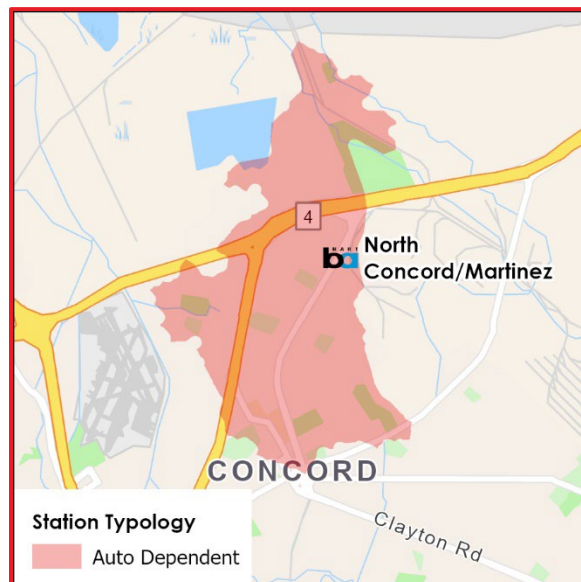
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

University Ave (Oxford St – San Pablo Ave)	Transit signal priority (TSP)	Recommended by plan
<b>Berkeley Vision Zero Action Plan (2019)</b>		
Citywide	Street rehabilitation Five Year Plan for Fiscal Years 2024-2028.	Construction, recommended by plan
<b><u>BART TOD Program</u></b>		
North Berkeley BART Station TOD	Streetscape design improvements for development site bounded by Virginia St, Delaware St, Acton St & Sacramento St	In design
<b>Sacramento Complete Streets Project (2022)</b>		
Sacramento St intersections between Virginia St and Addison St	Directional curb ramps, bulb-outs, crosswalks and pavement markings, new traffic signal (Virginia), left turn signal phasing (University)	Complete



## North Concord/Martinez

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	<u>Auto dependent</u>
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes ( <u>County</u> )
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes ( <u>Concord LRSP</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>County, CCTV</u> )
Local Roadway Safety Plan	<u>Yes</u>



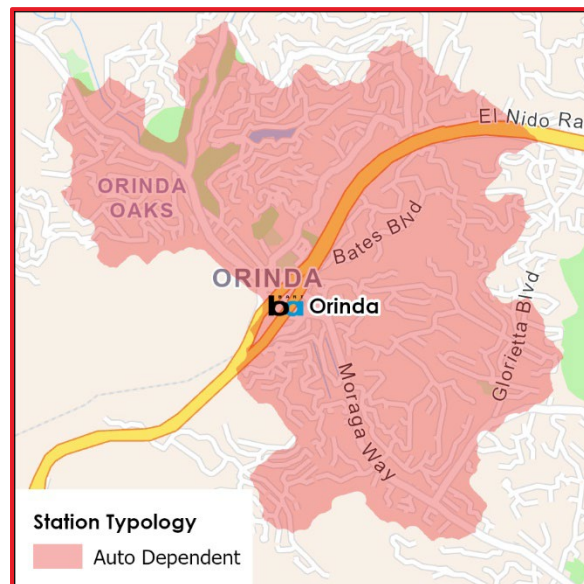
## Station Catchment Area Projects

Location	Project Name	Status
<b>Contra Costa County Vision Zero Action Plan</b>		
Treat Blvd from Buskirk Ave to Sheppard Rd	Tier Zero corresponds to a location the County has recently enhanced or has secured funding to improve, prior to the development of this plan; the County will monitor these locations to identify if the improvements were successful in meeting the County's safety goals for the projects.	Recommended by plan
Concord Ave from I-680 to the Walnut Creek channel	Concord Ave from I-680 to the Walnut Creek channel	Recommended by plan
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>Focused along major arterials that have been designated as "Routes of Regional Significance"</li> <li>Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>Assess SR2S needs in Contra Costa</li> <li>Develop best practices for implementing SR2S projects and programs</li> </ul> Help local agencies address specific SR2S needs through focused technical assistance	Recommended by plan

North Concord to Antioch BART Access Study (2018)		
North Concord BART Station quarter-mile radius	<p>Pedestrian safety and ADA accessibility improvements:</p> <ul style="list-style-type: none"> <li>• Study feasibility of improving access from station or linear park across BART tracks. Possible pedestrian bridge across tracks to Port Chicago Highway.</li> <li>• Improve pedestrian amenities at the Panoramic Dr/Port Chicago Highway intersection, including adding missing crosswalk, ADA accessibility features, and pedestrian-scale signage. (2 ADA Ramps were completed on the west side of Panoramic and Port Chicago Highway.)</li> <li>• Add wayfinding and signage outside of station directing passengers to bus stops, passenger pick-up areas, and bicycle and pedestrian routes.</li> <li>• Open entryway south of station to Coast Guard site and southern neighborhoods (dependent on future development on the site).</li> <li>• Add ADA-accessible ramp to lower parking lot and curb cuts on the sidewalk through lower parking lot.</li> <li>• Work with the community to determine the feasibility of providing a new, secure pedestrian and bike only connection between East Sun Terrace Neighborhood and the station parking lot. This improvement could be coordinated with recommendation #1 above.</li> </ul> <p>Bicycle safety and access:</p> <ul style="list-style-type: none"> <li>• Improve shared-use path north of the station to the industrial park with continuous pavement, high-visibility crossings, lighting and amenities. (Lighting along the pathway is done.)</li> <li>• Add bicycle wayfinding signage at linear park and at main entrance with distances to connection bicycle routes and destinations.</li> </ul> <p>Transit connections:</p> <ul style="list-style-type: none"> <li>• Relocate the paratransit stop to be near the sheltered area.</li> <li>• Study feasibility of formalizing the shuttle to the County Connection bus depot, to provide a “last mile” connection for industrial park employees.</li> </ul>	Recommended by plan, partial complete

## Orinda

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	<u>Auto dependent</u>
Aspirational Station Access Typology	Auto dependent
Local High-Injury Network	Yes ( <u>City Local Rd Safety Plan</u> )
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes ( <u>City Local Rd Safety Plan</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>County, CCTV</u> )
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

Location	Project Name	Status
<b>Orinda Local Roadway Safety Plan (2023)</b>		
BART driveways and westbound freeway ramps	Stay-high pathway - Join the pedestrian bridges over the BART driveways and over the westbound freeway ramps with an elevated walkway	Recommended by plan
BART Station and Highway 24	New Pedestrian/Bicycle Bridge - Construct a new 15-foot-wide bridge to span Highway 24 & the BART station	Recommended by plan
BART and freeway	Aerial Gondola - Erect an aerial gondola to transport people over the freeway and BART	Recommended by plan
Various Locations	Roundabouts - Replace various intersections with infrastructure to allow circular, counterclockwise travel.	Recommended by plan
<b>Orinda Bicycle, Trails, and Walkways Master Plan (2011)</b>		
St. Stephens Dr/Via Las Cruces Bicycle Route	Signed bicycle route from Via Las Cruces to St Stephens Trail. Signed bicycle route from St Stephens Dr to Honey Hill Rd.	Recommended by plan
El Nido Ranch Bicycle Route	Signed bicycle route on El Nido Ranch Rd from Lafayette/Orinda border to St. Stephens Dr.	Recommended by plan
Lake Cascade Path	Construct a pedestrian path around Lake Cascade.	Recommended by plan
San Pablo Creek Trail	Construct dirt/gravel path along San Pablo Creek in Orinda Village (downtown area) from Santa Maria Wy to Camino Sobrante.	Recommended by plan
Camino Pablo/BART Undercrossing (Orinda Gateway Improvements)	Stripe Class II bike lanes on Camino Pablo from Brookwood Rd to Santa Maria Wy addressing Highway 24 on- and off-ramp conflict zones	Recommended by plan
Miner Rd/ Honey Hill Rd Bicycle Route	Signed bicycle route from Camino Pablo to Honey Hill Rd. Install speed feedback signs on south and northbound Miner Rd. Install "Share the Rd" sign (CAMUTCD W16-1) or "Bicycles May Use Full Ln" sign (Federal MUTCD R4-11) immediately north of the Camino Pablo intersection.	Recommended by plan
Washington Ln/Bear Creek Rd Trail	Use existing fire road that connects Washington Ln to Bear Creek Rd; Consider connections to the EBMUD Orsan Trail on the north side of Bear Creek Rd, and connection the Briones and San Pablo Reservoirs.	Recommended by plan
Overhill Rd / Tara Rd/ Southwood Dr Bicycle Route	Signed bicycle route on Overhill Rd from Glorietta Blvd to Tara Rd, along Tara Rd to Southwood Dr, along Southwood Dr to Moraga Wy	Recommended by plan
Bates Blvd Signage and Striping	Stripe shoulders for pedestrian use from Davis to Warford Terrace. Install pedestrian warning signage on southbound Bates Blvd immediately after the Warford Terrace and Muth Dr intersections and on northbound Bates Blvd immediately after the Davis Rd and Warford Terrace intersections.	Recommended by plan
Orchard Rd Bicycle Route and Pedestrian Signage	Signed bicycle route on the entire length of Orchard Rd (on both sides of Glorietta Blvd). Consider installing pedestrian warning signage in addition to bicycle route signage.	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

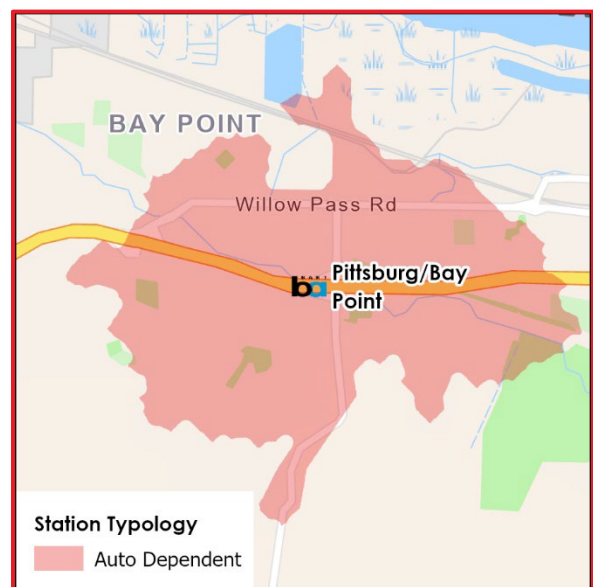
Moraga Wy Bike lane Improvements	Restrict parking along segments of Moraga Wy where parked vehicles block bicycle lanes. Parking on Moraga Wy adjacent to Miramonte High School was established by request of neighbors in Orinda and Moraga and should not be removed at this time.	Recommended by plan
Glorietta Blvd Bike Route	Signed bicycle route on Glorietta Blvd from Moraga Wy to Lafayette/Orinda border. Consider speed feedback signs on both directions of Glorietta Blvd in advance of Martha Rd. (Not included in cost.)	Recommended by plan
Rheem Blvd Bike Route	Signed bicycle route from Glorietta Blvd to eastern city limit. Install "Share the Rd" (CAMUTCD W16-1) or "Bicycles May Use Full Ln" sign (Federal MUTCD R4-11) immediately east of the Glorietta Blvd Intersection.	Recommended by plan
Ivy Dr Bicycle Route	Signed bicycle route with sharrows (shared use pavement arrows) on Ivy Dr from Miramonte HS to Moraga Wy and the entire length east of Moraga Wy. Consider speed feedback signs on both directions of Ivy Dr between Coral and Arroyo Drives. Conduct targeted speed enforcement to determine most effective sign installation location. Any improvements should consider existing signage and reducing sign clutter on Ivy Dr	Recommended by plan
Moraga Wy / Camino Encinas Intersection Improvements	Paint white ladder crosswalk across northwest leg. Evaluate for pedestrian actuated beacon or stop light. (Not included in cost.)	Recommended by plan
Moraga Wy / Brookside Rd Intersection Improvements	Stripe a white transverse crosswalk across north leg. Evaluate for pedestrian actuated warning device or stop light. (Not included in cost.)	Recommended by plan
Moraga Wy / Hall Dr Intersection Improvements	Stripe high visibility crosswalk across Moraga Wy, install advance pedestrian warning signage. Evaluate for pedestrian actuated beacon or traffic signal. (Not included in cost.)	Recommended by plan
Moraga Wy / Whitehall Dr Intersection Improvements	Stripe yellow ladder crosswalk across northwest leg and associated pedestrian warning signage.	Recommended by plan
Moraga Wy / Estabueno Dr Intersection Improvements	Install school-area pedestrian warning signage. Evaluate for pedestrian-actuated beacon or stop light. (Not included in cost.)	Recommended by plan
Moraga Wy / Ivy Dr Intersection Improvements	Retime signal to 2.8 feet per second. Install truncated domes on all corners. Construct pedestrian landing pad on the southwest corner.	Recommended by plan
Downtown Wayfinding Signage	Install wayfinding signage that directs bicyclists and pedestrians to popular destinations in Downtown and the Village. (Not shown on map.)	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Moraga Wy/Camino Pablo/Cam Encinas	Pedestrian Safety & Access: Install HV crosswalks and pedestrian signal heads to the missing legs; install corner bulb-out or tighten curb radii at all possible corners	Recommended by plan
Moraga Wy/Vashell Wy	Pedestrian Safety & Access: Short term, daylight crossing and add white transverse lines to existing crosswalk; medium-term, replace existing with a HV raised crosswalk	Recommended by plan
Davis Rd/Bates Blvd	Pedestrian Safety & Access: Add HV crosswalks with corner bulb-outs to the north and east legs	Recommended by plan
Santa Maria Wy/Orinda Wy	Pedestrian Safety & Access: Tighten curb radii or add corner bulb-outs where street parking allowed	Recommended by plan
Camino Pablo/Brookwood Rd	Pedestrian Safety & Access: Tighten curb radii or add corner bulb-out to the SE corner; straighten crosswalk	Recommended by plan
Orinda Wy/Elevated sidewalk	Pedestrian Safety & Access: Enlarge landing; install HV crosswalk across driveway and corner bulb-out opposite the landing	Recommended by plan
Camino Pablo/Santa Maria Wy	Pedestrian Safety & Access: Fill in sidewalk gap on Santa Maria; install HV crosswalks and pedestrian signal heads to north and east legs; modify channelized right turn lanes to minimize crossing distances and reduce vehicle speeds	Recommended by plan
Moraga Wy/Bryant Wy	Pedestrian Safety & Access: Install a crossing on the south leg through traffic circle; daylight the intersection or extend corner bulb-out; add white transverse lines to existing east crosswalk	Recommended by plan
Bryant Wy/Davis Rd	Bicycle Safety & Access: Install geometric design modifications to reduce vehicle speeds, such as painted corner bulb-outs or center-lane striping with delineators	Recommended by plan
Bryant Wy from Moraga Wy to Vashell Wy	Bicycle Safety & Access: Install Class III bike route with HV sharrows westbound and Class II bike lane eastbound	Recommended by plan
BART parking lots from Camino Pablo to station entrance	Bicycle Safety & Access: Install Class III bike route with HV sharrows	Recommended by plan
Elevated sidewalk between Orinda Wy, Bryant Wy, and BART	Pedestrian and Bicycle Safety & Access: Improve pedestrian-scale lighting; install weather protection and wayfinding signage	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Vashell Wy from Moraga Wy to Davis St	Pedestrian and Bicycle Safety & Access: Install shared passageway	Recommended by plan
Camino Pablo CA-24 underpass	Pedestrian and Bicycle Safety & Access: Install sidewalk markings to accommodate both pedestrian and bicyclist access; study and install acoustic treatments to minimize noise	Recommended by plan
East side of BART station	Pedestrian and Bicycle Safety & Access: Reopen secondary station entrance	Recommended by plan
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>Focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>Assess SR2S needs in Contra Costa</li> <li>Develop best practices for implementing SR2S projects and programs</li> <li>Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan

## Pittsburg/Bay Point

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	<u>Auto Dependent</u>
Aspirational Station Access Typology	Intermodal – Auto Reliant
Local High-Injury Network	Yes ( <u>County</u> )
MTC Equity Priority Area (2025)	<u>Yes</u>
Countermeasure Toolkit	No
Vision Zero Plan/Policy (Adopted)	Yes ( <u>County, CCTV</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Contra Costa County Vision Zero (2022)</b>		
Canal Rd/Bailey Rd Intersection and the De Anza Trail crossing at Bailey Rd	A two-way Class IV separated bikeway along Bailey Rd from Willow Pass Rd to Pittsburg-Bay Point BART Station Access that includes ADA-compliant sidewalks with a buffer zone to the De Anza Trail should be considered	In design
<b>North Concord to Antioch BART Access Study (2018)</b>		
Pittsburg/Bay Point BART Station quarter-mile radius	<p>Pedestrian safety and ADA accessibility improvements:</p> <ul style="list-style-type: none"> <li>• Install new ramp for ADA and bicycle access at BART station entrance.</li> <li>• Study feasibility of pedestrian/multi-use bridge across freeway to the north.</li> <li>• Add crosswalks and curb ramps along western parking access road.</li> <li>• Add pedestrian access stairway and ramp from West Leland Rd to the southwestern parking lot corner.</li> <li>• Improve curb ramps in disabled parking area.</li> <li>• Open canal access path to public between Canal Rd and Bailey Rd.</li> <li>• Improve Leland and Bailey Rd intersections for better pedestrian safety.</li> </ul> <p>Bicycle safety and access:</p> <ul style="list-style-type: none"> <li>• Improve bicycle and pedestrian oriented wayfinding and signage on Bailey Rd to connecting routes and destinations.</li> </ul> <p>Transit connections:</p> <ul style="list-style-type: none"> <li>• Relocate paratransit stop to a bus bay.</li> </ul>	Recommended by plan
Pittsburg/Bay Point BART Station (on-site)	<p>Bicycle safety and access:</p> <ul style="list-style-type: none"> <li>• Install bicycle lanes or a buffered cycletrack on BART access road.</li> <li>• Install bicycle facilities on access roads to/from Leland Rd.</li> <li>• Install bicycle channels in the station entrance stairway.</li> </ul>	In design
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	<p>Countywide Smart Signals:</p> <ul style="list-style-type: none"> <li>• Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>• Focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>• Pedestrian and bicycle detection</li> </ul>	In design

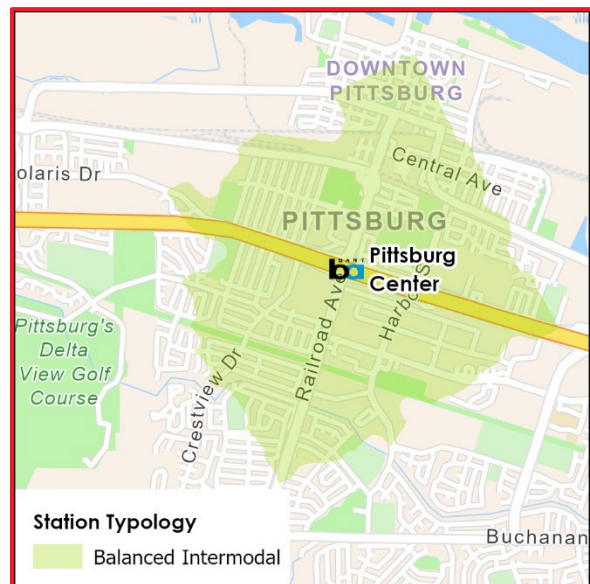


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"><li>• Assess SR2S needs in Contra Costa</li><li>• Develop best practices for implementing SR2S projects and programs</li><li>• Help local agencies address specific SR2S needs through focused technical assistance</li></ul>	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
Bailey Rd interchange at SR 4	Improve connections of existing trail and remove slip lanes	Recommended by plan

## Pittsburg Center

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	N/A
Aspirational Station Access Typology	<u>Balanced Intermodal</u>
Local High-Injury Network	Yes ( <u>Pittsburg Moves Active Transportation Plan</u> )
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes ( <u>Pittsburg Moves Appendix B – Crosswalk Policy</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>County, CCTV</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Contra Costa County Vision Zero (2022)</b>		
Kirker Pass Rd from Clayton Ave to Buchanan Rd	Tier Zero projects correspond to a location the County has recently enhanced or has secured funding to improve, prior to the development of this plan; the County will monitor these locations to identify if the improvements were successful in meeting the County's safety goals for the projects	In design
<b>Pittsburg Moves Active Transportation Plan (2020)</b>		
On Polaris Dr from Range Rd to Andrew Ave	Class IIB buffered bike lane	Recommended by plan
On N Parkside Dr from Balclutha Wy to Railroad Ave	Class IV separated bikeway	Recommended by plan
On Railroad Ave and Buchanan Rd from 10 <sup>th</sup> St to Suzanne Dr	Class IV separated bikeway	Recommended by plan
On E Leland Rd from Railroad Ave to Century Blvd	Class IIB buffered bike lane	Recommended by plan
On California Ave from Harbor St to Loveridge Rd	Class IV separated bikeway	Recommended by plan
On Harbor St from E 3 <sup>rd</sup> St to Stoneman Ave	Class IV separated bikeway	Recommended by plan
On W Leland Rd/Contra Costa Canal from Sugartree Dr to Standard Oil Ave	Class I shared use path	Recommended by plan
On 14 <sup>th</sup> St/Pittsburg Antioch Hwy from Harbor St to City Limit	Class I shared use path	Recommended by plan
On 10 <sup>th</sup> St from Railroad Ave to Harbor St	Class IIB buffered bike lane	Recommended by plan
On Railroad Ave from 3 <sup>rd</sup> St to Pheasant Dr	13 controlled crosswalks enhancements	Recommended by plan
On Leland Dr from Crestview Dr to Serrano Wy	4 controlled crosswalk enhancements, 2 crosswalk enhancements with pedestrian hybrid beacons (PHBs)	Recommended by plan
On Delta de Anza Trail from Gladstone Dr to Range Rd	4 crosswalk enhancements with rectangular rapid flashing beacons (RRFBs), 5 controlled crosswalks enhancements, 1 crosswalk enhancements with PHBs	Recommended by plan
On Power Ave from Range Rd to Loveridge Rd	2 controlled crosswalks enhancements, 2 other crosswalk enhancements	Recommended by plan

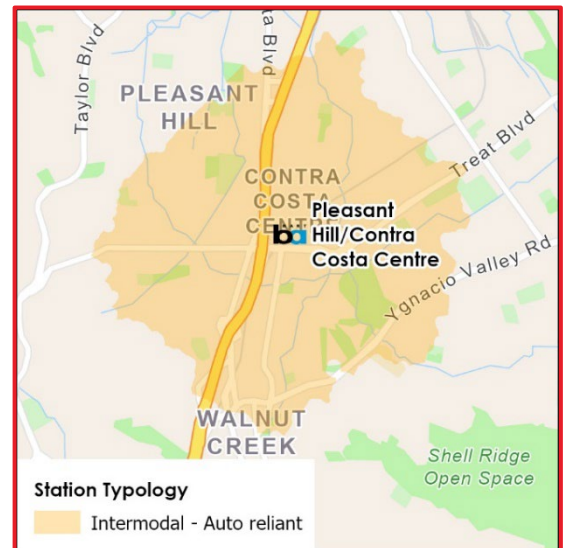
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Delta de Anza Regional Trail	Priority Corridor #1 – <ul style="list-style-type: none"> <li>• Trail connections</li> <li>• Intersection improvements</li> <li>• New signal</li> <li>• RRFB</li> </ul>	In design
Harbor St	Priority Corridor #2 – <ul style="list-style-type: none"> <li>• Pedestrian &amp; Bikeway Network Intersection Improvements</li> <li>• Signal modifications</li> <li>• RRFB</li> <li>• Single Ln Roundabout</li> <li>• Relocate Push Buttons</li> <li>• Upgraded crosswalk</li> </ul>	In design
Railroad Ave	Priority Corridor #3 – <ul style="list-style-type: none"> <li>• Pedestrian &amp; Bikeway Network Intersection Improvements</li> <li>• Pedestrian Amenities</li> <li>• Mobility Hub/Bike Parking</li> <li>• Upgraded crosswalk</li> </ul>	In design
Willow Pass Rd/W. 10th St/E. 10th St	Priority Corridor #9 – <ul style="list-style-type: none"> <li>• Upgraded crosswalk</li> <li>• Intersection improvements</li> <li>• Add curb ramps</li> <li>• Bikeway Network Intersection Improvements</li> </ul>	In design
W. Leland Rd/E. Leland Rd	Priority Corridor #10 – <ul style="list-style-type: none"> <li>• Intersection improvements</li> <li>• Pedestrian &amp; Bikeway Network Intersection Improvements</li> <li>• Widen sidewalk</li> <li>• Pave sidewalk</li> <li>• Upgraded crosswalk</li> <li>• Signalized crossing</li> <li>• New signal</li> </ul>	In design
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>• Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>• Focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>• Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>• Assess SR2S needs in Contra Costa</li> <li>• Develop best practices for implementing SR2S projects and programs</li> <li>• Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan

<b>North Concord to Antioch BART Access Study (2018)</b>		
Pittsburg Center BART Station quarter-mile radius	<p>Pedestrian safety and ADA accessibility improvements:</p> <ul style="list-style-type: none"> <li>• Improve Railroad Ave sidewalk with attractive traffic barrier, lighting, and pedestrian amenities.</li> <li>• Improve Railroad Ave intersections at California Ave and the Route 4 eastbound off-ramp intersection for pedestrian safety, including reducing turning radii to lower intersection travel speed.</li> <li>• Add wayfinding signage outside of station and at the Multi-modal Transfer Facility.</li> <li>• Complete sidewalks on California Ave, Power Ave, Center Dr, and Frontage Rd.</li> </ul> <p>Bicycle safety and access:</p> <ul style="list-style-type: none"> <li>• Improve bicycle lanes south of the station and add signage directing cyclists to bike parking facilities.</li> <li>• Construct bike station with controlled-access bike parking (possible locations on California Ave or with new development south of station).</li> <li>• Install bike racks on Railroad Ave south of the station or on Highway 4 overpass.</li> <li>• Install a bicycle trail parallel to Highway 4 east of the station and bicycle lanes on Railroad Ave.</li> </ul> <p>Transit connections:</p> <ul style="list-style-type: none"> <li>• Add a new bus stop and upgrade bus stops in the quarter-mile station area with shelters and seating.</li> </ul>	Recommended by plan
<b>Safe Trips to BART</b>		
Pittsburg Center BART Station	<p>City of Pittsburg's Pedestrian/Bike Connectivity Project:</p> <ul style="list-style-type: none"> <li>• Install well-lit walkways and bikeways on four segments</li> <li>• Class I shared use path parallel to eastbound State Route 4 between the BART parking lot and Railroad Ave</li> <li>• Class I shared use path on the south side of California Ave between Harbor St and Railroad Ave</li> <li>• Class I shared use path on east side Railroad Ave between Alvarado Ave/ Delta de Anza Trail and State Route 4 eastbound ramps</li> <li>• Completed June 2025</li> </ul>	Construction completed
<b>Caltrans District 4 Bike Plan (2018)</b>		
From Crestview Dr to Harbor St along SR 4	Shared-use path to improve bike/ped connections to BART station	Recommended by plan
From Walnut Creek to Willow Pass Rd along SR 4	Shared-use path	Recommended by plan

## Pleasant Hill/Contra Costa Centre

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	Intermodal - Auto Reliant
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Countywide)
Vision Zero Plan/Policy (Adopted)	Yes (County, CCTV)
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>Contra Costa County Vision Zero (2022)</b>		
On Treat Blvd from Buskirk Ave to Sheppard Rd	Tier Zero corresponds to a location the County has recently enhanced or has secured funding to improve, prior to the development of this plan; the County will monitor these locations to identify if the improvements were successful in meeting the County's safety goals for the projects.	Recommended by plan
<b>City of Pleasant Hill Bicycle &amp; Pedestrian Master Plan</b>		
On Oak Park Blvd, Coggins Dr from Putnam Blvd to Iron Horse Trail	Class IV separated bikeway	Recommended by plan
On Coggins Dr from Iron Horse Trail to Las Juntas Wy	Class II bike lane	Recommended by plan
On Pleasant Valley Dr from Astrid Dr to I-680 ramp	New sidewalk to close pedestrian network gap	Recommended by plan
On Oak Park Blvd from Pleasant Valley Dr to Buskirk Ave	New sidewalk to close pedestrian network gap	Recommended by plan
<b>Walnut Creek Local Roadway Safety Plan - A Path to Vision Zero (2023)</b>		
On Treat Blvd from Sheppard Rd to Winton Dr	Treat Blvd Improvements: <ul style="list-style-type: none"> <li>Traffic calming – narrow travel lanes</li> <li>Pedestrian comfort – buffer vehicular traffic and sidewalk</li> <li>Median refuge islands at crossings</li> <li>Slip lane closures at Bancroft Rd</li> <li>Signalization at Arkell Rd</li> </ul>	Recommended by plan
<b>Iron Horse Regional Trail – Contra Costa County Active Transportation Corridor Study (2020)</b>		
Monument to Walden	Iron Horse Corridor Active Transportation Study: <ul style="list-style-type: none"> <li>Paved multi-use trail for walking, jogging, and bicycling along with adjacent unpaved or soft trails in some areas</li> <li>Undercrossing &amp; bridges</li> <li>Trail amenities</li> <li>Access points</li> </ul>	Recommended by plan
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>Focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>Assess SR2S needs in Contra Costa</li> </ul>	Recommended by plan

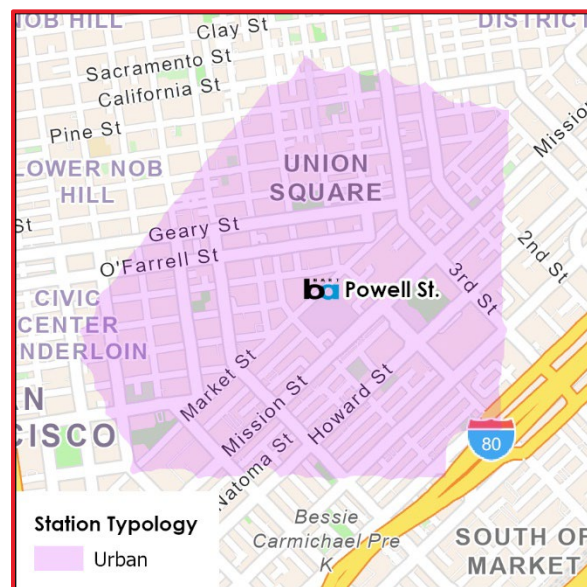
Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"><li>• Develop best practices for implementing SR2S projects and programs</li><li>• Help local agencies address specific SR2S needs through focused technical assistance</li></ul>	
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## Powell St

Station Area Profile	
County	San Francisco
Existing Station Access Typology	Urban
Aspirational Station Access Typology	Urban
Local High-Injury Network	Yes ( <u>Vision Zero SF 2022</u> )
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes ( <u>SFMTA Pedestrian Improvements Toolkit</u> , <u>VZSF Engineering Streets for Safety</u> )
Vision Zero Plan/Policy (Adopted)	Yes ( <u>City</u> )
Local Roadway Safety Plan	No



## Station Catchment Area Projects

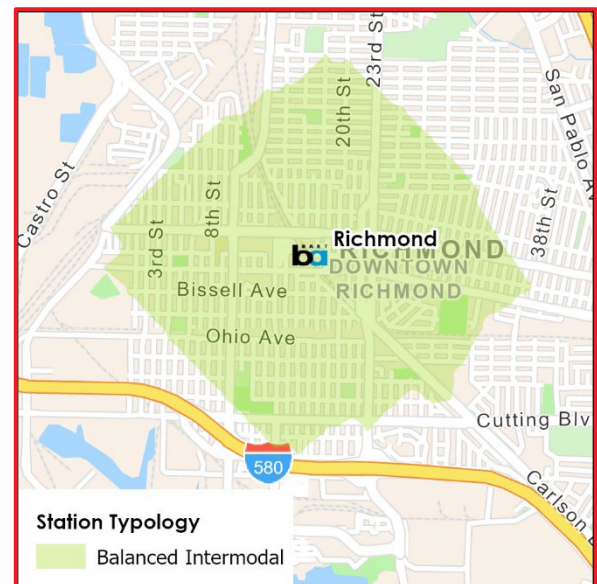
Location	Project Name	Status
<b>Vision Zero SF (2021)</b>		
On Powell St from Sutter St to Market St; On Stockton St from Sutter St to Market St; On Geary St from Taylor St to Kearny St; On O'Farrell St from Taylor St to Grant Ave	Locations eligible for speed limit reductions through AB 43	Recommended by plan
On Powell St from Ellis to Geary	SFMTA's Powell St Promenade Refresh Project: Replace existing parklets with widened sidewalk	In design
On Ellis St from Jones St to Taylor St; On Post St from Stockton St to Grant Ave; On Jessie St from 6 <sup>th</sup> St to Mint St; On Cyril Magnin St from Market St to Eddy St; On Mason St from Ellis St to O'Farrell St; On Stevenson St from 3 <sup>rd</sup> St to Annie St; On Jessie St from 3 <sup>rd</sup> St to Annie St; On Post St from Stockton St to Grant Ave	Various Locations Pavement Renovation No. 62 <ul style="list-style-type: none"> <li>Demolition and pavement renovation of 34 blocks</li> <li>Construction and retrofit of approximately 10 curb ramps</li> <li>New sidewalk construction</li> <li>Traffic control</li> <li>All related and incidental work within project limits</li> </ul> <i>*Moratorium streets; excavation will require a waiver</i>	Construction
On Larkin St from Geary St to Market St	FY23 Vision Zero Quick-Build Implementation <ul style="list-style-type: none"> <li>Expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide</li> <li>Comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments</li> <li>Safety improvements include protected bikeways, boarding islands, painted safety zones, curb ramps, loading zones, and more</li> <li>Open for use on 12/31/2024</li> </ul>	In design, construction
On Hyde St from Geary St to Market St; On Sutter St from Polk St to Market St	FY22 Vision Zero Quick-Build Program Implementation Pedestrian and bicycle safety projects comprised of reversible or adjustable traffic control such as paint, signs, and parking & loading changes. Open for use on 12/31/2024	In design, construction
On Leavenworth St from Bush St to McAllister St; On Golden Gate Ave from Jones St to Taylor St; On 7 <sup>th</sup> St from Market St to Mission St	8th St, Clay St and Leavenworth St Pavement Renovation – <ul style="list-style-type: none"> <li>Demolition and pavement renovation of 29 blocks</li> <li>Construction and retrofit of approximately 31 curb ramps</li> <li>New sidewalk construction</li> <li>Traffic control</li> <li>And all related and incidental work within project limits.</li> </ul> <i>*Moratorium streets; excavation will require a waiver</i>	Construction
Taylor St from Market St to Sutter St	Safer Taylor St (Open for use on 9/30/22)	Complete

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"> <li>Widen sidewalks and add new landscaping, furnishings, and street lighting from Turk to Ellis</li> <li>Add a left turn signal at Geary for pedestrian safety</li> <li>Update curbside loading zones on the corridor to reflect the needs of the community</li> </ul>	
6th St from Market St and Brannan St	<p>6th St Pedestrian Safety (Open for use on 11/30/24)</p> <ul style="list-style-type: none"> <li>Transform to multi-modal corridor that improves safety for all street users including pedestrians, cyclists, and motorists</li> <li>Widened sidewalks, crosswalks, corner bulb outs, traffic signals, a lane reduction, and other streetscape and safety features on 6th St between Market St and Brannan St.</li> </ul>	Construction
On Russ St from Mina St to Howard St; On Clementina St from 5 <sup>th</sup> St to 4 <sup>th</sup> St	District 6 Traffic Calming & Sideshow Deterrence [NTIP Capital] Design and install traffic calming devices and sideshow deterrence measures to improve safety at 11 locations identified by the District 6 Commissioner's office and its constituents. Open for use on 6/30/2025	Construction
On Market St from Octavia Blvd to Steuart St	<p>Better Market St</p> <p>Completely reconstruct to prioritize transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes. Market St between 5th St and 8th St was complete in early 2025.</p>	Complete. In design
On Howard St from 4th St to 11th St	<p>Howard Streetscape (Open for use on 12/31/27)</p> <ul style="list-style-type: none"> <li>Improve traffic safety for pedestrians, bicyclists, and motorists</li> <li>Traffic lane reduction</li> <li>Concrete median protected two-way bikeway</li> <li>Separate bicycle and vehicle phases</li> <li>Raised crosswalks at alleys</li> </ul>	In design
On Folsom St from 2nd St and 11th St	<p>Folsom Streetscape (Open for use on 6/30/26)</p> <ul style="list-style-type: none"> <li>Complete streets project that will improve traffic safety for pedestrians, bicyclists, and motorists</li> <li>Traffic lane reduction</li> <li>Concrete median protected two-way bikeway</li> <li>Separate bicycle and vehicle signal phases</li> <li>Raised crosswalks at alleys</li> <li>Curb ramps and pedestrian-level lighting</li> <li>A Muni transit only lane and boarding islands, and other streetscape and safety features</li> </ul>	Construction
On 5th St from Market St to Townsend St	<p>5th St Quick-Build Improvements (Open for use on 11/1/23)</p> <ul style="list-style-type: none"> <li>Pedestrian, bicycle, transit, and loading/parking improvements along 5th St between Market and Townsend Sts in the South of Market (SoMa) neighborhood</li> <li>Raised crosswalk at Minna St, four transit boarding islands, and roadway striping</li> </ul>	Complete
Jones and Ellis	<p>Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs &amp; Basements) (Open for use on 9/30/24)</p> <ul style="list-style-type: none"> <li>Construct curb ramps and other pedestrian safety improvements</li> <li>Project locations include one intersection in District 6 at Jones and Ellis (2 bulb-outs), and one at 8th and Minna (1 raised crosswalk)</li> <li>Two new curb ramps, to be constructed on the northwest corner of California and Hyde in District 3</li> </ul>	Construction
Jones and O'Farrell; Leavenworth and Turk; Taylor and Turk; Eddy and Leavenworth;	<p>Bulb-outs at WalkFirst Locations (Open for use on 12/31/2024)</p> <ul style="list-style-type: none"> <li>Design phase to upgrade up to 25 existing painted safety zones to permanent concrete bulb outs on Pedestrian High Injury Corridors throughout the city.</li> </ul>	In design
Mission St and 7 <sup>th</sup> St	<p>Vision Zero Left Turn Traffic Calming</p> <ul style="list-style-type: none"> <li>Left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations</li> <li>SFMTA has completed work at 8 locations and requests Prop L funds to install left-turn traffic calming at 27 locations</li> <li>Prop L would fund outreach near installation sites and evaluation of effectiveness of the project on average and high left turn speeds</li> <li>This project will improve visibility and reduce conflicts for vulnerable road users</li> </ul>	Construction

## Richmond

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	Balanced Intermodal
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes (City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Local Roadway Safety Plan Countermeasure Toolbox)
Vision Zero Plan/Policy (Adopted)	Yes (County)
Local Roadway Safety Plan	Yes



### Station Catchment Area Projects

Location	Project Name	Status
<b>Richmond Local Roadway Safety Plan (2022)</b>		
On 23 <sup>rd</sup> St from Grant Ave to Maricopa Ave	Green conflict striping, advanced stop bar, high-visibility Crosswalks, Pedestrian hybrid beacons (PHB) or Rectangular rapid flashing beacons (RRFB), Class II bike lanes, protected left-turn phasing, road diet	Recommended by plan
23rd St & 22nd St Couplet	Advanced stop bar, speed hump or speed table, PHB or RRFB, high-visibility crosswalks, road diet, protected left-turn phasing, close slip lane	Recommended by plan
On Barrett Ave from Harbour Wy to 24 <sup>th</sup> St	Advanced stop bar, speed hump or speed table, high-visibility crosswalks, road diet, protected left-turn phasing	Recommended by plan
<b>City of Richmond Bicycle and Pedestrian Plan (2023)</b>		
On Carlson Blvd from Richmond Greenway to Broadway; 23rd St Overcrossing at Richmond Greenway	Class I shared use paths	Recommended by plan
On Barrett Ave from 19th St to 22nd St; On Macdonald Ave from Richmond Parkway to Harbour Wy; On Macdonald Ave from 16th St to Key Blvd; On 23rd St from Broadway to Brooks Ave; On Harbour Wy from Richmond Greenway to Macdonald Ave; On Harbour Wy from Macdonald Ave to Barrett Ave	Class II bike lane	Recommended by plan
On Macdonald Ave from Harbour Wy to 16th St	Class III bike route	Recommended by plan
On Barrett Ave from 19th St to Marina Wy ; On Cutting Blvd from Hoffman Blvd to Carlson Blvd	Class IV separated bikeway	Recommended by plan
23rd St and Rheem Ave	Crossing improvements - Upgrade all curb ramps to current best practices; specifically, replace the southwest corner ramp with a "parallel" ramp and "centered" ramps at the two eastern corners. Adjust pedestrian signal heads as needed. Provide a leading pedestrian interval for all crossing phases.	Recommended by plan
23rd St crossings at Barrett Ave and Macdonald Ave	Crossing improvements - Upgrade all crosswalks to high-visibility crosswalks. Provide a leading pedestrian interval for all crossing phases. Install bicycle boxes at the 23rd St approaches. Install curb extensions at both western corners.	Recommended by plan
22nd St and Macdonald Ave	Crossing improvements - Install curb extensions at the northwest and northeast corners. Install a pedestrian count display at the southwest corner. When next repaved, reduce the intersection's crown and conform asphalt to the gutter pan.	Recommended by plan
Broadway and 24th St; Ohio Ave and S 23rd St	Crossing improvement - Construct curb extensions at all corners.	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

S 23rd St and Virginia Ave	Crossing improvement - Consider installation of a pedestrian refuge island and install pedestrian-scale lighting	Recommended by plan
S 23rd St and Cutting Blvd	Crossing improvement - Restripe crosswalks as high-visibility crosswalks. Install curb extensions at all corners with directional ramps. Construct median crossing islands	Recommended by plan
Marina Wy and Barrett Ave	Intersection upgrade - Install a curb extension at the northwest and southwest corners. Provide a leading pedestrian interval and adjust pedestrian phase length to provide sufficient crossing times. Realign the southern crosswalk several feet south and install high-visibility crosswalks at the north and eastern approaches. Consider installing bicycle lane conflict markings and a two-stage bike turn box for NB-WB bike movements.	Recommended by plan
Barrett Ave and BART Tracks	Sidewalk - Widen sidewalk on northern side through underpass (Requires road diet).	Recommended by plan
Barrett Ave and San Pablo Ave	Crossing improvement - Upgrade all crosswalks to high-visibility crosswalks. Provide a leading pedestrian interval for all crossing phases. Mark as high visibility across the northern approach. Construct transit-friendly curb extensions at all four corners. Install bicycle detection.	Recommended by plan
Macdonald Ave and 16th St	Intersection upgrade - Consider scramble phase or otherwise don't allow permitted left turns to conflict with pedestrians in the crosswalk. Create leading pedestrian interval. Consider parklet on southwest corner.	Recommended by plan
Macdonald Ave and 15th St	Crossing improvement - Consider constructing a raised intersection or raised crosswalk at the eastern approach. Construct curb extensions at all four corners. Install high-visibility crosswalks at the eastern and western approaches on top of decorative paving.	Recommended by plan
23rd St and Exchange Pl	Crossing improvement - Construct a median refuge island and install an RRFB for a crossing of 23rd St.	Recommended by plan
On Macdonald Ave Between 30th and 31st St	Crossing improvement - Refresh the existing midblock crosswalk, install advance yield markings, and an RRFB. Construct curb extensions for the Macdonald crosswalk.	Recommended by plan
Macdonald Ave and 45th St	Crossing improvement - Upgrade all crosswalks to high-visibility crosswalks and install advance yield markings. Install an RRFB for the Macdonald crosswalks. On the south side of the street, widen the sidewalk and provide a connection to the "Target Path."	Recommended by plan
Macdonald Ave and San Pablo Ave	Intersection upgrade - Study removal of the free-right turn lane and options to straighten crosswalks. Upgrade all crosswalks to high-visibility and provide a leading pedestrian interval for all crossing phases.	Recommended by plan
Carlson Blvd and Cutting Blvd	Intersection upgrade - Construct intersection improvements including formalized curb extensions, widened sidewalk, and additional sidewalks.	Recommended by plan
Harbour Wy and Cutting Blvd	Crossing improvement - Install curb extensions, directional ramps and high-visibility crosswalks, and median crossing islands.	Recommended by plan
Harbour Wy 300' north of Chanslor Ave	Crossing improvement - Install a high-visibility mid-block crosswalk with a median refuge island.	Recommended by plan
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	Countywide Smart Signals: <ul style="list-style-type: none"> <li>Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>Focused along major arterials that have been designated as "Routes of Regional Significance"</li> <li>Pedestrian and bicycle detection</li> </ul>	In design
Countywide	Safe Routes to School (SR2S): <ul style="list-style-type: none"> <li>Assess SR2S needs in Contra Costa</li> <li>Develop best practices for implementing SR2S projects and programs</li> <li>Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan
<b>Neighborhood Complete Streets Harbour Wy (2024)</b>		
Harbour Wy from Pennsylvania Ave to Wright Ave	Close gaps and improve the existing walking and biking infrastructure. Create walking and biking connections between downtown Richmond, neighborhoods, schools, parks, the Richmond Greenway, and the Richmond Ferry terminal	In design

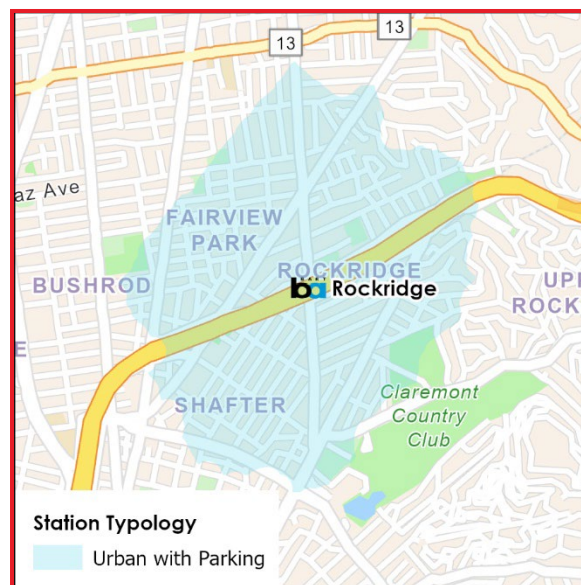
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

<b>Carlson Crosstown Project (2025)</b>		
Carlson Blvd from Broadway to Tehama Ave	Install bike lanes, pedestrian ramp facilities, bus shelter connections for future make-ready installation, asphalt paving, sidewalk and root repairs, signing and striping, and streetlight study	In design
<b>MacDonald Ave Pedestrian Crossing</b>		
MacDonald Ave at Nichol Park MacDonald Ave at 15 <sup>th</sup> St	Install RRFBs	Construction
<b>Barrett Ave Road Diet (2025)</b>		
Barret Ave from Harbour Wy to 24 <sup>th</sup> St	Road diet project that widens sidewalk, enhances existing crosswalks with RRFBs and installs high-visibility crosswalks	Recommended
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Nevin Ave, Barrett Ave, Marina Wy, 19th St, Macdonald Ave	Recommended improvements include high-visibility crosswalks, traffic signal upgrades, Class IV separated bikeways, road diet, and intersection improvements	TBD



## Rockridge

Station Area Profile	
County	Alameda
Existing Station Access Typology	Urban with Parking
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Pedestrian/Bicycle/Transit, Transit 2)
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their Strategic Plan and currently has a Local Roadway Safety Plan.
Local Roadway Safety Plan	Yes



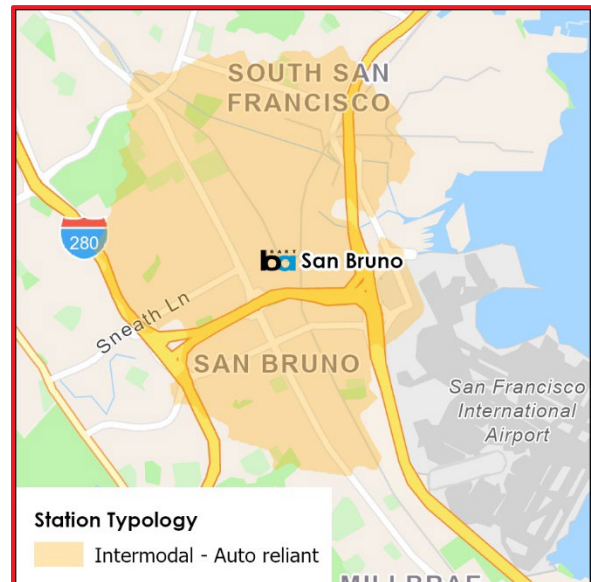
## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Claremont Ave, Shattuck Ave	New wayfinding signage, road diet, bike lanes, Rectangular rapid flashing beacons (RRFBs)	Construction
<b>Oakland Local Roadway Safety Plan (2022)</b>		
College Ave (Broadway – Alcatraz Ave)	Bulb-outs, high visibility crosswalks, bikeway, traffic signal modifications, repavement	Recommended by plan
<b>Oakland Bike Plan (2019)</b>		
College Ave (Claremont Ave (Telegraph Ave – Alcatraz Ave)	Class II non-buffered bike lanes	Recommended by plan



## San Bruno

Station Area Profile	
County	San Mateo
Existing Station Access Typology	Intermodal – Auto Reliant
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Countywide 1, Countywide 2, Bike/Ped 1, Bike/Ped 2, City 1)
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>San Mateo C/CAG Countywide LRSP (2024)</b>		
Jenevein Ave and El Camino Real	Priority bus stop locations for pedestrian improvements	Recommended by plan
Sneath Ln & Huntington Ave Inbound BART	Priority bus stop locations for pedestrian improvements	Recommended by plan
<b>2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan</b>		
On El Camino Real from Murchison Dr to Noor Ave	Upgrade to Class IIB buffered bike lanes	Recommended by plan
On Sneath Ln from I-280 to Rollingwood Dr; On Sneath Ln from El Camino Real to 1 <sup>st</sup> St; On Bay Trail from E San Bruno Ave to Angus Ave	New Class II bike lanes	Recommended by plan
On San Mateo Ave from El Camino Real to E San Bruno Ave; On Angus Ave from Huntington Ave to Bay Trail	New Class III bike route	Recommended by plan
On Huntington Ave, San Anselmo Ave, San Antonio Ave, Santa Helena Ave, S San Anselmo Ave from Center St to San Mateo Ave	New Class IIIB bicycle boulevard	Recommended by plan
On San Mateo Ave from San Bruno Ave to East El Camino Real; On San Bruno Ave from East 1 <sup>st</sup> Ave to Bayshore Freeway; On Sneath Ln from Junipero Serra Freeway to Huntington Ave; On Huntington Ave from Sneath Ln to East Millbrae Ave	Complete streets corridors	Recommended by plan
<b>San Bruno Local Roadway Safety Plan (2023)</b>		
El Camino Real intersections of Sneath Ln, Commodore, San Bruno Ave, Jenevein Ave, I-380 WB on/off ramps, Crystal Springs Ave, Taylor Ave/San Mateo Ave  San Bruno Ave intersections of 3 <sup>rd</sup> Ave, San Mateo Ave, Cherry Ave  Sharp Park Rd and Pacific Heights Blvd;	Project #1: Signalized Intersections (Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number, convert signal to mast arm (from pedestal-mounted), Install raised pavement markers and striping (Through Intersection), Improve signal timing (coordination, phases, red, yellow, or operation))  Project #2: Pedestrian and Bicyclist Safety at Signalized Intersections (Install advance stop bar before crosswalk (Bicycle Box), Modify signal phasing to implement a Leading Pedestrian Interval (LPI), Improve pavement friction (High Friction Surface Treatments))	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

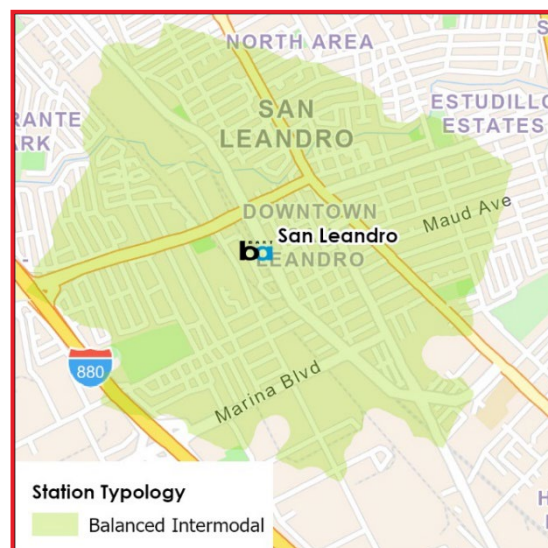
El Camino Real and Santa Lucia Ave; Huntington Ave and Herman St; Sneath Ln and 89 <sup>th</sup> Access Rd; San Bruno Ave intersections of 6 <sup>th</sup> Ave, 7 <sup>th</sup> Ave, Green Ave, Hensley Ave	Project #3: Safety at Unsignalized Intersections (Install Traffic Signal, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs, Upgrade intersection pavement markings (NS.I.))	Recommended by plan
El Camino Real: Noor Ave to San Lucia Ave; Sneath Ln: Rollingwood Dr to Huntington Ave; San Bruno Ave: Green Ave to 7 <sup>th</sup> Ave; Sharp Park Rd: College Rd to Skyline Blvd; Jenevein Ave: Acacia Ave to San Mateo Ave; San Mateo Ave: El Camino Real to Angus Ave; Huntington Ave: Florida Ave to San Felipe Ave; Cherry Ave: San Bruno Ave to Park Ave; Crestwood Dr: Valleywood Dr to Rollingwood Dr; Crystal Springs Rd: Oak Ave to Poplar Ave	Project #4: Roadway Segments (Add Segment Lighting, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning), Install delineators, reflectors and/or object markers, Improve pavement friction (High Friction Surface Treatments))  Project #5: Pedestrian and Bicyclist Safety on Roadway Segments (Install Class IV separated bikeway, Install/upgrade pedestrian crossing (with enhanced safety features), Install RRFB)	Recommended by plan
<b>San Bruno Safe Routes to School Plan (2023)</b>		
Intersections of Elm Ave/Angus Ave and Linden Ave/Angus Ave	Install high-visibility crosswalks	
Along Angus, Elm, and Linden Aves.	Explore installing traffic calming elements, such as speed humps	
On Jenevein Ave	Conduct a stop warrant analysis to explore the feasibility of an all-way stop at either Jenevein Ave/Cypress Ave or Jenevein Ave/Acacia Ave	
Elm Ave/Jenevein Ave	Install four high-visibility crosswalks. Realign curb ramps (with the correct slope and tactile warning pads) and install concrete curb extensions.	
Linden Ave/Jenevein Ave	Install four high-visibility crosswalks. Realign curb ramps (with the correct slope and tactile warning pads) and install concrete curb extensions at all corners. Ensure that drainage is updated appropriately on the northeast and southeast corners of the intersection. Conduct a stop warrant analysis	
<b>San Bruno Walk 'n Bike Plan (2016)</b>		
On Huntington Ave from San Bruno Ave (Caltrain Station) to Sneath Ln (BART Station); On El Camino Real (entire length of City)	Streetscape Improvements: <ul style="list-style-type: none"> <li>• Pedestrian-scale lighting</li> <li>• St furnishings</li> <li>• Public art</li> <li>• Landscaping</li> </ul>	Recommended by plan
Sneath Ln and Huntington Ave; El Camino Real and Sneath Ln; El Camino Real and Commodore Dr	Crossing improvement: <ul style="list-style-type: none"> <li>• Corner bulb-outs to shorten pedestrian crossing distance and reduce corner curb radii</li> <li>• Removing turn pockets where capacity is not needed</li> <li>• Narrowing travel lanes to provide a pedestrian refuge</li> <li>• Providing supplemental signal faces and signal push buttons or other detectors, as needed</li> </ul>	Recommended by plan
El Camino Real NB to I-380 EB ramp; El Camino Real NB to I-380 WB ramp; El Camino Real SB to I-380 EB; El Camino Real SB to I-380 WB ramp	Crossing improvements at an interchange: <ul style="list-style-type: none"> <li>• Proposed at uncontrolled pedestrian crossing at freeway loop ramps, typically at the end of an acceleration lane</li> <li>• Near-term improvements consist of installing pedestrian crossing warning signs, high visibility crosswalks, yield lines, lighting and realigned curb ramps</li> <li>• Long-term improvements consist of squaring-up the alignment of the loop on-ramps to lower the approaching traffic speed</li> </ul>	Recommended by plan
On Huntington Ave from Sneath Ln to San Mateo Ave	Proposed Class IV separated bikeway	Recommended by plan
On Huntington Ave from Northern City limit to Sneath Ln; On Sneath Ln from National Ave to Huntington Ave	Proposed Class II bike lanes with road diet, no curb work	Recommended by plan
El Camino Real to BART	Longer-term improvements: provide a multi-use trail between El Camino Real and Huntington Ave through the strip of open space that lies between the perimeter road on the south side of the shopping center and the I-380 off-ramp to El Camino Real	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
San Bruno Ave E. at US 101	Potential for Class I shared use path crossing of US 101 adjacent to San Bruno Ave	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Cherry Ave from Sneath Ln to San Bruno Ave	Potential for Class II bike lanes over I 380	Recommended by plan
San Bruno Ave from Huntington Ave to Skyline Blvd	Potential Class II bike lanes	Recommended by plan
Sneath Ln at SR 82	Potential crossing improvement	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Centennial Wy Trail, El Camino Real and Sneath Ln, Huntington Ave.	Recommended improvements include crosswalk improvements, lighting, traffic calming, pedestrian refuges, road diet, and curb radii tightening.	TBD

## San Leandro

Station Area Profile	
County	Alameda
Existing Station Access Typology	Balanced Intermodal
Aspirational Station Access Typology	Urban with Parking
Local High-Injury Network	Yes (County)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (City*)
Vision Zero Plan/Policy (Adopted)	Yes (City)
Local Roadway Safety Plan	Yes (City)



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Williams St/Castro St, Williams St/Orchard Ave	High-visibility crosswalks	Recommended by plan
Williams St/Alvarado St	Bike box	Recommended by plan
W Juana Ave	Bulb-outs, high visibility crosswalks	Recommended by plan
<b>Local Roadway Safety Plan (2022)</b>		
E 14th St from Durant St to Castro St	Road diet for Class IV separated bikeway or bus only lane, reduce on-street parking, reduce lane widths, RRFB's, install leading pedestrian intervals and protected left turn phasing, pedestrian scramble at E 14th and Estudillo, bike boxes, crosswalks	Recommended by plan
Davis St from Doolittle Dr to E 14th St	Class IV protected bike lanes, high visibility crosswalks and alignment, curb extensions, protected intersections with signal modifications for leading pedestrian intervals and protected left turn phasing	Recommended by plan
<b>San Leandro Bicycle and Pedestrian Master Plan (2024)</b>		
San Leandro Blvd (W Broadmoor Blvd – E 14 <sup>th</sup> St), E 14 <sup>th</sup> St (Callan Ave – Plaza Dr), Williams St (San Leandro Blvd – Neptune Dr), Bancroft Ave (W Broadmoor Blvd – E 14 <sup>th</sup> St), Davis St	Class IV separated bikeway	Recommended by plan
San Leandro Blvd/Williams St	Remove free right turn lanes, install curb extensions, pedestrian refuge island, replace sidewalk, upgrade railroad warning devices	Recommended by plan
E 14 <sup>th</sup> St	Reduce on-street parking, high-visibility crosswalks at unsignalized intersections, pedestrian hybrid beacons (PHBs) or rapid rectangular flashing beacons (RRFBs)	Recommended by plan
<b>Alameda County Transportation Commission Projects</b>		
On 14 <sup>th</sup> St, Mission Blvd, Fremont Blvd from Davis St to Washington Blvd	East 14th St/Mission Blvd and Fremont Blvd Multimodal Corridor includes improvements such as: <ul style="list-style-type: none"> <li>Class IV separated bikeway</li> <li>Pedestrian intersection improvements</li> <li>ADA compliant curb ramps</li> <li>High visibility crosswalks</li> <li>RRFB</li> <li>High-intensity Activated Crosswalk (HAWK) beacon</li> <li>Ladder crosswalk striping and accessible pedestrian signal (APS) push buttons</li> </ul>	In design

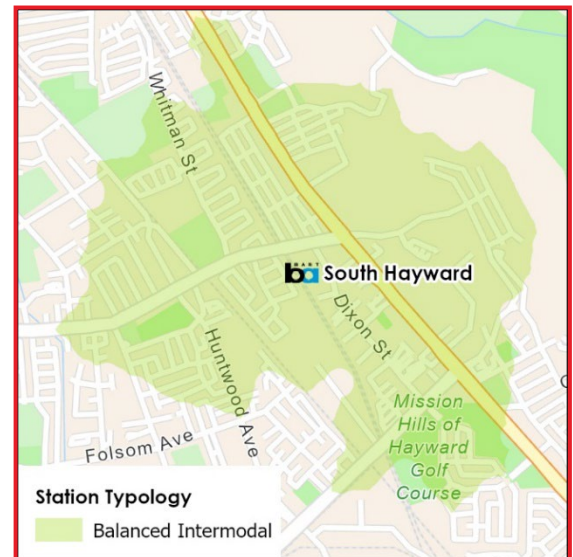
## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On E 10 <sup>th</sup> St, E 8 <sup>th</sup> St, E 12 <sup>th</sup> St, San Leandro St, from Lake Merritt to South Hayward BART station	East Bay Greenway: Lake Merritt BART to South Hayward BART: <ul style="list-style-type: none"> <li>• Improve cyclist and pedestrian network connectivity in communities along the BART line</li> <li>• Improve access to regional transit, schools, downtown area and other destinations</li> <li>• Create a facility that is accessible and comfortable for bicyclists and pedestrians of all ages and abilities</li> <li>• Improve safety for bicyclists and pedestrians</li> <li>• Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions</li> </ul>	In design
On Williams St from Neptune Dr to San Leandro Blvd On Bancroft from Durant Ave to 14 <sup>th</sup> St	Crosstown Corridors Plan: <ul style="list-style-type: none"> <li>• Two-way Class IV separated bikeway</li> <li>• Crosswalk enhancements</li> <li>• Parking or pick-up/drop-off zone</li> <li>• Traffic calming</li> </ul>	In design
<b>BART Projects</b>		
W. Estudillo Ave pedestrian entrance to the San Leandro BART station	Capital Project - Pedestrian Improvements: This work will improve access and safety for BART customers by widening the sidewalk, removing fencing and overgrown landscaping, and installing a high-visibility crosswalk and new pedestrian-scale lighting	Complete
<b>Caltrans District 4 Bike Plan (2018)</b>		
Davis St from Doolittle Dr to E 14 <sup>th</sup> St	Corridor Improvement – Class IV separated bikeway	Recommended by plan
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
BART parking lots	<ul style="list-style-type: none"> <li>• Construct curb ramp and install bikeway connecting San Leandro Blvd. and Juana Ave to e-lockers coordinating design with the planned East Bay Greenway's alignment.</li> <li>• Construct 2-way bikeway from San Leandro Blvd. at Estudillo Ave to align with the bike crossing in the East Bay Greenway plan set.</li> </ul>	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Davis St, W Juana Ave, Alvarado St, W. Estudillo Ave,	Recommended improvements include high-visibility crosswalks, RRFBs or PHBs, pedestrian lighting, pedestrian refuges, lane reduction, bulb-outs, and Class IV separated bikeways.	TBD



## South Hayward

Station Area Profile	
County	Alameda
Existing Station Access Typology	Balanced Intermodal
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Roadways, Bicycle/Ped 1, Bicycle/Ped 2)
Vision Zero Plan/Policy (Adopted)	Not Officially (Vision-Zero Commitment in LRSP)
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>Hayward Local Roadway Safety Plan (2023)</b>		
Tennyson Rd/Baldwin St	Pedestrian hybrid beacon (PHB), raised medians/refuge islands, pedestrian crossing signs and markings, lighting, directional median openings to control left turns and U-turns, stripe bicycle lane through, reduce curb radius, high-visibility raised crosswalk	Recommended by plan
<b>Alameda County Safe Routes to School (Ongoing)</b>		
Huntwood Ave (Tennyson Rd – Jackson St)	Class I shared use path	Recommended by plan
Huntwood Ave/Schafer Rd	Pedestrian scale railway crossing arms, anti-trespassing fence	Recommended by plan
Whitman St/Fruitwood Wy BART Pedestrian Overpass	Widen overpass to ADA compliance	Recommended by plan
Leidig Ct/Tennyson Rd	Curb extensions, high-visibility crosswalk, advance stop markings	Recommended by plan
Tennyson Rd/UPRR Niles Subdivision	Pedestrian-scale railroad crossing arms, pedestrian gates	Recommended by plan
Tennyson Rd/Whitman St	Curb extensions, extend median, straighten crosswalk, median refuge island	Recommended by plan
<b>Hayward Bicycle and Pedestrian Master Plan (2020)</b>		
Mission Blvd (Fairway St – Northern City Limits), Ruus Rd (Industrial Pkwy – Tennyson Rd), Industrial Pkwy (Hopkins St – Vanderbilt St)	Class IV separated bikeway	Recommended by plan
Tennyson Rd (Industrial Blvd – Mission Blvd), Huntwood Ave (Whipple Rd – Gading Rd)	Class IV separated bikeway, Class IIB buffered bike lanes	Recommended by plan
Industrial Pkwy (Ruus Rd – Whipple Rd), Whipple Rd – South Hayward BART	Class I shared use path	In design
Industrial Pkwy SW (Whipple Rd – Industrial Pkwy W)	Class II bike lanes	Recommended by plan
<b>Alameda County Transportation Commission Projects</b>		
On E 10 <sup>th</sup> St, E 8 <sup>th</sup> St, E 12 <sup>th</sup> St, San Leandro St, from Lake Merritt to South Hayward BART station	East Bay Greenway: Lake Merritt BART to South Hayward BART: <ul style="list-style-type: none"> <li>Improve cyclist and pedestrian network connectivity in communities along the BART line</li> <li>Improve access to regional transit, schools, downtown area and other destinations</li> <li>Create a facility that is accessible and comfortable for bicyclists and pedestrians of all ages and abilities</li> </ul>	In design

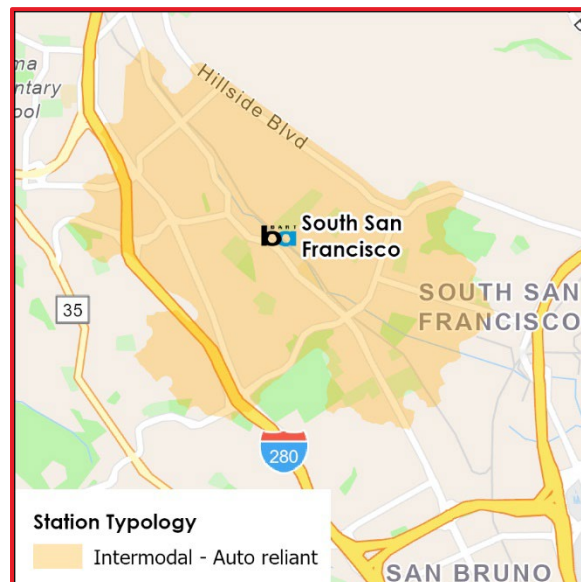


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"><li>• Improve safety for bicyclists and pedestrians</li><li>• Support promotion of a multimodal transportation system and reduction of greenhouse gas emissions</li></ul>	
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Tennyson Rd, Dixon St and Valle Vista Ave	Recommended improvements include high-visibility crosswalks, sidewalks, median refuges, intersection redesign, two-way Class IV separated bikeway, RRFB, pedestrian lighting, and signal timing upgrades.	TBD

## South San Francisco

Station Area Profile	
County	San Mateo
Existing Station Access Typology	Intermodal – Auto Reliant
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Countywide 1, Countywide 2, Bike/Ped 1, Bike/Ped 2, City 1, City 2)
Vision Zero Plan/Policy (Adopted)	Yes (City)
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>San Mateo C/CAG Countywide LRSP Draft (2024)</b>		
S Spruce Ave & Railroad Ave	Priority bus stop location for pedestrian improvements	Recommended by plan
<b>C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021)</b>		
Junipero Serra Blvd (Southgate Ave – Westborough Blvd)	Upgrade to Class IV separated bikeway	Recommended by plan
El Camino Real, Mission St, San José Ave (Goethe St – Noor Ave)	New Class IV separated bikeway	Recommended by plan
Grand Ave (Spruce Ave – Chestnut Ave)	Upgrade to Class IIB buffered bike lanes	Recommended by plan
Westborough Blvd, Chestnut Ave (Sunset Ave – Sharp Park Rd)	Upgrade to Class IV separated bikeway	Recommended by plan
Chestnut Ave (Nursery Wy – Livingston Pl)	Upgrade to Class II bike lanes	Recommended by plan
Chestnut Ave (Livingston Pl – Hillside Blvd)	Upgrade to Class IV separated bikeway	Recommended by plan
El Camino Real/Mission St/San José Ave	Complete Streets corridor	Recommended by plan
El Camino Real (McLellan Dr – BART)	Complete Streets corridor	Recommended by plan
Grand Ave (Airport Blvd – Mission Rd)	Complete Streets corridor	Recommended by plan
<b>Active South City: South San Francisco's Bicycle and Pedestrian Master Plan (2022)</b>		
El Camino Real; Hickey Blvd (City limit – El Camino Real); Grand Ave (Spruce Ave – Airport Blvd)	New Class IV separated bikeways	Recommended by plan
Chestnut Ave (El Camino Real – Sunset Ave); Westborough Blvd (Junipero Serra Blvd – El Camino Real); Westborough Blvd (Skyline Blvd – Junipero Serra Blvd); S Spruce Ave (El Camino Real – N Canal St); Gellert Blvd (King Dr – Westborough Blvd); S Spruce Ave (N Canal St – Railroad Ave); Chestnut Ave (Sunset Ave – Hillside Blvd)	Upgrade to Class IV separated bikeways	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Mission Rd (Chestnut Ave – Lawndale Blvd)	Upgrade existing Class II bike lanes to Class IIB buffered bike lanes; new Class I shared use path	Recommended by plan
Grand Ave (Mission Rd – Spruce Ave)	Upgrade to Class IIB buffered bike lanes	Recommended by plan
Mission Rd & Lawndale Blvd/McLellan Dr	Upgrade all crosswalks to high-visibility crosswalks. Construct curb extensions at all four corners. Provide leading pedestrian intervals (LPIs) for all crossings. Construct sidewalks on the west side of McLellan south of Mission Rd.	Recommended by plan
El Camino Real (ECR) & McLellan Dr	Upgrade all crosswalks to high-visibility crosswalks. Install a high-visibility crosswalk at the western ECR approach. Provide LPIs for the ECR crossings. Construct curb extensions.	Recommended by plan
El Camino Real & BART	Straighten the crosswalk across the northern approach. Upgrade both crosswalks to high-visibility crosswalks. Provide LPI.	Recommended by plan
Chestnut Ave & Commercial Ave	Intersection design study – traffic signal or roundabout	Recommended by plan
Chestnut Ave & Grand Ave	Consider improvements such as curb extensions, no right turn on red, crosswalks & curb ramps, slip lane removal, LPIs, conflict markings, bicycle detection, signage & lighting, and/or traffic circles.	Recommended by plan
Chestnut Ave & Hillside Blvd	Consider improvements such as curb extensions, no right turn on red, crosswalks & curb ramps, slip lane removal, LPIs, conflict markings, bicycle detection, signage & lighting, and/or traffic circles.	Recommended by plan
Chestnut Ave & Mission Rd	Consider improvements such as curb extensions, no right turn on red, crosswalks & curb ramps, slip lane removal, LPIs, conflict markings, bicycle detection, signage & lighting, and/or traffic circles.	Recommended by plan
El Camino Real & Arroyo Dr and Arroyo Dr & Del Paso Dr	Remove the crosswalk at Del Paso Dr across Arroyo Dr; close the gap in median and remove yield paddle. Provide LPI for ECR crossings. Consider curb extensions at the northern and southeast corners.	Recommended by plan
El Camino Real & Kaiser Driveway	Construct sidewalks on the south side of ECR from the bus stop to the bend in Del Paso Dr. Build a sidewalk between ECR and Del Paso. Redesign the pedestrian refuge island in the western ECR crossing. Provide LPI for the ECR crossing.	Recommended by plan
El Camino Real & W Orange Ave	Straighten the southern crosswalk across ECR. Create pedestrian refuge islands for the ECR crossings. Upgrade all four crosswalks to high visibility crosswalks. Provide LPI for the ECR crossing.	Recommended by plan
El Camino Real & Spruce Ave	Upgrade all four crosswalks to high-visibility crosswalks. Construct pedestrian refuge islands for the two ECR crossings. Provide LPI for the ECR crossings. Consider curb extensions at all four corners.	Recommended by plan
El Camino Real & Ponderosa Rd	Construct sidewalks on the eastern side of ECR between Country Club Dr and Ponderosa. Upgrade all three marked crosswalks to high-visibility crosswalks. Provide LPI for the ECR crossings. Construct median refuge islands for the ECR crossings.	Recommended by plan
Gellert Blvd & Westborough Square Access	Consider improvements such as curb extensions, crossing guards/traffic control, high-visibility crosswalks, LPIs, pedestrian-only phases, and extended crossing times.	Recommended by plan
Grand Ave & Magnolia Ave	Consider improvements such as curb extensions, no right turn on red, crosswalks & curb ramps, slip lane removal, LPIs, conflict markings, bicycle detection, signage & lighting, crossing guards/traffic control, pedestrian-only phasing, extended crossing times, and/or traffic circles.	Recommended by plan
Grand Ave & Mission Rd	Upgrade both crosswalks to high-visibility crosswalks. Extend medians and create pedestrian refuge islands.	Recommended by plan
Grand Ave & Orange Ave	Upgrade all crosswalks to high-visibility crosswalks. Consider installing curb extensions at all four corners. Provide LPI for the crossings of Grand Ave.	Recommended by plan
Grand Ave & Willow Ave	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb.	Recommended by plan
Hickey Blvd & El Camino Real	Upgrade all crosswalks to high-visibility crosswalks. Straighten the northern ECR crosswalk. Install a high-visibility crosswalk across the southern ECR approach (push back the northbound stop bar and median to create a straight crossing). Provide LPI for the ECR crossings.	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

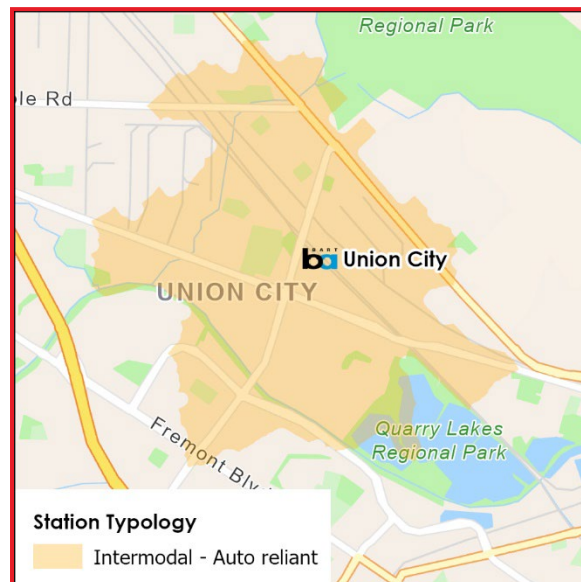
Hickey Blvd & Hilton Ave	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, bicycle detection, and/or traffic circles.	Recommended by plan
Junipero Serra Blvd & Arroyo Dr	Construct sidewalks on the western (highway) side of Junipero Serra Blvd to Arroyo Dr. Install a High-intensity Activated Crosswalk (HAWK) beacon at intersection.	Recommended by plan
Junipero Serra Blvd & Hickey Blvd	Remove the free right turn lane at the southeast, southwest, and northwest corner. Upgrade all crosswalks to high visibility crosswalks. Provide LPIs for both crosswalks. Construct pedestrian refuge islands.	Recommended by plan
Junipero Serra Blvd & King Dr	Consider improvements such as curb extensions, no right turn on red, crosswalks & curb ramps, slip lane removal, LPIs, conflict markings, bicycle detection, signage & lighting, and/or traffic circles.	Recommended by plan
Mission Rd & Sequoia Ave	Install a crosswalk on the northern approach. Upgrade all crosswalks to high-visibility crosswalks. Construct curb extensions.	Recommended by plan
Spruce Ave & Baden Ave	Consider improvements such as curb extensions, no right turn on red, crosswalks & curb ramps, slip lane removal, LPIs, conflict markings, bicycle detection, signage & lighting, and/or traffic circles.	Recommended by plan
Spruce Ave & Commercial Ave	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb.	Recommended by plan
Spruce Ave & Grand Ave	Install yellow transverse markings around the decorative crosswalk. Upgrade the three remaining crosswalks to high-visibility. Consider installing curb extensions at all corners.	Recommended by plan
Spruce Ave & Lux Ave	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb.	Recommended by plan
Spruce Ave & Mayfair Ave	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, bicycle detection, wayfinding, and/or traffic circles.	Recommended by plan
Spruce Ave & Miller Ave	Consider improvements such as curb extensions, no right turn on red, crosswalks & curb ramps, slip lane removal, LPIs, conflict markings, bicycle detection, signage & lighting, and/or traffic circles.	Recommended by plan
Spruce Ave & Tamarack Ln	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb.	Recommended by plan
Westborough Blvd & Gellert Blvd	Upgrade the three marked crosswalks and install on the fourth approach high-visibility crosswalks. Build out the necessary corners to straighten all crosswalks. Construct pedestrian refuge islands at all crosswalks. Provide LPI for the northern Westborough crosswalk.	Recommended by plan
Westborough Blvd & Junipero Serra Blvd	Construct sidewalks on the southern side of Westborough Blvd through the interchange area to Junipero Serra. Install/ upgrade high visibility crosswalks at all interchange crossing locations. Install with appropriate signs and pavement markings.	Recommended by plan
<b>Lindenville Specific Plan (2023)</b>		
Spruce Ave	Pedestrian Priority St & Bicycle Priority St	Recommended by plan
<b>Caltrans District 4 Bike Plan (2018)</b>		
Serramonte Blvd from Hillside Blvd to Gellert Blvd	Potential for Class IV separated bikeway	Recommended by plan
Arlington Dr at El Camino Real	Potential Class I shared use path parallel to and crossing El Camino Real	Recommended by plan
Chestnut Ave and Westborough Blvd	Potential crossing improvement	Recommended by plan
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
El Camino Real, Mission Rd, Centennial Wy Trail, McLellan Dr/Lawndale Blvd,	Recommended improvements include street crossings (high-visibility crosswalk, median refuge, bulb-out, directional curb ramp, reduce corner radius, signal change, and RRFB), sidewalks (gap closure and widening),	TBD

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Cymbidium public stairway, PG&E right of way	bikeways (Class II bike lanes, Class IV separated bikeways), Class I shared use path, road diet, pedestrian lighting, and access points (reopen public stairway, median cut-through for bikes, bike stair channel).	
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## Union City

Station Area Profile	
County	Alameda
Existing Station Access Typology	Intermodal - Auto Reliant
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Roadways, Pedestrian/Bicycle)
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Decoto Rd/5 <sup>th</sup> St, Decoto Rd/Perry Rd	Re-time pedestrian interval	In design
Mission Blvd/Decoto Rd	Curb extensions, pedestrian island, sidewalk	In design
Decoto Rd/3 <sup>rd</sup> St	Advanced stop bar, speed feedback sign, relocate bus stop	Complete
Decoto Rd/4 <sup>th</sup> St	Advanced stop bar, raised pavement markers	Complete
Paseo Padre Pkwy (Decoto Rd – Isherwood Wy)	Class IV separated bikeway (within the City of Fremont boundary)	Recommended by plan
<b>Union City Bicycle and Pedestrian Master Plan (2021)</b>		
Decoto Rd (Alameda Creek Bridge – Station Wy)	Class II buffered bike lanes	Complete
E St (11 <sup>th</sup> St – Depot Rd)	Class III bike route	Recommended by plan
Alvarado Niles Rd (Almaden Blvd – Niles Blvd), Decoto Rd (Locke Ave – Mission Blvd)	Class IV separated bikeway	Recommended by plan
Mission Blvd (Lewis St – 7 <sup>th</sup> St)	Class I shared use path	Recommended by plan
Alvarado Niles Rd/Osprey Dr – Mission Blvd/ Appian Wy	New road with sidewalk	Construction
<b>Union City Local Roadway Safety Plan (2023)</b>		
Decoto Rd (Alameda Creek – Mission Blvd)	Repaving, 11-foot lanes, bikeway	Construction
Decoto Rd, Alvarado Niles Rd	Adaptive intelligent transportation system (ITS) traffic signal system	Construction
<b>Union City Station District Specific Plan (2022)</b>		
Decoto Rd (Mission Blvd – Fremont City Limit)	Audible/push pedestrian signals at signalized intersections, bus rapid transit (BRT), queue jumps, reroute truck route	In Progress
Decoto Rd/Union Square	High-visibility crosswalks, re-time pedestrian signals, bicycle facilities	Complete
Decoto Rd/9 <sup>th</sup> St	New traffic signal	In design
Decoto Rd/7 <sup>th</sup> St	Speed feedback sign, re-time pedestrian interval	In design
<b>Union City Projects</b>		
Parallel to Decoto Rd from Paseo Padre Pkwy to Mission Blvd	Quarry Lakes Parkway (QLP) Vision: <ul style="list-style-type: none"> <li>QLP relieves traffic and supports future transit priority projects along Decoto Rd.</li> <li>QLP provides a multiuse path with connections to regional destinations and trails and would improve pedestrian and bicyclist service and safety compared to existing conditions.</li> <li>QLP accommodates land use growth, provides access to and improves circulation within the Station District area, and improves transportation</li> </ul>	In design

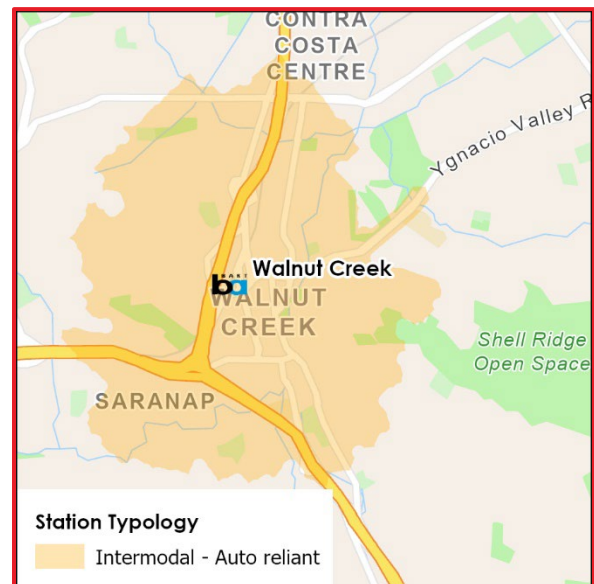


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	and public safety by providing grade separation for BART and UP rail crossings.	
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Decoto Rd, Union Sq, Station Wy, Mann Ave, Alameda Creek	Recommended improvements include street crossings (high-visibility crosswalk, bulb-out, protected intersection, directional curb ramp, stop bars, reduce corner radius, two-stage left turn bike boxes, and lane consolidation), sidewalks (level sidewalks at driveways and widening), bikeways (Class II bike lanes, Class IIB buffered bike lanes, Class III bike route), Class I shared use path, wayfinding, pedestrian lighting.	TBD
BART station entrance (east)	Install pedestrian and bicycle access across the Union Pacific railroad tracks	In design, construction funded, spring 2027 complete

## Walnut Creek

Station Area Profile	
County	Contra Costa
Existing Station Access Typology	<u>Intermodal - Auto Reliant</u>
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes ( <u>Walnut Creek Vision Zero</u> )
MTC Equity Priority Area (2025)	<u>No</u>
Countermeasure Toolkit	Yes ( <u>Walnut Creek Local Roadway Safety Plan A Path to Vision Zero; Appendix A Countermeasures Toolbox</u> )
Vision Zero Plan/Policy (Adopted)	<u>Yes (County, CCTV)</u>
Local Roadway Safety Plan	<u>Yes</u>



## Station Catchment Area Projects

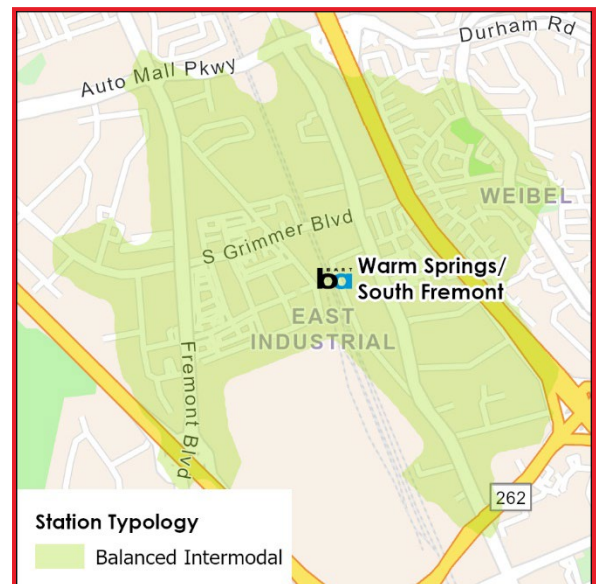
Location	Project Name	Status
<b>Local Roadway Safety Plan: A Path to Vision Zero (2023)</b>		
Bancroft Rd within City limits	Bancroft Rd Improvements - In conjunction with upgrading the bike facilities, the project could include protected intersections at Ygnacio Valley Rd and Treat Blvd, protected left turn phasing at Pomar Wy and Banbury Rd, improvements to shorten pedestrian crossing distances corridor-wide, and additional crosswalks and Pedestrian hybrid beacons (PHBs) at the intersections with Stratton Dr, Dorscht Rd, and Gill Port Ln.	Recommended by plan
On Broadway from Arroyo to Civic	Broadway Improvements - The project could include intersection and crossing improvements through the entire corridor, both in conjunction with the Class IV separated bikeway and in the southern section without the Class IV separated bikeway. These improvements could include extensions of median noses through crosswalks, slip lane closures, installations of curb extensions and the addition of rectangular rapid flashing beacons (RRFBs) at several intersections.	In design
On California Blvd corridor from Main St to Newell Ave	California Blvd Improvements - The project could also create a new, high-quality bike facility in the west side of Downtown - a badly needed backbone facility in an area where the Iron Horse Trail is too far east to serve as a convenient north south artery. The new Class IV separated bikeway could also provide a high-quality bike facility connecting Downtown and the BART station, while the crossing improvements and traffic calming effects of the project could also improve the walking experience between Downtown and the BART station as well.	Recommended by plan
Walnut Ave from Ygnacio Valley Rd to Oak Grove Rd	Walnut Ave Improvements - This project conceptualizes treatments at intersections along the corridor that calm traffic and discourages speeding. For the intersections with Las Lomas Wy and Stonehaven Dr, the conceptualized treatments are roundabouts. For other intersections where roundabouts are either not appropriate or not possible due to right of way constraints, possible treatments could include curb extensions, median refuge islands, and channelizers. Several intersections could also see the installation of crosswalks and accompanying RRFBs to increase the density of crossings along the corridor.	Recommended by plan

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

On Ygnacio Valley Rd from Oak Grove Rd to California Blvd	Ygnacio Valley Rd Improvements - This project conceptualizes several systemic corridor-level improvements to Ygnacio Valley Rd that are aimed towards deterring speeding and improving safety at intersections. First, this project conceptualizes calming vehicle speeds by narrowing travel lanes from their current widths of 11 to 12 feet wide to 10 feet wide and repurposing the space as a buffer between vehicular traffic and the sidewalk to make the pedestrian experience more comfortable.	Recommended by plan
On Treat Blvd from Walnut Creek channel to Concord city limits	Treat Blvd Improvements - This project conceptualizes calming vehicle speeds on Treat Blvd by narrowing travel lanes and repurposing the space as a buffer between vehicular traffic and the sidewalk to make the pedestrian experience more comfortable.	Recommended by plan
<b>BART Bicycle Preferred Path of Travel Capital Plan</b>		
Oakland Blvd, Ygnacio Valley Rd, N California Blvd, BART Wy, Riviera Ave	<p>Walnut Creek BART Station:</p> <ul style="list-style-type: none"> <li>• Connect future Ygnacio Valley Rd bikeway with Oakland Blvd path</li> <li>• Construct 2-way bike path parallel to Ygnacio Valley Rd on the middle terrace of the retaining wall to connect N. California Blvd to the e-lockers and faregates.</li> <li>• Add stair channel at N California Blvd/Ygnacio Valley Rd station entrance</li> <li>• Add stair channels to bike lockers</li> <li>• Wayfinding to bike lockers and Riviera Ave</li> <li>• Convert Riviera Ave Class II bike lanes to 2-way Class IV separated bikeway and a bike crossing south of the garage driveway to transition bicyclists across the bus-only lane.</li> <li>• Add Class III bike route sharrows and wayfinding on BART driveway north of the station at N. California Blvd.</li> <li>• Work with Walnut Creek to create a safe crossing at the Oakland Blvd./Ygnacio Valley intersection between a future Ygnacio Valley bikeway and the existing multi-use path alongside Oakland Blvd.</li> </ul>	In design
<b>Contra Costa Transportation Authority (CCTA)</b>		
Countywide	<p>Countywide Smart Signals:</p> <ul style="list-style-type: none"> <li>• Over 300 intersections throughout the 19 cities/towns and unincorporated communities within Contra Costa County</li> <li>• Focused along major arterials that have been designated as “Routes of Regional Significance”</li> <li>• Pedestrian and bicycle detection</li> </ul>	In design
Countywide	<p>Safe Routes to School (SR2S):</p> <ul style="list-style-type: none"> <li>• Assess SR2S needs in Contra Costa</li> <li>• Develop best practices for implementing SR2S projects and programs</li> <li>• Help local agencies address specific SR2S needs through focused technical assistance</li> </ul>	Recommended by plan

## Warm Springs/South Fremont

Station Area Profile	
County	Alameda
Existing Station Access Typology	N/A
Aspirational Station Access Typology	Balanced Intermodal
Local High-Injury Network	Yes (City)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes
Vision Zero Plan/Policy (Adopted)	Yes
Local Roadway Safety Plan	No



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Warm Springs Blvd (Brown Rd – Mission Blvd)	Re-pavement	Complete
Grimmer Blvd/Paseo Padre Pkwy	Protected Intersection	In design
Warm Springs Blvd (Kato Rd - S Grimmer Blvd)	New peak commute period traffic signal coordination plans	In design
I-880 (at Tesla factory)	Pedestrian and bicycle suspension bridge	In design
Mission Blvd (I-680 – I-880)	Separated bicycle and pedestrian facilities, depression or elevation of roadway	In design
Mission Blvd/Warm Springs Blvd, Mission Blvd/Mohave Dr	Mission Blvd grade separation	In design
Mission Blvd/I-680	Intersection reconfiguration	In design
S Grimmer Blvd/Warm Springs Blvd, S Grimmer/Lopes Ct	Existing traffic signal replacement	Construction
<b>Fremont Vision Zero Action Plan (2021), Fremont Bicycle Master Plan (2018), and Pedestrian Master Plan (2016)</b>		
All Streets	Replace all HPS Streetlights with LED streetlights, replace all pedestrian signals with countdown pedestrian signals.	Complete
Mission Blvd, Warm Springs Blvd, Brown Rd, Reliance Wy, Corporate Wy	Narrow vehicle lanes, high-visibility crosswalks, buffered Class II bike lanes, and intersection curb extensions.	Complete
S. Grimmer Blvd (Fremont Blvd to Lopes Ct)	Construct Class IV separated bikeway on south side and buffered Class II bike lane on the north side.	Complete
S. Grimmer Blvd (Lopes Ct to Warm Springs Blvd)	Construct Class IV separated bikeway (two-way) on south side, buffered Class II bike lane on north side.	Design complete
S. Grimmer Blvd/Osgood Rd Intersection	Construct protected intersection, traffic signal replacement, and enhanced crosswalks.	Design complete
S. Grimmer Blvd/Lopes Ct	Construct protected intersection, traffic signal replacement, and enhanced crosswalks.	Complete
S. Grimmer Blvd/Wisdom Rd	Construct protected intersection, traffic signal replacement, and enhanced crosswalks.	Complete
S. Grimmer Blvd (Fremont Blvd to Washington Blvd)	Stripe/install Class IV separated bikeway.	Complete
Warm Springs BART Station	Construct pedestrian overcrossing bridge over UPRR and BART tracks to connect Warm Springs BART station to planned Lennar at Innovation Community on the west side of tracks.	Complete
East Bay Greenway (Innovation Wy to Kato Rd)	Construct Class I shared use path through Lennar Innovation community along Quantum Dr.	Complete
Auto Mall Parkway	Implement signal coordination and reduce speed limit.	Complete
Warm Springs Blvd (S. Grimmer to Mission Blvd)	Implement signal coordination and reduce speed limit.	Planned

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Osgood Rd (Washington Blvd to S. Grimmer Blvd)	Implement signal coordination and reduce speed limit.	Planned
<b>Fremont Active Transportation Plan (2025)</b>		
Various Collector/Residential Roadways (Weibel and Irvington neighborhoods, Innovation District, and Warm Springs District)	Implement traffic calming measures to accommodate identified neighborhood bike routes and safe routes to school routes.	On-going, partially complete.
East Bay Greenway (Segment 5) (Osgood Rd between Washington Blvd and S. Grimmer Blvd)	Construct Class I shared use path along west side of Osgood Rd, including protected intersections at key intersections.	Planned, partially under design
East Bay Greenway (Segment 6) (Fremont Blvd/Kato Rd intersection, along Kato Rd, over I-880 freeway, along Agua Caliente Creek, and to Fremont Blvd)	Construct Class I shared use path, including an overcrossing of the I-880 freeway. New traffic signal at Fremont Blvd/Trail (south).	In design
Fremont Blvd (Auto Mall Parkway I-880 Freeway)	Stripe Class II bike lanes (buffered or not).	Planned
Fremont Blvd/Industrial Dr Intersection	Redesign intersection geometry and signal upgrade to accommodate East Bay Greenway Trail crossing and Tesla traffic.	In design
Kato Rd (Tesla Factory to Warren Ave)	Construct Class I shared use path.	Planned
Auto Mall Parkway (I-880 to I-680)	Construct Class IV separated bikeway with intersection safety improvements.	Planned
Mission Blvd (I-880 to I-680)	Construct Class IV separated bikeway as part of new roadway cross section.	Planned

## West Dublin/Pleasanton

Station Area Profile	
County	Alameda
Existing Station Access Typology	Auto Dependent
Aspirational Station Access Type	Auto Dependent
Local High-Injury Network	Yes (County, City of Dublin)
MTC Equity Priority Area (2025)	No
Countermeasure Toolkit	Yes (Roadways, Pedestrian/Bicycle 1, Bicycle/Pedestrian 2)
Vision Zero Plan/Policy (Adopted)	No
Local Roadway Safety Plan	Yes (Dublin)



## Station Catchment Area Projects

Location	Project Name	Status
<b>Alameda Countywide Transportation Plan (2020)</b>		
Hopyard Rd/Stoneridge Dr	Repaving, sidewalk replacement, protected intersections	Construction
Stoneridge Dr/I-680	On-ramp and off-ramp congestion improvements	In design
<b>Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas (2019)</b>		
Foothill Rd (Castlewood Dr – N County Limit)	Roadway shoulder evaluation (for possible sidewalk)	Recommended by plan
<b>Dublin Local Roadway Safety Plan (2023)</b>		
Dublin Blvd & Donlon Way	Install painted safety zone and centerline hardening.	Recommended by plan
Dublin Blvd & San Ramon Rd	Evaluate or consider implementing no right turn on red (RTOR); Restripe as high visibility crosswalk; Consider installing protected intersection elements; Install pedestrian refuge island; Consider change of traffic control (evaluate warrants and consider roundabout)	Recommended by plan
Amador Valley Blvd & Village Pkwy	Implement a leading pedestrian interval (LPI); Evaluate or consider implementing no RTOR; Restripe as HVC; Improve signal timing (coordination, phases, or operation); Improve signal hardware; Consider installing protected intersection elements; Remove channelized right turn lane in eastbound, southbound, and westbound directions	Recommended by plan
San Ramon Rd & Amador Valley Blvd	Implement LPI; Evaluate or consider implementing no RTOR; Restripe as HVC; Improve signal timing (coordination, phases, or operation) ; Modify existing median for pedestrian refuge island and to reduce curb return radius; Consider installing protected intersection elements; Remove channelized right-turn lane in southbound and westbound directions	Recommended by plan
<b>Dublin's Bicycle and Pedestrian Plan (2023)</b>		
Dublin Blvd/Regional St, Dublin/Amador Plaza and Dublin Blvd/Golden Gate Dr Intersections	Improve safety for people walking and biking by implementing strategies like protected intersection treatments, signing, bike lane skip striping through the intersection, bike boxes, leading pedestrian intervals, or by separating bicyclists and pedestrians from turning movements.	Recommended by plan
St. Patrick Wy/Golden Gate Dr intersection	Install wayfinding signage to West Dublin BART; install bulb-outs at all corners; construct directional curb ramps	Recommended by plan
<b>Pleasanton Bicycle and Pedestrian Master Plan (2018)</b>		
Foothill Rd/Driftwood Wy	Pedestrian crossings, bike racks, access improvements	Recommended by plan
Foothill Rd/Oak Creek Dr	Ladder striping crosswalks, rapid rectangular flashing beacon (RRFB)	Recommended by plan

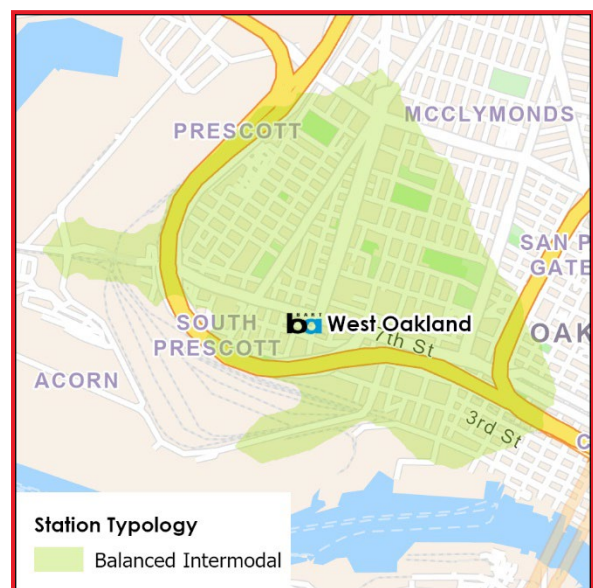


## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

Foothill Rd/Highland Oaks Dr	Ladder striping crosswalks, bike racks, pedestrian hybrid beacon (PHB)	Recommended by plan
Stoneridge Dr/I-680	Bicycle and pedestrian improvements feasibility study	Recommended by plan
Johnson Dr/Stoneridge Dr	Class I shared use path	In design
<b>BART Walk and Bicycle Network Gap Study (2020)</b>		
Stoneridge Mall Rd, Canyon Wy, St. Patrick Wy, Golden Gate Dr, Amador Plaza Rd, BART entrance, and Regional St	Recommended improvements include street crossings (high-visibility crosswalk, painted bulb-out with delineators, signalization, directional curb ramps, pedestrian actuation, reduce corner radius), sidewalks (gap closure), bikeways (Class IIB buffered bike lanes, Class III bike route, Class IV separated bikeways), access (shared passageway, bike stair channels), road diet, wayfinding, pedestrian lighting.	TBD

## West Oakland

Station Area Profile	
County	Alameda
Existing Station Access Typology	Balanced Intermodal
Aspirational Station Access Typology	Urban
Local High-Injury Network	Yes (County, City)
MTC Equity Priority Area (2025)	Yes
Countermeasure Toolkit	Yes (Pedestrian/Bicycle/Transit, Transit 2)
Vision Zero Plan/Policy (Adopted)	No, but OakDOT plans to adopt a Vision Zero policy as part of their Strategic Plan and currently has a Local Roadway Safety Plan.
Local Roadway Safety Plan	Yes



## Station Catchment Area Projects

Location	Project Name	Status
<b>Oakland Local Roadway Safety Plan (2022)</b>		
Brush St/12th St	“Pedestrian crossing prohibited” signage on north side, re-stripe, leading pedestrian interval, restrict parking, bulb-outs, road diet	In design
Brush St/14th St	Replace pedestrian countdown timer, re-stripe, bulb-outs, road diet, separate left turn phase	In design
8th St/Market St	Restripe crosswalk, pedestrian countdown timer, fixed pedestrian recall, lighting, bulb-outs, pedestrian island	Recommended by plan
14th St/Market St	Rapid Rectangular Flashing Beacon (RRFB), ladder striping, raised bulb-outs, median island	Recommended by plan
7th St (Mandela Pkwy – MLK Jr Wy)	Class IV separated bikeway, bus boarding islands, bulb-outs, pedestrian lighting, bus boarding islands	In design
14 <sup>th</sup> St/Poplar St	Remove railroad crossing	In design
<b>Oakland Bike Plan (2019)</b>		
W Grand Ave (Maritime St – I-580), Adeline St (3 <sup>rd</sup> St – 36 <sup>th</sup> St), Market St (Embarcadero W – 16 <sup>th</sup> St), 14 <sup>th</sup> St (Lakeside Dr – Mandela Pkwy)	Class IV separated bikeway	Recommended by plan
<b>Downtown Oakland Specific Plan (2024)</b>		
On MLK Jr. Wy from 2nd to 14th St	MLK Jr. Wy Streetscape/Embarcadero West Improvements: <ul style="list-style-type: none"> <li>• Buffered bike lanes, protected bike lanes, or a Class IV separated bikeway</li> <li>• High-visibility crosswalks, pedestrian lighting, and bulb-outs for pedestrian safety</li> <li>• New street trees</li> <li>• Fiber optic cable south of 7th St</li> </ul> Embarcadero West Safety and Access Improvements will include <ul style="list-style-type: none"> <li>• Multi-use path along Embarcadero West from Clay to Webster</li> <li>• Upgrade of eight at-grade crossings between Market St and Oak St</li> </ul>	In design
On MLK Jr. Wy from 7 <sup>th</sup> St and 20 <sup>th</sup> St	MLK Jr. Wy Road diet Project will reduce MLK Jr Wy from four lanes to two, adding buffered bike lanes in both directions and new high-visibility crosswalks	In design
On Market St from 3 <sup>rd</sup> St to 7 <sup>th</sup> St	Market St Corridor Streetscape Improvement:	In design

## Appendix C: Review of Existing Plans and Projects by Station Area and Agency

	<ul style="list-style-type: none"> <li>• Modify existing or installing new traffic signals</li> <li>• Provide additional lighting</li> <li>• Improve sidewalks and curb ramps</li> <li>• improve existing bike lanes</li> </ul>	
On 14th St from Oak St to Brush St	14th St Safe Routes to The City Project: <ul style="list-style-type: none"> <li>• Road diet between Brush and Oak St that will go from four lanes to two</li> <li>• Class IV separated bikeway protected by curbs and parked cars</li> <li>• Transit boarding islands</li> <li>• Marked crossings</li> <li>• Retimed signals</li> <li>• Green stormwater infrastructure.</li> </ul>	In design
On 14th St from Mandela Pkwy to I-980	14th St Pedestrian Improvements & Road diet: <ul style="list-style-type: none"> <li>• Road diet from four to two lanes with new buffered bike lanes.</li> <li>• Pedestrian safety improvements also planned at four key intersections.</li> </ul>	In design
<b>BART TOD Program</b>		
West Oakland BART Station development area: Mandela Parkway (5 <sup>th</sup> St – 7 <sup>th</sup> St) and 7 <sup>th</sup> St (Chester St – Mandela Pkwy)	West Oakland TOD: Streetscape design improvements, raised Class IV separated bikeways on both sides of Mandela Pkwy and 7 <sup>th</sup> St	In design