


Chapter 4: Pedestrian Network

A pedestrian network provides safe and convenient access for all users whether they walk or roll in a wheelchair, have visual impairments, or need a little extra time to cross the street. When designing the pedestrian network, the context of the entire roadway needs to be considered. Facilities must meet the needs of pedestrians of all mobility abilities as well as accommodate other roadway users such as motorists, bicyclists, and transit vehicles. Any projects that are recommended as part of this plan should meet the requirements of the Complete Streets Act and of the ADA Transition Plan for Public Rights-of-Way in Unincorporated Alameda County which is included in **Appendix I**.

This chapter discusses the types of facilities that comprise the pedestrian network, existing conditions in the Unincorporated Areas, identified needs for the pedestrian network, and recommendations for pedestrian improvements.

Overview of Pedestrian Facilities

The pedestrian network includes sidewalks, crosswalks, and curb ramps as well as pedestrian amenities such as street trees, benches, and buffer zones separating sidewalks from traffic and buildings. This discussion focuses on those facilities contained within the public right-of-way.

Sidewalks

As defined by the California Vehicle Code, the sidewalk is "that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel." When designing the pedestrian environment, the sidewalk corridor can be divided into several zones – curb zone, planter/furniture zone, pedestrian zone, and frontage zone, as shown in **Figure 4-1**.

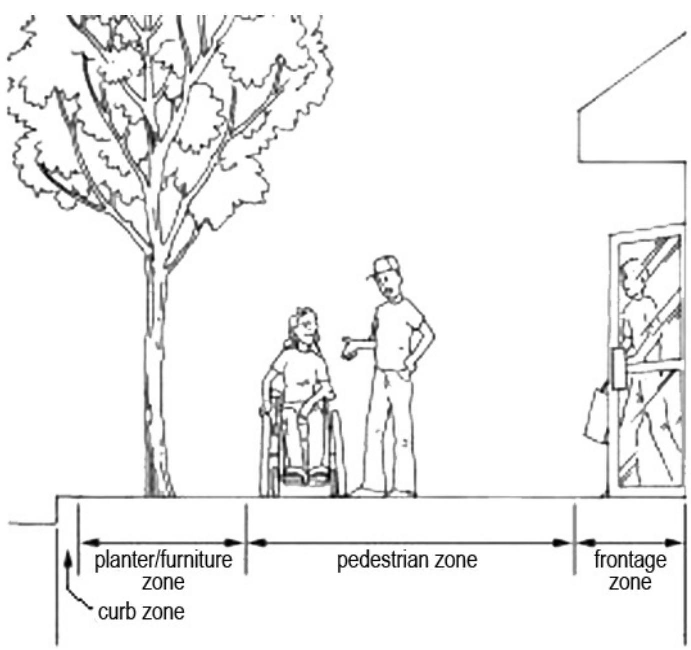

Figure 4-1: Zones of the Sidewalk Corridor

Sidewalks are a key component of the pedestrian network, particularly in the urbanized areas. Sidewalks provide a continuous system of safe, accessible travel routes for pedestrians along roadways. Depending upon the function of the street and adjacent land uses, the sidewalk width varies by location. Recommended minimum widths based on the Americans with Disabilities Act (ADA) clear width and best practices are shown in **Table 4-1**.

Table 4-1: Sidewalk Width Chart

Sidewalk Location	ADA clear width*	Best Practice (Ideal)	Recommended**
Local Street	4 ft min.	4 ft min.	5 ft min.
Collector		5 ft min.	5 ft min.
Arterial		8 ft min.	5 to 8 ft min.
Sidewalk against curb		7 ft min.	7 ft min.
Standard sidewalk with landscaped buffer area		5 ft min.	5 ft min.
Sidewalks contiguous to education centers, churches, community centers, hospitals, or other areas with higher pedestrian volumes		8 to 10 ft min. (or wider, per Highway Capacity Manual capacity analysis)	8 to 10 ft min.

* Clear width must be continuous and without obstructions from poles, trash receptacles, benches or other items. A driveway apron is not to be included as part of the clear width. At bus stops, a clear width of 8 feet is required.

** These sidewalk widths are recommended by Dowling Associates, Inc. based on ADA requirements and the best practices.

Walkways and Shoulders

In locations where sidewalks are not warranted due to the rural nature of a road (lack of development or destinations, park lands, or agricultural uses), or cannot be constructed due to cost, environmental or other considerations, multipurpose (four- to six-foot wide) shoulders adjacent to the traveled way or separated shared use paths can be considered. Roadway shoulders should be paved to accommodate pedestrians as well as bicyclists because pedestrians need space to walk that is outside of the traveled way. Separated pathways or trails can provide a route to reach destinations that are otherwise inaccessible; an alternative route to congested roadways; and an environment to walk for physical activity and to be closer to nature.

Crossings

A pedestrian crossing is defined as any location where the pedestrian leaves the sidewalk and enters the roadway. A pedestrian crossing can be located either at the street intersection or at a midblock location. Pedestrians are at most risk while in the pedestrian crossing since they are in the path of motor vehicle traffic. For this reason, it is important that a pedestrian crossing is well-designed and considers the crossing distance, traffic controls, and crossing treatments that are appropriate to the traffic volumes and speeds to be encountered at the crossing. The following elements should be considered when designing a safe pedestrian crossing.

Crosswalk Markings

Where they are provided, crosswalk markings are used to define the pedestrian path of travel across the roadway and alert drivers to the crosswalk location. Crosswalks should be marked at all midblock crossings and at intersections where there is substantial conflict between vehicular and pedestrian movements. The crosswalk markings most commonly in use, as illustrated in **Figure 4-2**, are the transverse crosswalk striping and ladder crosswalk striping.

Figure 4-2: Transverse crosswalk striping (left); Ladder crosswalk striping (right) – courtesy of www.pedbikeimages.org/Mike Cynecki

Curb Ramps

Curb ramps provide access between the sidewalk and crosswalk and are found typically at every corner of an intersection. Without curb ramps, the street curb can create a barrier for people with mobility limitations. Where possible, the curb ramp should be aligned with the crosswalk so that there is a straight path of travel from one side of the street to the other. For pedestrians with visual impairments, detectable warning strips must be installed at the bottom of the curb ramp. See **Figure 4-3**.

Figure 4-3: Curb ramp with detectable warning strip

Crossing Width

Crossing distances will vary depending upon roadway width and intersection configuration. Since pedestrians are at risk while in the crossing, it is important to shorten the crossing distance particularly at the more complex and heavily travelled roadways. Some treatments (**Figure 4-4**) to consider are:

- Curb extensions (bulbouts) extend the sidewalk into the adjacent parking lane which narrows the roadway right-of-way.
- Refuge islands help pedestrians to safely navigate an intersection by providing a protected area to wait in the center of a roadway while trying to cross the street.

Figure 4-4: Curb extension (left); Refuge island (right)

Traffic Signals

Pedestrian safety at signalized intersections can be enhanced by signal mechanisms that communicate more information to the pedestrian. The FHWA Manual on Uniform Traffic Control Devices (MUTCD), updated in 2009, recommends that controlled crossings be timed for a walking speed of 3.5-feet per second. This recommended timing is being considered for the CA MUTCD 2011 update currently under review. It is further recommended that this timing be adjusted to as low as 2.8-feet per second at intersections that are unusually long or difficult to navigate or adjacent to any location that might have a higher proportion of pedestrians with slower walking speeds.

Countdown signals should be used when the pedestrian change interval (the time when walk sign is blinking) is greater than seven seconds; the countdown signal is used to inform pedestrians on how much time is remaining to safely cross the street. Accessible Pedestrian Signals (APS) also provide audible, vibrotactile and/or transmitted information about the status of coinciding visual pedestrian signal.

Existing Conditions

Who is Walking?

The Unincorporated Areas represent diverse geographical, development and population patterns which can greatly affect the decision to walk. There are some factors, such as distance to destinations, quality of the walking environment, availability of transit, and access to driving, which will influence one's mode choice. The urbanized communities of Ashland and Cherryland are the most densely populated with many key destinations and transit within walking distance. Castro Valley and Fairview are less densely populated with more of a suburban flavor but still have numerous destinations and transit opportunities. In contrast, East County is a low-density, rural with few attractions within walking distance and no transit service.

So how do we determine who is walking? Unfortunately that information is not directly available; but it is possible to look at the demographics of these communities to understand who is most likely to walk and how these groups have changed in the past years. School-age children, seniors, those without access to a car, and transit riders are the most likely candidates for walking.

School-Age Children and Seniors: In **Table 4-2**, below, the percentage of school age children and seniors is compared between the 1990 and 2000 U.S. census. This data shows that the percentage of school age children in the western Unincorporated Areas has grown while the percentage of seniors has declined or remained the same.

Table 4-2: Population of School Age Children and Seniors in Western Unincorporated Areas

	School Age Children (Ages 5-17)		Seniors (Ages 65+)	
	1990	2000	1990	2000
Ashland	14%[a]	20%	13%	9%
Castro Valley	15%	18%	15%	15%
Cherryland	15%	18%	12%	9%
Fairview	17%	19%	10%	12%
San Lorenzo	16%	19%	16%	16%

[a] Population as a percentage of total population. Source: U.S. Census 1990 and 2000 (Summary File 1)

Pedestrian counts have been collected at the adult crossing guard locations at local schools as shown in **Table 4-3**. This data shows that for school-age children:

- Pedestrian volumes are higher during the afternoon hours than the morning hours.
- The pedestrian volumes at Bohannon Middle School, Bay Elementary School, and Colonial Acres Elementary School in San Lorenzo were among the highest.
- At Proctor Elementary School in Castro Valley, pedestrian crossings at Redwood Road are high despite the high speeds on Redwood Road and the lack of any permanent traffic control at that crossing.

Car Availability: The means of travel to work and auto availability are also key indicators of where the potential for pedestrian travel is highest. Based upon the 2000 U.S. Census, walking to work comprised less than two percent of the commuter mode share for the western unincorporated communities. Vehicle availability showed that ten percent of households in Ashland and Cherryland do not have access to a vehicle.

Transit Riders: Transit is a key destination for many pedestrian trips. AC Transit found that approximately 90 percent of passengers walk to their first transit stop compared to all other methods (driving, being a car passenger, bicycling).[14] Based on a recent BART survey[15], approximately 16 percent of patrons walked to the Bay Fair BART Station while 14 percent walked to the Castro Valley BART Station from home.

14 AC Transit, *Designing with Transit: Making Transit Integral to East Bay Communities*, 2004.
15 *2008 BART Station Profile Study*

	Table 4-3: School Pedestrian Counts									
Location		**School**	**Community**	**Ped. Volume**		**Traffic Control**	**85%Speed**		**Crossing Guard**
Major Street	**Minor Street**			**AM**	**PM**		**Major**	**Minor**	
Bockman Rd	Via Del Rey	Del Rey Elem. School	San Lorenzo	30	52	None	33.5	N/A	Yes
Bockman Rd	Via Media	Bohannon Middle School	San Lorenzo	138	185	None	33.5	N/A	Yes
Bockman Rd	Via Walter	Bay Elem. School	San Lorenzo	116	124				
Carson Lane	Kit Lane	Jensen Ranch Elem. School	Castro Valley	54	68	None	N/A	N/A	Yes
Castro Valley Blvd	San Miguel Ave	Castro Valley Elem. School	Castro Valley	14	17				
D Street	Pinnacles	Fairview Elem. School	Fairview	28	33	None	41.0	N/A	Yes
East Ave	Hansen Rd	East Ave. Elem. School	Fairview	36	72	4W Stop	41.0	38.0	Yes
East Lewelling Blvd	Meekland Ave	Colonial Acres Elem. School	San Lorenzo	28	53	SIGNAL	37.0	36.0	Yes
Grant Ave	Bockman Rd	Bay Elem. School	San Lorenzo	16	16	4W Stop	N/A	33.5	Yes
Grant Ave	Paseo Del Campo	Grant Elem. School	San Lorenzo	39	36	2W Stop	N/A	N/A	Yes
Grant Ave	Washington Ave	Arroyo High School	San Lorenzo			Signal	34.6	N/A	No
Grove Way	Bedford Rd	Strobridge Elem. School	Castro Valley	15	15	None	36.0	N/A	Yes
Hacienda Ave	Ricardo Ave	Lorenzo Manor Elem. School	San Lorenzo	54	57	None	33.9	N/A	Yes
Kelly Ave	Maud Street	Fairview Elem. School	Fairview	10	10	4W Stop	39.0	37.0	Yes
Lake Chabot Rd	Christensen Lane	Chabot Elem. School	Castro Valley	41	46	Signal	43.0	36.0	Yes
Meekland Ave	Hampton Rd	Colonial Acres Elem. School	San Lorenzo	69	107	Signal	36.0	36.6	Yes
Paseo Grande	Meekland Ave	Colonial Acres Elem. School	San Lorenzo	83	90	Signal	36.0	36.0	Yes
Redwood Rd	Buti Park Drive	Proctor Elem. School	Castro Valley	89	81	None	46.0	N/A	Yes
Stanton Ave	Somerset Rd	Stanton Elem. School	Castro Valley	30	35	4W Stop	36.0	37.4	Yes
Vannoy Ave	Gliddon Ave	Vannoy Elem. School	Castro Valley	63	95	Yield	32.0^	32.0^	Yes
Western Blvd	Sunset Ave	Cherryland Elem. School	Cherryland	60	52	4W Stop	N/A	N/A	Yes
^ Estimate from other comparable residential roadways									

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Existing Pedestrian Network

The key pedestrian activity corridors are shown in Figures 4-5a and 4-5b. These corridors represent the locations and routes most likely to attract pedestrian travel. They serve the key attractors such as schools, employment centers, retail centers, libraries, senior and community centers, transit stops/stations, and recreational facilities. The current condition of the pedestrian network in the Unincorporated Areas is summarized below followed by a review of existing conditions by sub-area. These findings were based upon field inventory and public input collected as part of the 2006 plan[16].

Existing Conditions-Areawide

Sidewalks

- The majority of streets in the Unincorporated Areas lack sidewalks or have discontinuous sidewalks.
- Poor sidewalk conditions were cited as one of the main reasons that those surveyed did not walk more often.
- Walking to or using transit is often difficult or perceived as unsafe with the lack of sidewalks, crosswalks, and street lighting.
- On roadways without curb and gutter there is typically no sidewalk for pedestrian use; pedestrians must walk in the shoulder or the roadway.
- Some residents may prefer the “rural” style roadway without curb, gutter and sidewalk improvements, particularly in Sunol and East County.
- Parking across pedestrian access routes is common in areas with rolled curbs.

Crossings

- Many existing intersections incorporate curb ramps.
- Marked crosswalks are reserved for controlled intersections such as stop signs and traffic signals.
- All 90 traffic signals in the Unincorporated Areas are designed with pedestrian-activated signals.
- The County has approximately 40 marked mid-block crossings.
- Major arterials (East 14th Street/Mission Boulevard, Castro Valley Boulevard, Foothill Boulevard, Lewelling Boulevard, Hesperian Boulevard) carry high traffic volumes with restricted pedestrian crossings. There are also wide crossing distances at many of the major intersections.
- Although the County uses the California standard of 4-feet per second[17] to set signal timings, pedestrian crossings times at some signals are not long enough for some residents.

Trails

- Trails are part of the pedestrian network and also serve as attractors for pedestrian activity.
- Existing trails include the San Francisco Bay Trail, Bay Area Ridge Trail, and Iron Horse Trail, as well as many trails within the regional parks.

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16 *Pedestrian Master Plan for Unincorporated Areas*, Alameda County Public Works Agency, July 2006.

17 The California MUTCD in the January 2012 update recommends a walking speed of 3.5 feet per second for setting the pedestrian phase of signal timing. This is a reduction from 4 feet per second listed in the previous MUTCD.

- Access to Bay Trail from Grant Avenue area in San Lorenzo is circuitous and needs improvement.

Traffic Calming

- Residents are concerned about high speeds in residential areas, particularly in the Eden and Castro Valley areas, and along major arterials, such as Redwood Road and Castro Valley Boulevard.

Pedestrian Amenities

- There is a lack of street trees, landscaping, and lighting in many areas.

Existing Conditions by Community

Because of the diversity of the Unincorporated Areas, existing pedestrian conditions were also summarized by community. The nine unincorporated communities have been aggregated into three areas for this summary:

- Eden Area - Ashland, Cherryland, and San Lorenzo.
- Castro Valley Area - Castro Valley, El Portal Ridge, Fairview, and Hillcrest Knolls.
- East County Area - East County and Sunol

Eden Area

This area includes Ashland, Cherryland, and San Lorenzo. The Eden Area is the most urbanized of the Unincorporated Areas with high densities, transit service, and similar development patterns and geographic setting.

- Most sidewalks in these communities do not have buffer zones between the roadway and sidewalk.
- The right-of-way for most of the roadways is only 50 feet wide, which limits sidewalk widths and buffer zones.
- In the older Eden Area communities, adjacent property owners may have planted trees, decorative fencing or landscaping within the pedestrian right-of-way.
- Freeways and railroad lines in parts of San Lorenzo, Ashland and Cherryland are barriers to pedestrian travel and connectivity.
- Since the cities of San Leandro and Hayward surround these communities, continuity and consistency with their pedestrian facilities needs to be considered.
- Street widths vary due to sequential development.

Castro Valley Area

This area includes Castro Valley, El Portal Ridge and, Hillcrest Knolls and Fairview, which are lower density and suburban in character in part due to the geographic setting. These communities tend to have higher incomes, less transit services, and are primarily residential.

- The hilly topography dictates the type and design of pedestrian facilities for this area.
- Much of Castro Valley was developed without sidewalks.
- El Portal Ridge has partial sidewalk coverage.
- Hillcrest Knolls lacks curbs, gutters, and sidewalks.
- In Fairview, sidewalks and curb ramps are present on less than 50 percent of the roadways.

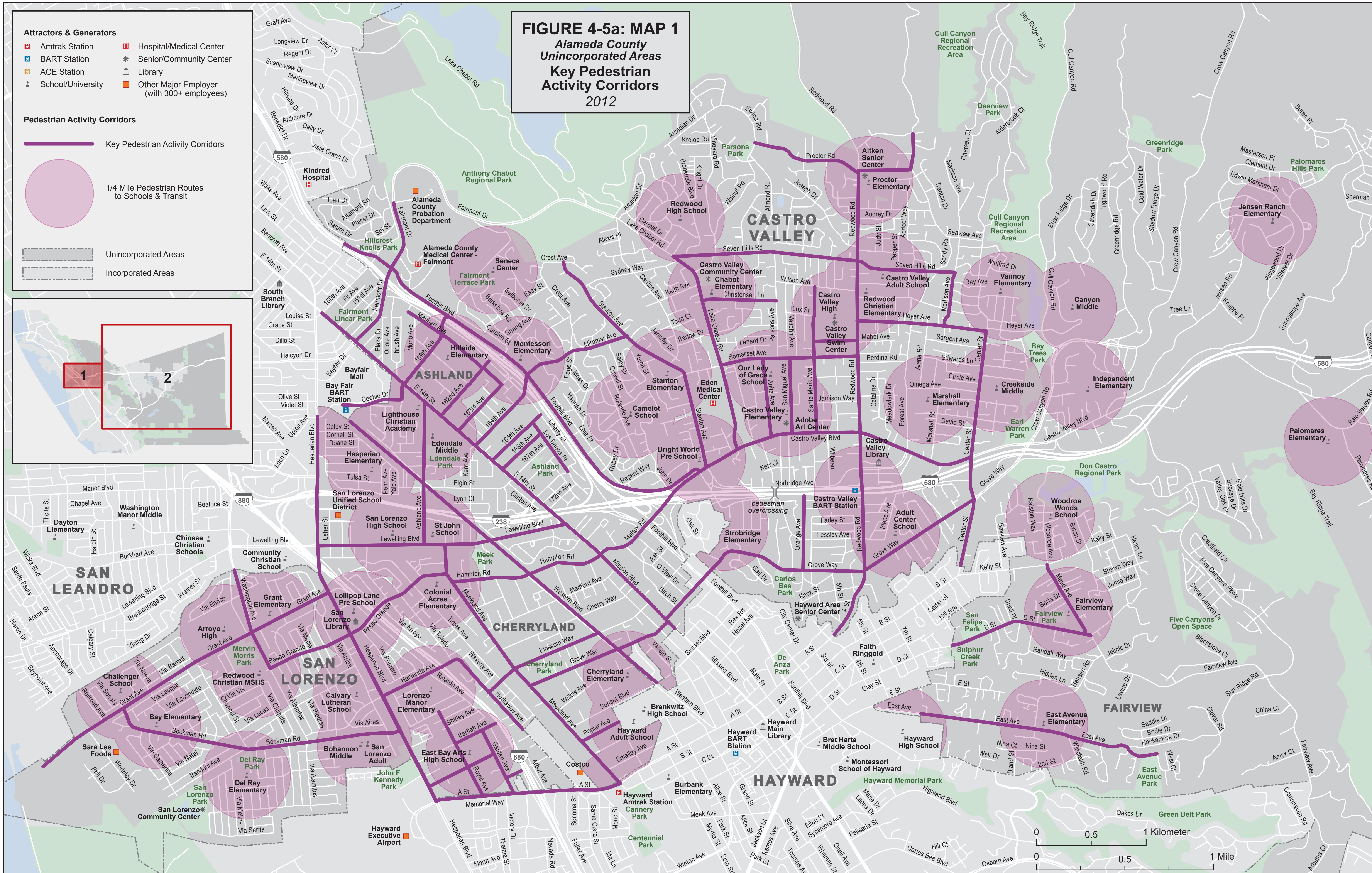
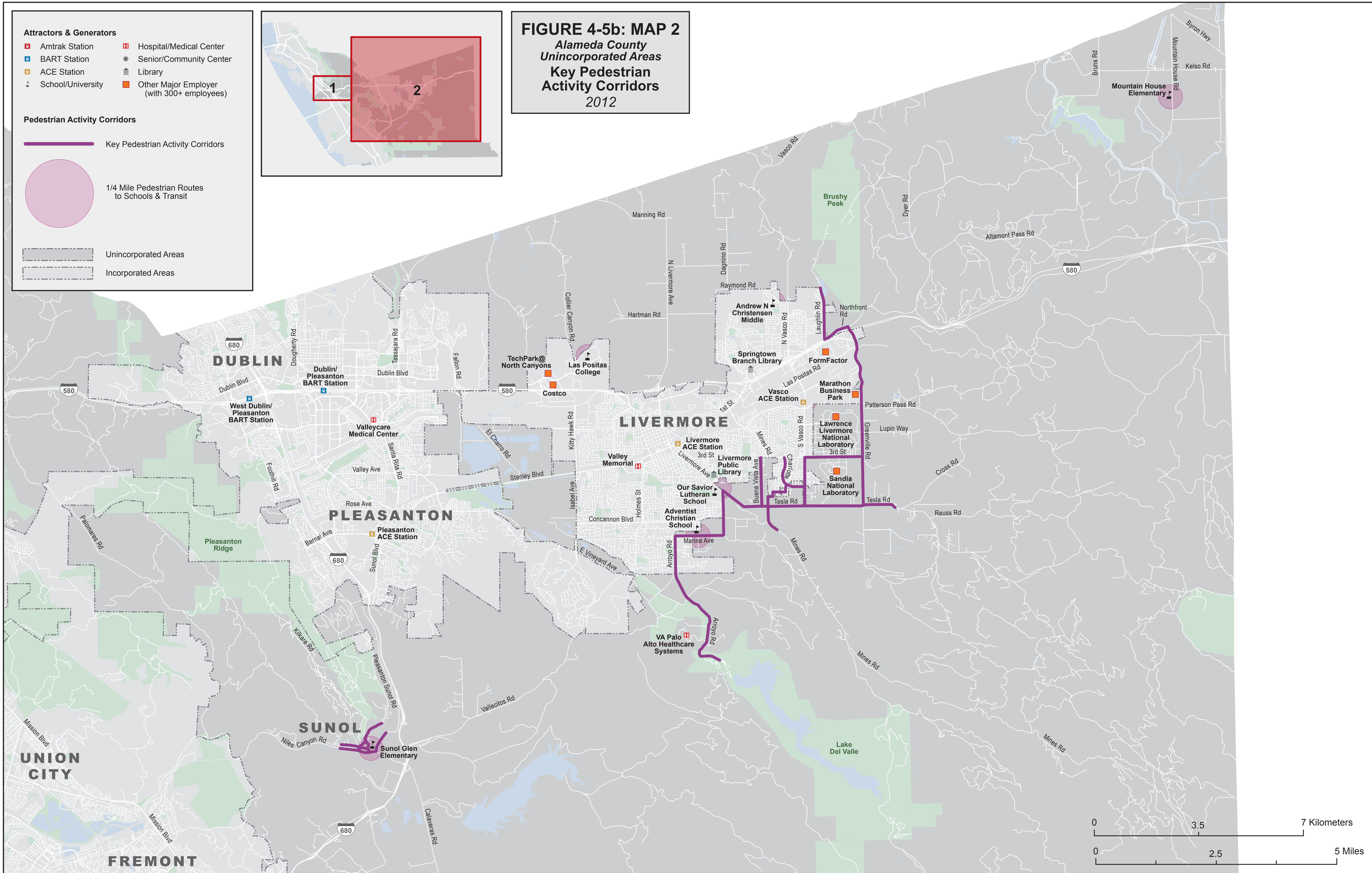


FIGURE 4-5a: MAP 1
Alameda County Unincorporated Areas
Key Pedestrian Activity Corridors
2012
Attractors & Generators
Amtrak Station
BART Station
ACE Station
School/University
Hospital/Medical Center
Senior/Community Center
Library
Other Major Employer (with 300+ employees)
Pedestrian Activity Corridors
Key Pedestrian Activity Corridors
1/4 Mile Pedestrian Routes to Schools & Transit
Unincorporated Areas
Incorporated Areas
1
2
CASTRO VALLEY
ASHLAND
SAN LEANDRO
SAN LORENZO
CHERRYLAND
HAYWARD
FAIRVIEW
Castro Valley BART Station
Bay Fair BART Station
Hayward BART Station
Hayward Amtrak Station
Eden Medical Center
Kindred Hospital
Alameda County Medical Center - Fairmont
Alameda County Probation Department
Castro Valley Library
San Lorenzo Library
South Branch Library
Hayward Main Library
Castro Valley Community Center
Hayward Area Senior Center
San Lorenzo Community Center
Aitken Senior Center
Adult Center School
Hayward Executive Airport
Costco
Sara Lee Foods
San Lorenzo Unified School District
pedestrian overcrossing
0 0.5 1 Kilometer
0 0.5 1 Mile

FIGURE 4-5b: MAP 2
Alameda County Unincorporated Areas
Key Pedestrian Activity Corridors
2012



East County Area

This area includes East County and Sunol, which are low density, rural communities. Transit services are limited.

- Maintain the rural character of these communities.
- Sunol mainly has shoulders for walkways along the local streets.

Needs Assessment

There are many constraints to improving the pedestrian environment and addressing some of the issues identified in the existing conditions discussion.

- There are limited financial resources for much needed pedestrian improvement projects.
- Roadway right-of-way widths are limited which make many of these improvements, particularly, streetscape improvements, a serious challenge.
- There are many existing development patterns that result in discontinuous and mis-matched sidewalks.
- There is a need to coordinate with adjacent cities to provide continuity and consistency in the pedestrian route network.

Eden Area

- Ashland has curb, gutter, and sidewalk improvements, yet there are many gaps in the network that need attention.
- Cherryland lacks sidewalks on many of its streets.
- San Lorenzo has discontinuous sidewalks and needs curb ramps at many intersections throughout the area.
- Better connections to transit are needed with improved sidewalks, crosswalks, bus shelters, and lighting.
- The Eden Area Master Plan states that along all residential and commercial streets, sidewalks, curbs and gutters should be provided. From the on-going update to the Eden Area Plan, the following key pedestrian issues were identified:
    - There is a need for curbs, gutters and sidewalks on many local streets and on some primary and secondary county roads, in particular, Lewelling and Foothill Boulevards.
    - Lengthy crossing distances, many unsignalized pedestrian crossings, and numerous vehicle crossings on primary roads make it a challenge for pedestrians.
    - The rolled curbs that have been installed on many local streets and some primary roads encourage motorists to park on the sidewalk especially where roadways are narrow. The pedestrian pathway is often obstructed by this behavior.
- Speeding is an issue on many streets that needs to be addressed. Hampton Road between Meekland Avenue and Mission Boulevard was mentioned. Other streets include Western Avenue,

Princeton Street, Ashland Avenue, Royal Avenue, Sunset Boulevard, Montgomery Street, and Hathaway Avenue.

- There are many missing segments of sidewalk in the Grant Avenue area that need infill.
- Rolled curbs encouraged parking on sidewalks in Grant Avenue area.
- The wide streets in Grant Avenue area accommodate truck traffic but are visually unattractive to pedestrians.
- Access to the Bay Trail, which is west of the study area, is circuitous and could be improved.
- The San Lorenzo Village Center Specific Plan found that Hesperian Boulevard, as a wide arterial with short signal timings and narrow sidewalks, is a difficult street for pedestrians.
- Sidewalks are needed along segments of Lewelling Boulevard and East Lewelling Boulevard so that pedestrians do not need to walk in the roadway.

Castro Valley Area

Public workshop comments from the Castro Valley General Plan raise the following pedestrian needs:

- A lack of pedestrian amenities, such as trees, landscaping, and new street lights on Castro Valley Boulevard and other main streets make these roadways unattractive to pedestrians.
- Forest Street needs sidewalks.
- There is a lack of sidewalks on many streets, specifically Stanton Avenue, Miramar Avenue, and Forest Street.
- Speeding on Edwards Lane, Lake Chabot Road, Somerset Avenue, and Redwood Road north of Castro Valley Boulevard needs to be addressed.
- Pedestrian crossings are needed on Seven Hills Road and Proctor Road.
- There are many areas where sidewalks need replacement and new sidewalks are needed.
- The traffic speed bumps on Stanton Avenue are too small.
- The traffic lights need to better accommodate cyclists and pedestrians.
- Traffic conditions around schools need to be addressed.
- The difficulty of walking to elementary schools needs to be addressed.

East County Area

- The Sunol Community Study emphasized pedestrian connections to enhance access, safety and circulation in downtown Sunol. Key findings include:
    - The Main Street/Kilkare Road/Foothill Road intersection is particularly hazardous to pedestrians and needs improvement.
    - There is a lack of pedestrian access to many attractors, such as the town’s café, general store, community park, post office, and the train depot.
- There is a lack of a continuous trail system in East County.
- There is a need for better continuity and consistency in pedestrian facilities for the unincorporated “islands” surrounded by Pleasanton and Livermore.

Recommended Pedestrian Improvements

These recommended pedestrian improvements are summarized below by community. The full listing of recommended pedestrian projects is presented in **Appendix D**.

Eden Area

This area includes Ashland, Cherryland, and San Lorenzo. Several of the on-going and future projects and plans that would address pedestrian issues include:

- Urban trails, particularly along San Lorenzo Creek, have been identified in recent trail plans.
- East 14th Street Underground Utility and Streetscape Project – Phases II and III: The County has initiated a streetscape project along East 14th Street, which includes utility undergrounding, widened sidewalks, bulb-outs, improved bus stops, landscaped medians, pedestrian scaled lighting and street furniture.
- Hesperian Corridor Streetscape Improvement Project Master Plan: The purpose of the project is to revitalize the corridor between I-880 and West A Street in San Lorenzo and to make it an inviting streetscape. The projects include pedestrian lighting, connections to points of interest, compliance with ADA, bus shelters, benches, sidewalk widenings, public gathering places, increased visibility of transit stops, traffic calming measures, retainage of parking and stamped colored concrete/accent paving.
- Lewelling Boulevard/East Lewelling Boulevard from Hesperian Boulevard to Mission Boulevard: Phase I of this project between Hesperian Boulevard and Meekland Avenue (Phase I) is underway. The recommendation is to complete the roadway widening, pedestrian and bicycle improvements on the remaining segment from Meekland Avenue to Mission Boulevard.
- Safe Routes to School projects at the elementary schools in the Eden Area with new sidewalks, improved crossings and lighting.
- Sidewalk Improvement Program: The County will continue seek streetscape funds for curb, gutter, sidewalk and street trees on the following priority streets in the Eden Area: East 14th Street/Mission Boulevard, Hesperian Boulevard, and Grant Avenue.
- Sidewalk Construction Program for Planning Area 2: The program has two components: (1) Sidewalk repairs, where the County will pay one-half the costs to repair sidewalks up to $750, and (2) Sidewalk construction, which includes the ranked priority roadways. Refer to **Appendix D** for a listing of these projects.

Castro Valley Area

This area includes Castro Valley and Fairview, which are lower density and suburban in character in part due to the geographic setting. This area also includes El Portal Ridge and Hillcrest Knolls.

Redevelopment Strategic Plan for Castro Valley Boulevard and the Central Business District recognizes the following opportunities from a transportation perspective:

- Transform Castro Valley Blvd. to become a downtown destination;
- Create a pedestrian-friendly environment while still providing I-580 connectivity; and
- Provide alternative through traffic routes.
- Some options for obtaining the above results include reducing speed, lane removal and a bypass.

Several on-going and future projects and plans would address these issues including:

- Castro Valley Boulevard Streetscape Phases II and III from San Miguel Avenue to Lake Chabot Road: This project would continue the sidewalk widening, street landscaping and lighting, intersection bulb-outs, street furnishings, bicycle lanes, on-street parking, and transit stop improvements already completed for Phase I.
- Crossing improvements with new traffic signals and pedestrian accommodations at locations on Castro Valley Boulevard, Somerset Avenue, Stanton Avenue, and Lake Chabot Road.
- Safe Routes to School projects at the elementary, middle, and high schools in the Castro Valley Area with new sidewalks, improved crossings and lighting.
- Traffic calming projects such as curb extension (bulbouts) on Heyer Avenue and Grove Way.
- Sidewalk Construction Program for Planning Area 2: The program has two components: (1) Sidewalk repairs, where the County will pay one-half the costs to repair sidewalks up to $750, and (2) Sidewalk construction, which includes the ranked priority roadways. Refer to **Appendix D** for a listing of these projects.
- Continued coordination with Hayward Area Recreation and Park District (HARD) and East Bay Regional Park District (EBRPD) regarding pedestrian access to and within park facilities and trails.

East County Area

This area includes East County and Sunol, which are low density, rural communities. Planning efforts in the East County have identified the following goals.

- East County Area Plan delineated an urban growth boundary and established policies for development in the area including:
    - Create and maintain a safe and convenient pedestrian system that connects residential, commercial and recreational uses.
    - Construct multiple-use trails along the Iron Horse alignment and the Altamont Pass Southern Pacific rights-of-way.
    - Require circulation and site plans for individual developments that minimize barriers to access by pedestrians, individuals with disabilities and bicyclists.
- Continued coordination with East Bay Regional Park District (EBRPD) and Livermore Area Parks & Recreation District regarding pedestrian access to and within park facilities and trails.

The Sunol Community Study recommended three high priority actions:

- Connect pedestrian pathways along Main Street from Sunol Glen Elementary School to the train depot and Foothill Road, including any necessary modifications to the roadway.
- Complete improvements to the public parking lots at Sunol Glen Elementary and train stations, including the construction of bicycle racks.
- Enhance character of community to maintain the rustic, small-town atmosphere with pedestrian amenities, park benches, landscaping, and pedestrian-scale streetlights.

Several on-going and future projects and plans would address these issues including:

- Main Street Improvements in Sunol with raised crosswalks, textured pavements, and traffic island modifications.
- Safe Routes to School projects at Sunol Glen and Mountain House schools with crosswalk improvements, curb extensions, and pedestrian ramps.
- Widened shoulders to accommodate bicyclists and pedestrians on many of the rural roads including: Mines Road, Tesla Road, Calaveras Road, and Pleasanton-Sunol Road.

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