

Bay Fair Community-Based Transportation Plan



Public Draft

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**The City of San Leandro and
Unincorporated Alameda County**

City of
San Leandro



ALAMEDA COUNTY
Community Development Agency

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Glossary of Terms

Term	Description
Community-Based Transportation Plan (CBTP)	The Metropolitan Transportation Commission (MTC) initiated the CBTP program in 2002. The Community-Based Transportation Planning process brings local residents, community organizations, and transportation agencies together to identify the most important transportation challenges and develop strategies to overcome them.
American Community Survey (ACS)	The ACS is an ongoing survey conducted by the U.S. Census Bureau since 2005. The ACS collects detailed social, economic, housing, and demographic information from a sample of households nationwide. It covers more than 40 topics, including education, employment, income, housing, and transportation, and provides crucial insights into the changing needs and conditions of communities.
National Association of City Transportation Officials (NACTO)	NACTO is an association of more than 90 major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues. It provides resources, connects practitioners, and advocates for policies to help cities build safe, sustainable, and accessible transportation systems.
Equity Priority Communities (EPCs)	EPCs are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. MTC designates census tracts as Equity Priority Communities using data from the ACS.
Priority Development Areas (PDAs)	PDAs are places near public transit planned for new homes, jobs, and community amenities. They are generally located in downtown areas, along main streets, and around rail stations. The main goals of PDAs are to reduce greenhouse gas emissions and solve the region's housing crisis. PDAs are identified and planned by local governments. Cities and counties nominate areas to the Association of Bay Area Governments (ABAG) for adoption. ABAG is the regional planning agency and council of governments for the nine counties and 101 cities and towns in the Bay Area.
Complete Streets	Complete Streets are transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, particularly people biking, walking, rolling, and taking transit.
Transit-Oriented Development (TOD)	TOD is a type of development within a short, walkable distance of a public transportation hub that combines dense, mixed-use housing, jobs, and retail land uses.
Safe Routes to School (SR2S)	Safe Routes to School is a comprehensive program that incorporates a set of interventions to improve and create safer routes for walking or biking to school. It offers training, education, and encouragement to students and parents on safe ways to travel by foot or wheel.
Shared Mobility Services	Shared mobility services are on-demand or short-term transportation options such as bike-sharing, e-scooter sharing, or carsharing, that provide first- and last-mile connectivity.

Term	Description
High Injury Network (HIN)	The HIN is a network of specific streets or stretches of roadways in a city or a county with the highest concentrations of collisions resulting in severe or fatal injuries. It suggests which corridors within a transportation network carry a higher risk of injury for a road user and is typically based on three to five years of the most recently reported collision data.
Proactive Safety Network (PSN)	The PSN identifies roadway locations where vulnerable users, such as pedestrians, bicyclists, and transit riders, may be most exposed to conditions that have been shown to contribute to fatal and serious injury collisions. The PSN aims to proactively identify segments with potential underlying opportunities to improve safety and prioritize safety enhancements before serious and fatal collisions occur.
Priority Projects	Priority projects are those on the project list that scored highest across five criteria: safety need, proximity to community destinations, alignment with community-identified needs, service to Equity Priority Communities, and inclusion in previous or ongoing planning efforts. These criteria were developed to highlight projects identified as key community priorities through the Bay Fair CBTP planning process and to identify the projects with broad eligibility for regional, state, and federal grant funding.

1. Introduction

The Bay Fair area (study area) straddles the City of San Leandro and the Unincorporated Alameda County community of Ashland and has historically been anchored by the Bay Fair BART Station and the Bayfair Center. For years, the area has drawn sustained planning attention as a place to concentrate housing, transit investment, and multimodal improvements. Most recently, the Bay Fair Development Plan, led by the City of San Leandro, has begun translating decades of prior planning into an implementation framework for transforming underused land near Bay Fair BART into walkable blocks, green infrastructure, and development-ready sites. The Bay Fair Community-Based Transportation Plan (Bay Fair CBTP) builds on this opportunity to put the Bay Fair area community, particularly Metropolitan Transportation Commission (MTC) designated Equity Priority Communities (EPCs), at the center of what comes next, by defining transportation priorities that will shape how residents move.

The study area is shown in **Figure 1**. It was selected because it encompasses the area around the Bayfair Center and Bay Fair BART Station, includes three EPC census tracts spanning both the City of San Leandro and Unincorporated Alameda County, and includes or is adjacent to many important community destinations such as:

- Schools including Jefferson, Hesperian, Hillside Elementary Schools, and Edendale Middle School.
- Parks and recreational facilities including Toyon, Halcyon, Hesperian, Fairmont Drive Linear, and Edendale Parks, Jack Holland Skate Park, and Health Park Tennis Courts.
- Community-serving destinations such as the Ashland Roots Center/Ashland Grove Park, Ashland Community Center, REACH Youth Center, Eden Japanese Community Center, and Boys & Girls Club.

Study area residents face significant transportation challenges. The study area is home to roughly 8,150 people, with lower household incomes, a higher share of renters and rent-burdened households, and a larger share of children, seniors, and people with disabilities than either San Leandro or Unincorporated Alameda County overall (American Community Survey (ACS) 2018–2022). These are the residents most affected by the infrastructure barriers that divide the area including I-580, the BART tracks, and wide, high-speed streets such as East 14th Street and Hesperian Boulevard. These barriers separate neighborhoods from the BART station, shopping and services, and schools, leaving people who walk, bike, roll, or ride transit with longer trips, uncomfortable crossings, and travel on streets where serious injuries and fatalities have occurred.

The Bay Fair CBTP responds directly to these challenges and opportunities. It continues the work of MTC's Community-Based Transportation Planning program, administered in Alameda County by the Alameda County Transportation Commission (Alameda CTC), which directs focused planning toward the county's equity priority communities. Through interviews, pop-ups at community events, open houses, a site visit, and online surveys, the Bay Fair CBTP gathered input from the people who live, work, and travel in the Bay Fair area, translating that input into a set of prioritized projects focused on meeting community needs.

Figure 1. Bay Fair CBTP Study Area



Source: Fehr & Peers, 2026.

2. Relevant Plans, Studies, Reports, and Projects

This chapter summarizes the plans, studies, and projects that guide transportation and related topics in the Bay Fair CBTP study area.

City of San Leandro

This section summarizes the local planning efforts that guide land use, circulation, and design in the Bay Fair CBTP study area, within the San Leandro city boundaries.

San Leandro General Plan (2016) and Housing Element (2022)

The 2035 San Leandro General Plan covers a 20-year period from 2015 through 2035 and was adopted by the San Leandro City Council in September 2016. The General Plan identifies three Transit-Oriented Development (TOD) areas that will accommodate 80% of new housing development over the next 20 years. Two of these areas fall within the Bay Fair CBTP study area: the Bay Fair BART Station area (land within one-half mile of the station) and the East 14th Street corridor. MTC also designates both areas as Priority Development Areas.

The San Leandro General Plan envisions transforming the area around the Bay Fair BART Station by adding a mix of higher-density residential, office, and other commercial uses, maximizing BART use and minimizing auto dependence for daily trips. The Transportation Element of the plan sets a goal to improve pedestrian and bicycle connections between the Bay Fair BART Station, adjacent transit waiting areas, Bayfair Center, and nearby neighborhoods and shopping districts, and it includes provisions for bicycle and pedestrian infrastructure.

The City Council adopted the 2023–2031 San Leandro Housing Element Update on December 5, 2022. It identifies a need to concentrate on new residential development, including low-income housing close to the Bay Fair BART Station to serve low-income households. Key goals for the East 14th Street corridor include transforming the unbroken commercial strip into a series of mixed-use districts, creating a more pedestrian-friendly environment along East 14th, and accommodating high-quality multi-family housing along the corridor.

Bay Fair TOD Specific Plan (adopted 2018, updated 2022)

The City of San Leandro developed the Bay Fair TOD Specific Plan in collaboration with Alameda County, BART, and the broader community. The plan was adopted in 2018 and updated in 2022. The Plan presents vision, policies, standards, and implementation strategies for the future of the Bay Fair TOD area. The Plan Area includes the Bay Fair BART Station, the Bayfair Center, the Fairmont Square and Fashion Faire Place shopping areas, and portions of the Hesperian Boulevard and East 14th Street corridors. The Bay Fair TOD Specific Plan includes the following recommendations relevant to the Bay Fair CBTP study area:

- New signalized intersections at 156th Avenue/East 14th Street, 152nd Avenue/East 14th Street/Hesperian Boulevard, and at the planned East Bay Greenway crossing at Hesperian Boulevard. These improvements have not yet been implemented.
- Improved connections to BART, including better wayfinding, new pedestrian connections through the Bayfair Center and across the Estudillo Canal, improved visual connections from Hesperian Boulevard to the BART station, implementation of the East Bay Greenway, and new at-grade connections between the two BART parcels, in coordination with Alameda County and BART. The Estudillo Canal crossing has not yet been built but has been carried forward as a priority infrastructure item under the ongoing Bay Fair Development Plan.
- Division of large parcels into smaller blocks over time as development or on-site improvements occur, generally no longer than 400 feet, with mid-block connections to preserve a walkable, village-scale character. A multifamily residential project consistent with this guidance is currently moving forward on East 14th Street.
- A central plaza and new open spaces. These have not yet been implemented.
- A flexible approach to land use regulation that allows a broad range of uses while prioritizing high-quality public space and pedestrian-oriented building design. This flexible land use approach has been implemented through the City's 2018 zoning amendments for the Plan Area; separately, the City completed a road diet and protected bike lanes on Fairmont Drive between Hesperian Boulevard and East 14th Street in 2021, consistent with the Plan's mobility goals.

San Leandro Local Roadway Safety Plan (2022)

The San Leandro Local Roadway Safety Plan (LRSP) identifies the City's unique roadway safety needs and a corresponding suite of safety enhancements. It supports the City's Vision Zero Traffic Safety Policy, adopted by City Council resolution in March 2022, with a goal of eliminating fatalities and serious injuries on San Leandro's streets by making travel safer for all modes of transportation and people of all ages and abilities.

The LRSP includes a safety analysis based on collision data and prioritizes improvements based on the location and types of collisions identified. Among the identified locations, Hesperian Boulevard between East 14th Street and Springlake Drive was identified as a hot spot for collisions and a priority for safety enhancements which falls within the Bay Fair CBTP study area. Proposed countermeasures include traffic calming measures such as road diets and narrow lanes, high-visibility crosswalks, and separated bikeways, aimed at reducing vehicle speeds and increasing pedestrian visibility and comfort when crossing major arterials.

San Leandro Crosstown Corridors Study (2022)

The San Leandro Crosstown Corridors Study covers two north-south corridors that provide safe trips to BART, running parallel to East 14th Street. Of these, Bancroft Avenue falls within the Bay Fair CBTP study area. The City Council approved the final Crosstown Corridors Study in November 2022. The Study's goals are to improve safety through separated bikeways and walking improvements on Bancroft and Williams, improve student and family access to school by walking and biking, and strengthen multimodal connections to BART, businesses, parks, and other community destinations, with a priority on sustainable and active transportation. The Study assesses collision history and existing conditions for all travel modes, including walking and bicycling. The San Leandro Crosstown Corridors Study includes the following recommendations relevant to the Bay Fair CBTP study area:

- Two-way separated bike lanes on the east side of Bancroft Avenue to improve access to local businesses and schools for people walking, biking, and taking transit.
- New crosswalks along and across Bancroft Avenue to support pedestrian safety.
- Traffic signal and bus stop improvements at Bancroft Avenue intersections to support multimodal safety and access.
- Separated bikeways on Hesperian Boulevard and Fairmont Drive to improve access to Bay Fair BART.

As of early 2026, the Bancroft Avenue and Williams Street Crosstown Corridors Project is in the design and procurement phase, with the City soliciting construction proposals and pursuing Alameda CTC funding; construction has not yet begun.

San Leandro Bicycle and Pedestrian Master Plan (2024)

The San Leandro Bicycle and Pedestrian Master Plan (BPMP) 2024 guides the development of infrastructure projects and programs to support bicycling and walking as safe, enjoyable, and practical transportation options in San Leandro. The update aligns with the City's Vision Zero resolution and Local Roadway Safety Plan, reinforcing the City's commitment to ending fatal and severe collisions. It reviews bikeway types and pedestrian recommendations against current best practices and prioritizes projects and programs for the next five years of implementation.

The BPMP designates a quarter-mile radius around the Bay Fair BART Station as a pedestrian priority area, which carries specific design expectations for high-quality pedestrian improvements and safety enhancements at intersections and along walkways. Within the Bay Fair CBTP study area, the plan recommends a bike boulevard on 143rd Avenue and separated bikeways on Hesperian Boulevard, East 14th Street, Halcyon Drive, 150th Avenue, and Bancroft Avenue. Of these, the Hesperian Boulevard and East 14th Street bikeways are under active planning or phased construction with construction estimated to begin in early 2027. The Bancroft Avenue bikeway is currently in design, and the 143rd Avenue bike boulevard and the Halcyon Drive and 150th Avenue bikeways have not yet been implemented.

Bay Fair Development Plan (Underway)

The City of San Leandro is leading the Bay Fair Development Plan, which will focus on the Bay Fair BART Station (city side) and the Bayfair Center properties (movie theatre, Target, and Fashion Faire Place). This project aims to translate decades of prior planning into an implementation framework for transforming underused land near Bay Fair BART into walkable blocks, green infrastructure, and development-ready sites. Key features of the plan include a complete street network for all travel modes, infrastructure upgrades and preliminary engineering for utilities, green infrastructure, and new connections such as a crossing over Estudillo Canal, strategies for parcelization and site planning to enable housing and commercial development, and updates to City plans and zoning regulations to support the vision and streamline approvals.

The City has completed the first phase of Development Plan work, which included property owner interviews, meetings with agency partners, kickoff events and Council briefings, and a review of infrastructure, land use, and mobility needs in the study area. Planning is underway through 2027, with additional public engagement, plan drafting, and adoption milestones to follow.

Unincorporated Alameda County

This section summarizes the local planning efforts, plans, and studies that guide land use, circulation, and design in the Bay Fair CBTP study area, within Unincorporated Alameda County.

Eden Area General Plan (2010)

The Eden Area General Plan (EAGP) was adopted in 2010 and spans through 2025. The Eden Area consists of unincorporated land in western Alameda County between the cities of San Leandro and Hayward, comprising the four communities of Ashland, Cherryland, Hayward Acres, and San Lorenzo. The Bay Fair CBTP study area includes a portion of Ashland within the Eden General Plan Area.

The EAGP includes goals and policies applicable to the Bay Fair CBTP study area, including creating attractive corridors along East 14th Street/Mission Boulevard and Hesperian Boulevard with a mix of new commercial and medium, medium-high, and high-density residential development. It directs the County to pursue redevelopment of these areas to create vibrant districts and calls for direct and safe pedestrian access routes between new development and transit facilities, including the Bay Fair BART Station.

Ashland/Cherryland Business District Specific Plan (2015)

The Ashland/Cherryland Business District Specific Plan (ACBD SP) was adopted in 2015. It covers East 14th Street from 150th Avenue to I-238 and is organized into two subareas – the Ashland District and the Bay Fair Corridor. The Bay Fair CBTP study area includes both subareas but does not extend to I-238.

The Ashland District extends along East 14th Street between 159th Avenue and 164th Avenue. The plan envisions this corridor as a transit-oriented center of activity with a mix of office space, community gathering places, and retail. The Bay Fair Corridor extends along East 14th Street between 150th Avenue and 159th Avenue. The plan envisions this corridor as a transit-oriented area with retail, restaurant, entertainment, and mixed-use development within walking distance of transit. The ACBD SP identifies the following priority improvements within the Bay Fair CBTP study area:

- Intersection improvements at East 14th Street/Ashland Avenue, including reduced curb radii, curb extensions, crosswalks, and median extensions. These improvements are in design as part of the East Bay Greenway Multimodal Project along East 14th Street.
- A Class I path between Bay Fair BART and A Street. These improvements are in design as part of the East Bay Greenway Multimodal Project along East 14th Street.
- Shared bicycle routes along Coelho Drive/159th Avenue and along Elgin Street, both connecting Bay Fair BART to East 14th Street. These routes have not yet been implemented.
- Pedestrian crossing improvements along East 14th Street, including Rectangular Rapid Flashing Beacons (RRFBs) or signals at uncontrolled crossings, high-visibility crosswalks, and mid-block crossings. These improvements have been partially implemented through ACPWA's East 14th Street Corridor Improvement Project.
- Transit improvements along East 14th Street, including far-side bus stops, improved bus stop amenities, Transit Signal Priority, and continued evaluation of Bus Rapid Transit along East 14th Street/Mission Boulevard. These improvements have been implemented south of 162nd Avenue.

Bay Fair Transit-Oriented Communities Technical Assistance Study (Underway)

The Bay Fair Transit-Oriented Communities (TOC) Study focuses on the portion of Unincorporated Alameda County within a half mile of the Bay Fair BART Station. The study will develop a multimodal station access and circulation plan for the Bay Fair BART Station transit-oriented community area in Ashland. It will identify opportunities to improve transit, bicycle, and pedestrian access to the station, strengthen connections to major origins and destinations within the station area, and support proposed station-area development, including the station's role as a mobility hub. The Bay Fair TOC Study will also recommend policy updates to better support station access and circulation.

Bay Fair Priority Site Technical Assistance Study (2026)

To advance Transit Oriented Development (TOD) at Bay Fair station, the Alameda County Community Development Agency (CDA), in partnership with BART, secured MTC Priority Sites Technical Assistance to support pre-development planning activities on BART-owned land within Unincorporated Alameda County. The effort established existing conditions and engaged the community to introduce the pre-developer solicitation planning process at a community meeting on January 15, 2026, and held a virtual public meeting to gather community input and refine goals and objectives for a future TOD on May 13, 2026. The County also circulated an online survey to solicit feedback on the draft goals and objectives in May 2026 and provided informational updates to the Eden MAC and Unincorporated Services Committee in September 2026. The work completed through this grant will inform BART's future TOD developer solicitation.

Alameda County Public Works Agency Pedestrian, Bicycle, and Trail Master Plan (Underway)

Alameda County Public Works Agency (PWA) is updating the Pedestrian, Bicycle, and Trail Master Plan (PBTMP) for Unincorporated Alameda County. The PBTMP will help the County plan for safer, more accessible, and more connected places to walk, bike, roll with a scooter, wheelchair, or other mobility device, and use trails. The plan builds on the County's 2019 Bicycle and Pedestrian Master Plan and examines sidewalks, street crossings, bike routes, trails, and overall connectivity. The outcome will be a prioritized list of projects to help people safely get where they need to go, including within the unincorporated Ashland portions of the Bay Fair CBTP study area.

Environmental Justice Element (2024)

The Alameda County Environmental Justice Element was adopted in August 2024. Ashland is identified as a Priority Community under the Element, which includes goals and policies directly applicable to the Bay Fair CBTP study area. The Element's goal for Priority Communities calls for residents to have equitable access to high-quality public facilities, community amenities, and public improvements that prioritize their needs and facilitate health and well-being. Relevant policies include Policy EJ3.4, which directs the County to improve access to public transportation services in Priority Communities, and Policy EJ3.5, which calls for creating and maintaining a safe, comfortable, and continuous pedestrian network that provides access to all users, particularly people with disabilities, seniors, and children.

Multijurisdictional

This section summarizes the multi-jurisdictional planning efforts that span the City and County and guide transportation and related topics in the Bay Fair CBTP study area.

Bay Fair BART Station Area Improvement Plan (2009)

The Bay Fair BART Station Area Improvement Plan assessed safety, security, and access within a half-mile radius of the Bay Fair BART Station, an 18.5-acre site bounded by Hesperian Boulevard, the Estudillo Canal, Coelho Drive, and Colby Street. The plan was developed through extensive community engagement including two community workshops, household and rider surveys, and outreach to local community groups.

Through this process, the community identified areas of concern and prioritized short-term improvement projects for implementation, including rehabilitating lighting in the pedestrian underpass connecting the southwest BART parking lot to the fare gates, adding crosswalks and sidewalks at the Bayfair Drive/Coelho Drive/Thornally Drive/Mooney Avenue intersection to improve connections to Bayfair Center, improving lighting, visibility, and pedestrian access at the AC Transit intermodal terminal, the pedestrian bridge over the Estudillo Canal, and both BART parking lots.

BART Transit-Oriented Development Program Work Plan Update (2024)

The BART Transit-Oriented Development (TOD) Program Work Plan Update (2024) establishes BART's priorities for advancing transit-oriented development on BART-owned property over the next decade. The update reevaluates development priorities established in the 2020 TOD Work Plan in response to changing market conditions, state housing requirements, and evolving post-pandemic travel patterns. The plan continues to emphasize housing production, increased transit ridership, and the creation of walkable, transit-supportive communities on and adjacent to BART property.

Bay Fair is identified as a near-term TOD priority (2024–2028) and is among the stations expected to advance toward developer solicitation and selection during this timeframe. The BART TOD Program Work Plan identifies Bay Fair as having strong market readiness, infrastructure readiness, and development potential. To support future redevelopment, the plan identifies several actions, including rezoning BART-owned land consistent with BART's TOD policies, improving pedestrian and bicycle connections across nearby physical barriers, advancing the East Bay Greenway, addressing station access and parking considerations, coordinating with transit operators on the future of the bus intermodal facility, and ensuring direct bicycle and scooter access to station fare gates.

Central County Community Connections Plan (Underway) - ACTC

The Central County Community Connections Plan (4CP) aims to make it easier and safer for community members to travel around parts of San Leandro, San Lorenzo, Ashland, Cherryland, and Castro Valley that are divided by significant freeway infrastructure. The study area is defined as a half-mile buffer on either side of the I-238 and I-580 freeway right-of-way (ROW) between I-880 and Castro Valley BART. The 4CP will identify community-prioritized transportation projects and recommend strategies to advance the highest-priority improvements in the near term. The Alameda County Transportation Commission (Alameda CTC) is leading the effort, with work required to be

complete by summer 2027. The 4CP has five core goals: prioritize safety, improve access and connectivity, support transit, strengthen climate resilience, and facilitate community placemaking.

The 4CP is developed through three phases of community engagement. Round 1 (fall/winter 2025) confirmed needs and prioritized streets for project development; Round 2 (spring 2026) was focused on co-creating design concepts; and Round 3 (summer/fall 2026) will finalize initial designs and produce a draft plan and implementation strategy. Community feedback rated safety and access as the top priorities, particularly along Hesperian Boulevard, Lewelling Boulevard, and Castro Valley Boulevard, and the 4CP is now advancing design ideas for ten high-need corridors identified through that input.

Regional Plans

This section summarizes the regional plans that guide transportation and related topics in the Bay Fair CBTP study area.

Alameda Countywide Community-Based Transportation Plan (2020) – Alameda CTC

The Alameda Countywide Community-Based Transportation Plan (ACCBTP) was adopted by the Alameda County Transportation Commission (Alameda CTC) in 2020. The ACCBTP identifies transportation needs and corresponding strategies and actions to improve access and mobility for Alameda County’s low-income and minority communities. The ACCBTP was funded by and met the requirements of the Metropolitan Transportation Commission’s CBTP program, and grouped priority census tracts across the County into 14 study areas that align with County planning areas and city boundaries. Ashland, Cherryland, and Castro Valley constitute one of the County ACCBTP study areas.

For the Ashland, Cherryland, and Castro Valley CBTP study area, the ACCBTP identifies pedestrian safety, including safer crossings, traffic calming, and better sidewalks, as well as the need for frequent daytime bus service, nighttime and weekend service, and more reliable transit service as two key findings from community engagement. To address these community needs, the ACCBTP recommends improving safety and transit quality through multimodal corridor improvements within and connecting to the Ashland, Cherryland, and Castro Valley CBTP study area. Priority projects include improvements to East 14th Street, Hesperian Boulevard, the East Bay Greenway, and the Rail Safety Enhancement Program.

The Metropolitan Transportation Commission Transit-Oriented Communities Policy (2022) - MTC

The Metropolitan Transportation Commission’s (MTC) Transit-Oriented Communities (TOC) Policy (MTC Resolution No. 4530) was adopted in September 2022 and revised in October 2023. Transit-oriented communities enable people to access and use transit more often for more types of trips by centering housing, jobs, services, and shopping around public transit, creating places where people of all ages, abilities, income levels, and racial and ethnic backgrounds can live, work, and thrive. The TOC Policy supports strategies for reducing greenhouse gas emissions in Plan Bay Area 2050+, the region’s long-range plan for transportation, housing, the economy, and the environment.

The TOC Policy's goals are to increase housing and commercial density near transit, prioritize active transportation and shared mobility to and within transit-rich areas, and build partnerships to create equitable transit-oriented communities across the Bay Area.

The Policy categorizes geographic areas into four tiers based on the level of fixed-guideway transit service within a half-mile radius. Bay Fair BART is classified as Tier 2, defined as a stop or station served by two or more BART lines, or by BART and Caltrain. In March 2025, Alameda County Planning, Housing and Community Development, and Public Works were selected to receive grant funding from MTC to begin pursuing TOC Policy compliance for the Bay Fair station area.

Alameda Countywide Transportation Plan and Active Transportation Plan (Underway) - ACTC

The Alameda Countywide Transportation Plan (CTP) is an ongoing effort led by Alameda CTC to address changing conditions and emerging transportation needs across the county. Updated approximately every four to six years, the CTP establishes a long-range vision for the transportation system and guides Alameda CTC's investments and work program. The 2024 CTC Policy Blueprint serves as the foundation for the plan and guides the CTP goals and policy objectives, and establishes safety, equity, climate, and economic vitality as key countywide goals. The public comment period for the draft CTP has concluded, and Alameda CTC is currently incorporating feedback into the final plan, which is anticipated to be adopted in late 2026.

The Alameda County Active Transportation Plan (CATP) is being developed concurrently with the CTP and serves as its active transportation-focused companion document. Building on the goals and policies established in the CTP, the CATP focuses on improving conditions for walking, biking, rolling, and other active modes of travel throughout Alameda County. As of August 2026, the CATP is still under development and has not yet been adopted by Alameda CTC.

Bay Fair Area Access Projects

This section summarizes the existing local transportation infrastructure projects identified in agency capital improvement programs that are relevant to the Bay Fair CBTP study area. Projects are included regardless of funding status and may be in planning, design, or construction phase.

City of San Leandro

Hesperian Bike Lane Gap Closure Project

The Hesperian Boulevard Gap Closure project in the City of San Leandro proposes to improve the existing Class II bike lanes on Hesperian Boulevard between East 14th Street and Bayfair Drive by converting them into protected Class IV bike lanes with raised medians, reduced lane widths, and crosswalk enhancements. The project is funded and is currently in the design phase.

Hesperian Boulevard Road Diet and Bike Lanes Project

This San Leandro project aims to reduce vehicle speeds and increase pedestrian and bicyclist comfort on Hesperian Boulevard between East 14th Street and Springlake Drive. The project will install separated bike lanes and make other improvements along the corridor including upgraded

pedestrian crossings and signals and installing protected intersections at intersections with other protected bikeway facilities. The project is partially funded and is currently in the design phase.

Bancroft Avenue Crosstown Corridors

The City of San Leandro is advancing safe and complete corridor improvements as part of its Crosstown Complete Corridors program. As part of this project, the City has developed a new street design along Bancroft Avenue between Durant Avenue and East 14th Street. The project will provide separated bikeways and improvements for walking that help people feel safer and more comfortable, improve access for students and families walking and biking to school, and improve access to BART, businesses, parks, and other community destinations for all modes, prioritizing sustainable and active transportation. The project is partially funded and is currently in the design phase.

Unincorporated Alameda County

Alameda County Public Works Agency Sidewalk Projects

The Alameda County Public Works Agency (ACPWA) has identified several corridors as part of a sidewalk improvement program including Maubert Avenue and Tanager Avenue, between 159th Avenue and Liberty Street in the unincorporated part of Alameda County. The project will construct new sidewalks, improve existing pedestrian facilities, rehabilitate the roadway, and enhance accessibility for residents, students, and visitors traveling to Hillside Elementary School and nearby community destinations.

The project addresses existing sidewalk gaps, deteriorated sidewalks, roadway drainage, accessibility deficiencies, and roadway safety while balancing neighborhood parking and utility constraints. The project supports the Alameda County Bicycle and Pedestrian Master Plan and advances the County's 10X goal of Accessible Infrastructure and Vision 2036. The project is funded and is currently in the design phase.

City of San Leandro and Unincorporated Alameda County

East Bay Greenway Multimodal (Phase 1) (Underway)

The East Bay Greenway is a proposed regional trail that would link BART stations throughout the inner East Bay. Alameda CTC is the project sponsor for the East Bay Greenway: Lake Merritt BART to South Hayward BART Project, which proposes to construct bicycle and pedestrian facilities generally following the BART alignment for sixteen (16) miles through the cities of Oakland, San Leandro, and Hayward, as well as the unincorporated communities of Ashland and Cherryland. The East Bay Greenway improvements are designed to improve overall safety, create comfortable facilities for cyclists and pedestrians of all ages and abilities, and enhance the overall streetscape. Project features include separated bikeways, enhanced crosswalks, Americans with Disabilities Act (ADA) curb ramp and lighting upgrades, sidewalk repair, bus loading islands, and street beautification and greening features.

Within San Leandro, the East Bay Greenway Multimodal Project will span approximately 3.5 miles, connecting Downtown San Leandro to the Bay Fair area via San Leandro Boulevard and East 14th Street. The portion within the study area, along East 14th Street to Bay Fair Drive, is a Caltrans facility

(State Route 185). The concept plan was approved in June 2022, with final design (PS&E) expected by winter 2026 and construction expected to begin in early 2027.

Within Unincorporated Alameda County, in the Bay Fair CBTP study area in Ashland, the East Bay Greenway Multimodal Project will construct 0.3 miles of complete streets improvements along East 14th Street from Bayfair Drive to 162nd Avenue, connecting to existing and planned improvements along East 14th Street south of 162nd Avenue. The project will also include traffic calming improvements along 159th Avenue/Coelho Drive connecting to the Bay Fair BART Station. The conceptual plan was presented to the Eden Area Municipal Advisory Council in February 2023. The project is currently in final design, expected to be completed by Fall 2027, with construction beginning in late 2027, pending funding.

San Lorenzo Creekway

The San Lorenzo Creekway is a proposed multi-use path for walking and biking that will follow the maintenance road beside the San Lorenzo Creek and connect communities in San Leandro, San Lorenzo, Ashland, Cherryland, Hayward, and Castro Valley. The Creekway is located to the south of the CBTP study area but will have direct connections to the Bay Fair BART Station via Ashland Avenue. The project is being led by the Hayward Area Recreation and Park District (HARD), the Alameda County Public Works Agency, and the Alameda County Flood Control and Water Conservation District (ACFCD). As of August 2026, the project is partially funded and is entering the final design phase.

Alameda County Transportation Commission Rail Safety Enhancement Program (Underway)

The Alameda County Rail Safety Enhancement Program (RSEP) was developed as an outgrowth of recommendations in the Alameda County Goods Movement Plan and in response to dangerous conditions at rail crossings throughout the county. RSEP's goals are to provide safe at-grade crossings for all users, particularly near schools, Priority Development Areas, and Equity Priority Communities; reduce fatalities and severe injuries at at-grade crossings; increase freight service reliability along rail corridors; and reduce greenhouse gas emissions by encouraging goods movement by freight and supporting mode shift to active transportation by removing barriers at at-grade crossings.

Phase A includes safety improvements at the existing at-grade rail crossings at Hesperian Boulevard and Halcyon Drive/Washington Avenue, within the Bay Fair CBTP study area. Planned pedestrian treatments include sidewalks through the crossing, automated gate arms, emergency exit gates, channelization and railing, crossing panels, and anti-trespass fencing. Planned roadway treatments include signing and striping, automated gate arms, median islands, lighting, parking restrictions, and curb bulb-outs. RSEP Phase A is funded and is currently in the construction phase.

Accessibility Improvements to the BART/UPRR Pedestrian Tunnel (Underway)

The Accessibility Improvements to the BART/UPRR Pedestrian Tunnel project would improve the approaches to both ends of the pedestrian tunnel under the UPRR railroad at the Bay Fair BART Station. Scope includes reconstructing the existing stairs to add ADA-compliant ramps, lighting and

wayfinding, and relocating the Accessible Fare Gate entrance to the station platform elevator. The project is currently in the concept phase and seeking funding for design and construction.

3. Existing Conditions

This chapter summarizes the community profile of the Bay Fair CBTP study area (study area) including demographics, major destinations, and existing conditions of transportation infrastructure.

Demographics

Based on 2018–2022 American Community Survey (ACS) data, approximately 8,148 people live in the Bay Fair CBTP study area across 2,748 households. Compared to Unincorporated Alameda County¹ and the City of San Leandro, the study area exhibits several distinct characteristics.

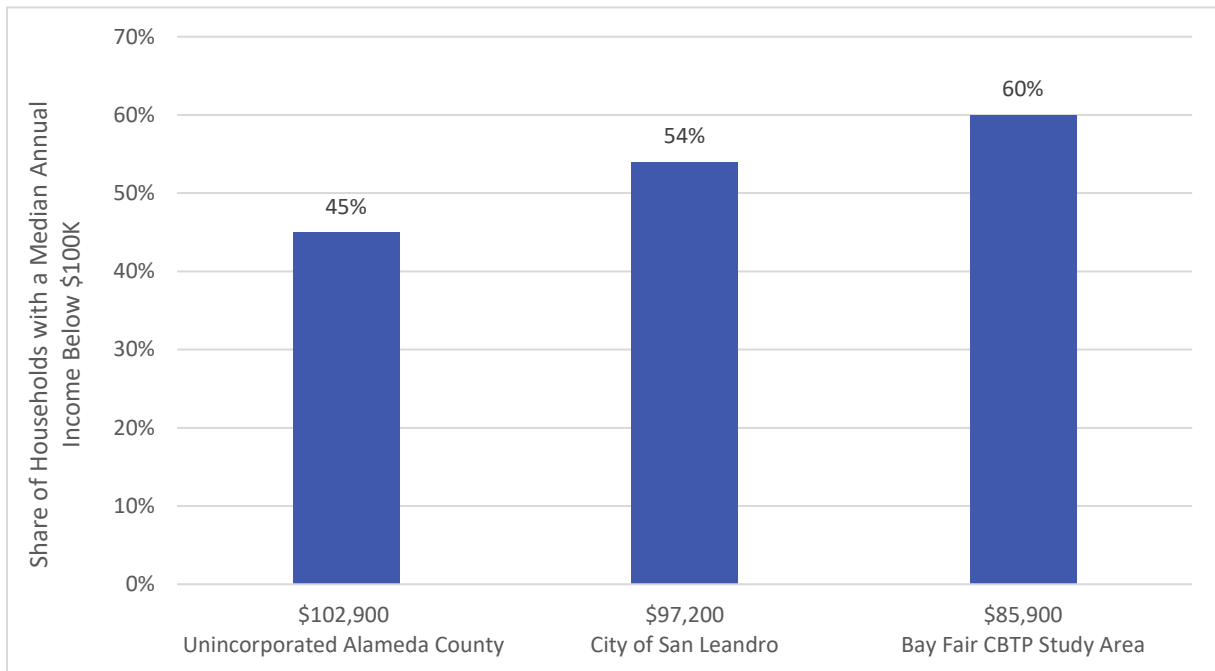
Household Income

The Bay Fair CBTP study area has lower household incomes and greater housing cost burden compared to San Leandro and Unincorporated Alameda County. A higher proportion of households (60%) in the study area earn less than \$100,000 annually, compared to 54% in San Leandro and 45% in Unincorporated Alameda County as shown in

Figure 2.

¹ For this demographic analysis, “Unincorporated Alameda County” refers to the urbanized communities of Ashland, Castro Valley, Cherryland, Fairview, Hayward Acres, and San Lorenzo. Rural East County areas are not included because their population and land-use characteristics differ significantly from the urban areas being studied.

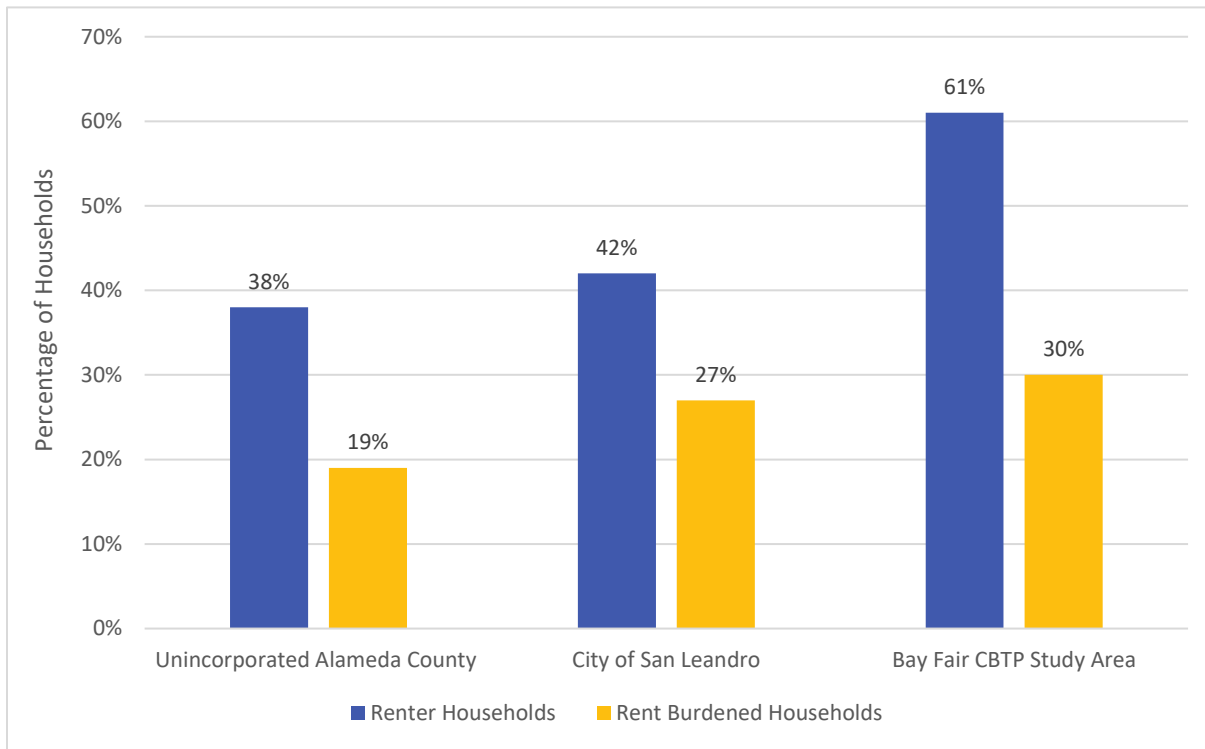
Figure 2. Median Household Income



Source: Fehr & Peers, 2026, ACS 2018–2022.

Median household incomes in the study area are also lower than those in San Leandro and Unincorporated Alameda County. In the study area, median household income is approximately \$85,000, compared to \$97,000 in San Leandro and \$102,900 in Unincorporated Alameda County. The study area has a larger renter population with 61% renter-occupied housing units, compared to 42% in San Leandro and 38% in Unincorporated Alameda County. A higher proportion of study area households are rent-burdened (30%), compared to 27% in San Leandro and 19% in Unincorporated Alameda County as shown in **Figure 3**.

Figure 3. Renters and Rent Burdened Households

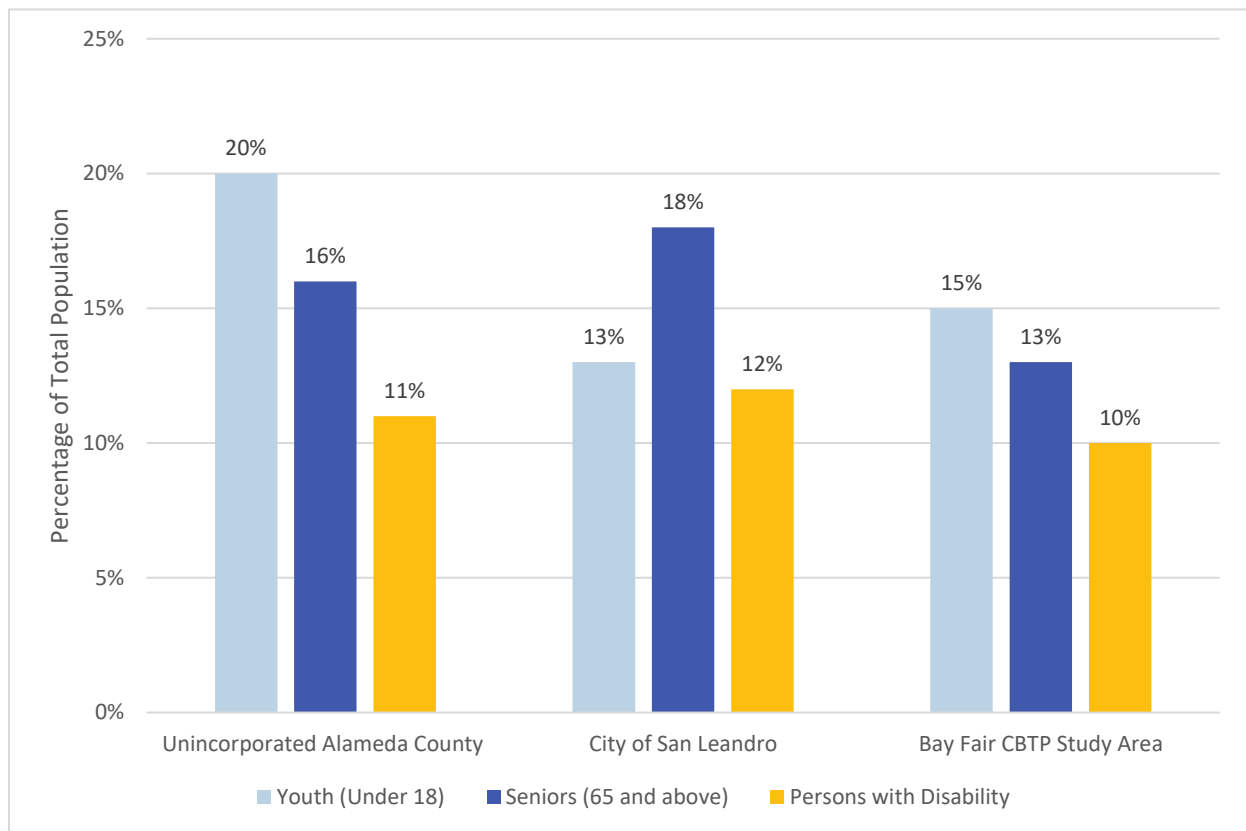


Source: Fehr & Peers, 2026, ACS 2018–2022.

Age & Ability

The Bay Fair CBTP study area has a relatively high share of residents with unique mobility needs that were considered throughout the planning process. As shown in **Figure 4**, 38% of study area residents are children, seniors, or people with disabilities, highlighting the importance of considering the transportation needs of residents across different age groups and abilities when developing plan recommendations.

Figure 4. Age and Persons with Disability

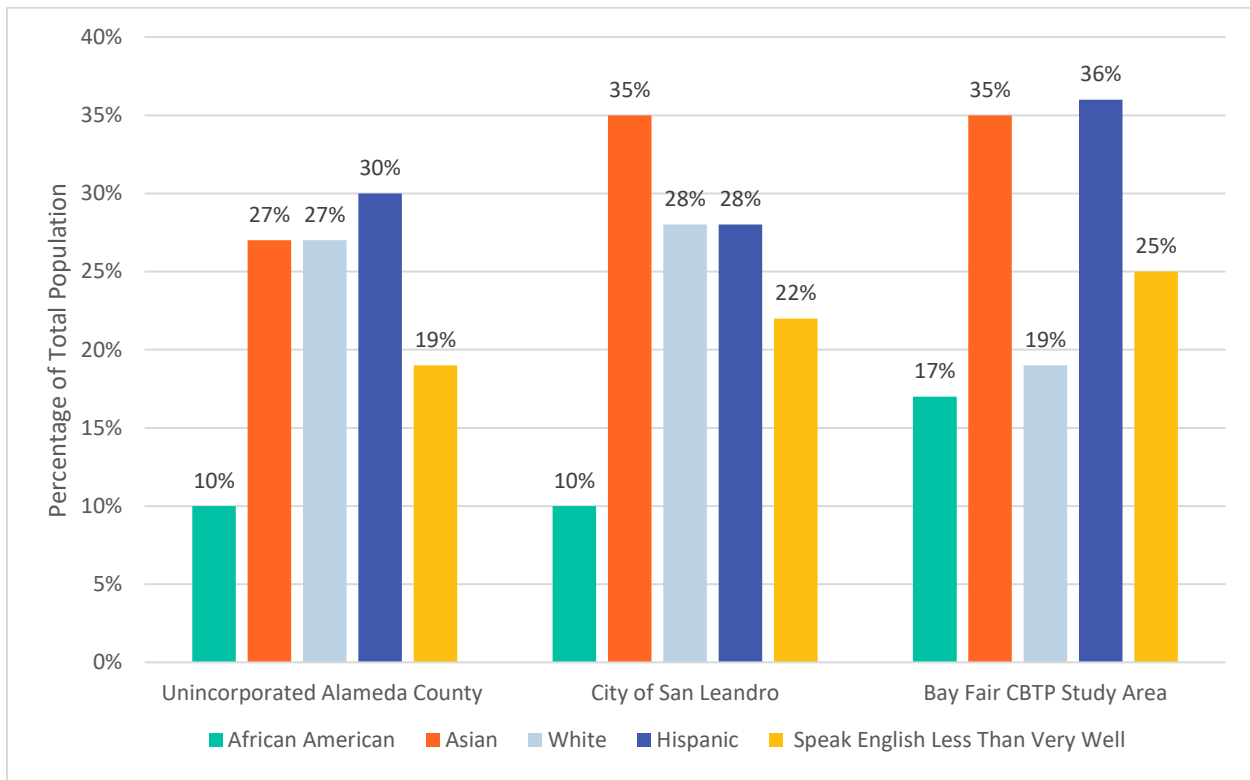


Source: Fehr & Peers, 2026, ACS 2018–2022.

Race & Language Ability

The study area has a higher concentration of African American residents (17%, compared to 10% in San Leandro and 10% in Unincorporated Alameda County) and Hispanic residents (36%, compared to 28% in San Leandro and 30% in Unincorporated Alameda County) as shown in **Figure 5**. The share of Asian residents (35%) is identical to that in San Leandro (35%) and slightly higher than Unincorporated Alameda County (27%). Recognizing that these groups have often been underrepresented in transportation planning and engagement efforts, it will be critical to build trust with community leaders throughout the Bay Fair CBTP planning process. A quarter of study area residents speak English less than very well, higher than in San Leandro (22%) and Unincorporated Alameda County (19%). This underscores the need for the Bay Fair CBTP to prioritize inclusive and multilingual community engagement.

Figure 5. Ethnicity and Language Spoken

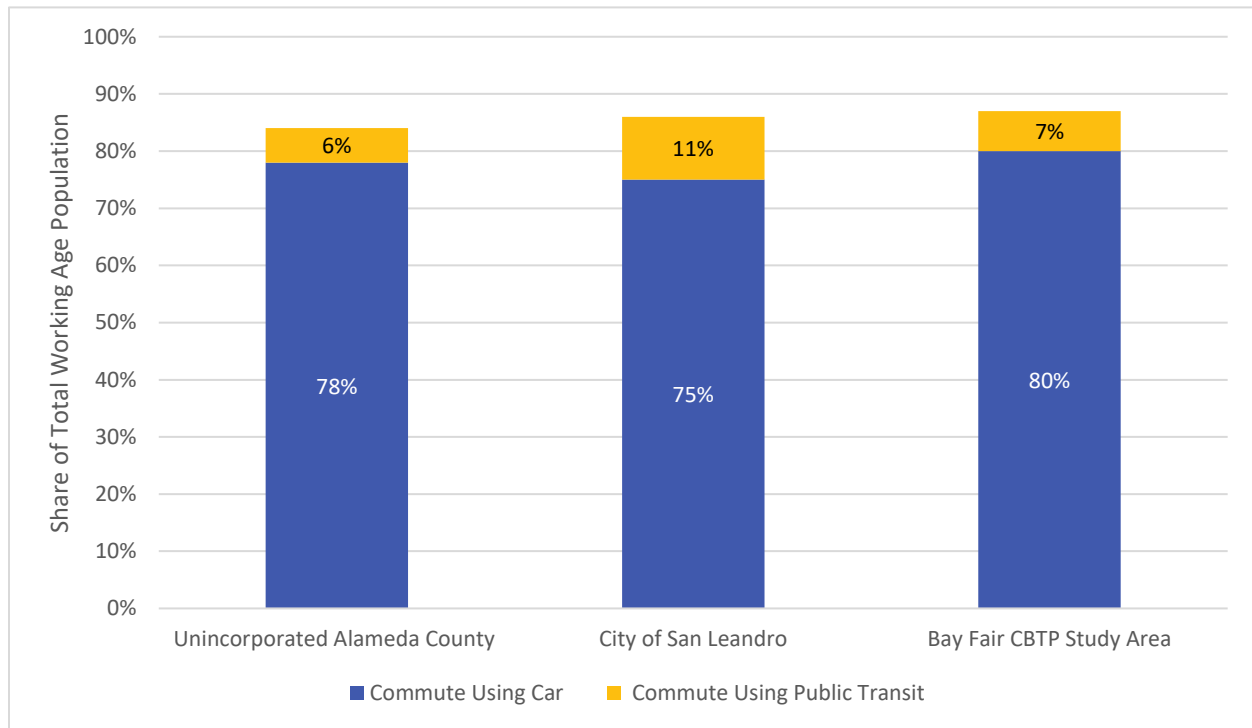


Source: Fehr & Peers, 2026, ACS 2018–2022.

Commute Modes and Vehicle Free Households

Commute modes in the study area also differ. As shown in **Figure 6**, 80% of study area workers commute by car, compared to 75% in San Leandro and 78% in Unincorporated Alameda County, while only 7% use public transit, compared to 11% in San Leandro and 6% in Unincorporated Alameda County. Lower-income areas typically have lower car ownership rates, resulting in greater reliance on public and active transportation. However, in the study area, zero-vehicle households (8%) are roughly comparable to San Leandro (9%) and Unincorporated Alameda County (5%) as shown in **Table 1**. This suggests that despite lower incomes, many low-income households in the study area may still depend on cars due to gaps in transit and active transportation infrastructure. This dependence places a financial burden on households that can least afford the cost of vehicle ownership.

Figure 6. Commute Modes and Vehicle Free Households



Source: Fehr & Peers, 2026, ACS 2018–2022.

Table 1. Vehicle Free Households

Jurisdiction	Percentage of Vehicle Free Households
Unincorporated Alameda County	5%
City of San Leandro	9%
Bay Fair CBTP Study Area	8%

Source: Fehr & Peers, 2026, ACS 2018–2022.

Equity Priority Communities

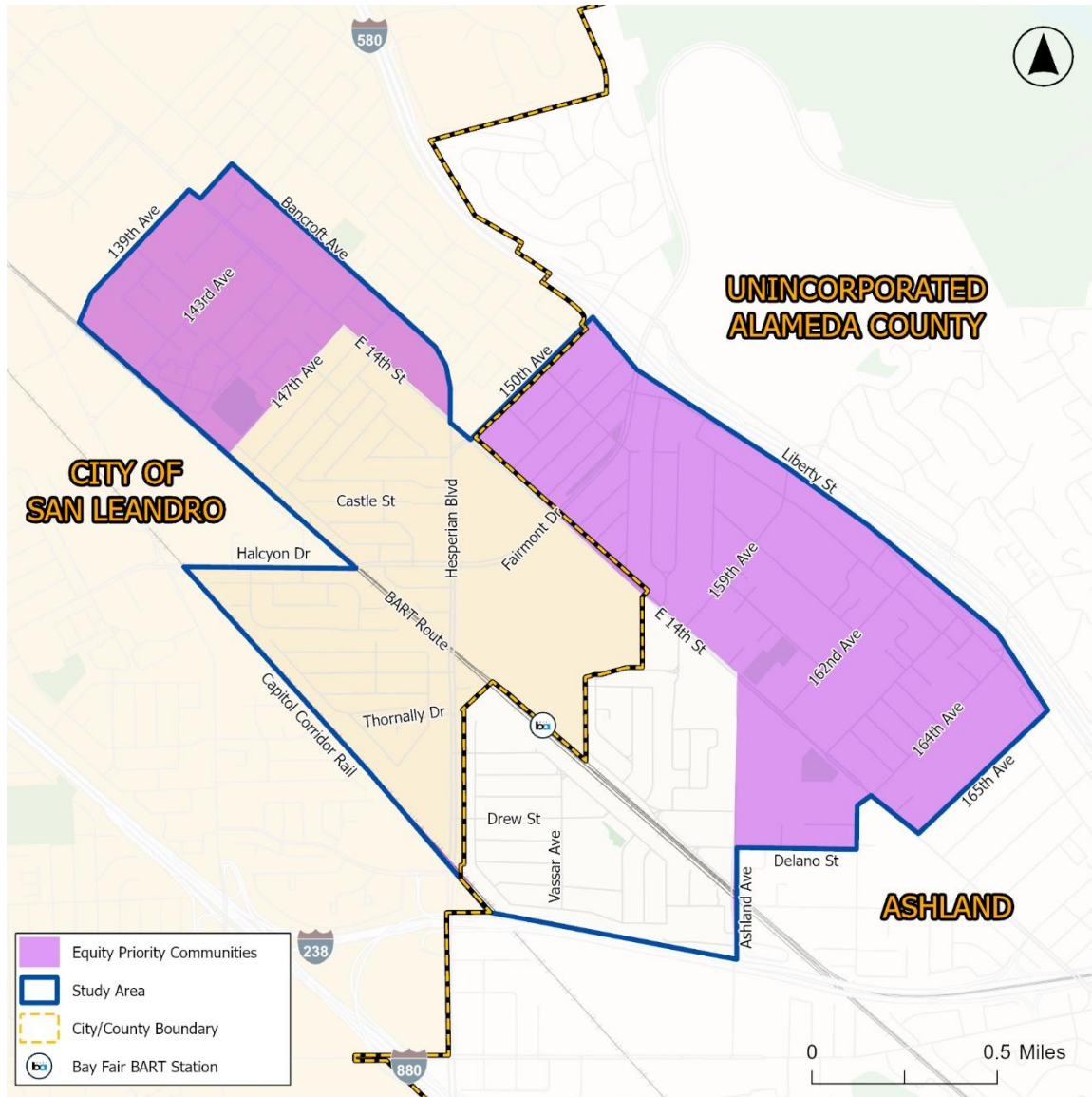
Equity Priority Communities (EPCs) are census tracts identified by MTC that have higher concentrations of populations, such as people of color, low-income households, seniors, people with disabilities, and zero-vehicle households that face systemic barriers to transportation access, housing, employment, education, and health. The Bay Fair CBTP study area includes several EPC census tracts as shown in **Figure 7**. EPC census tracts are primarily located to the east of East 14th Street and north of 147th Avenue.

Within the study area, the following populations are prioritized in the development of this plan:

- Low-income renters, concentrated east of East 14th Street and north of 147th Avenue, face significant housing cost burden.
- Adults with limited English proficiency, who may face linguistic barriers to transportation.

- Zero vehicle households, who are reliant on safe and connected walking, biking, and transit networks.
- Seniors over 65 and children, who have unique mobility needs.
- Individuals with disabilities, concentrated in specific northern and southern pockets of the study area and adjacent clusters.

Figure 7. MTC Equity Priority Communities around the Bay Fair CBTP Study Area



Source: Alameda County Community Development Agency, 2026.

Major Destinations

Key destinations in the Bay Fair CBTP Study Area include the Bay Fair BART Station and bus intermodal facility, the Bayfair Center, several schools, parks, and community centers. Schools include Hillside Elementary School, Edendale Middle School, and Hesperian Elementary School in

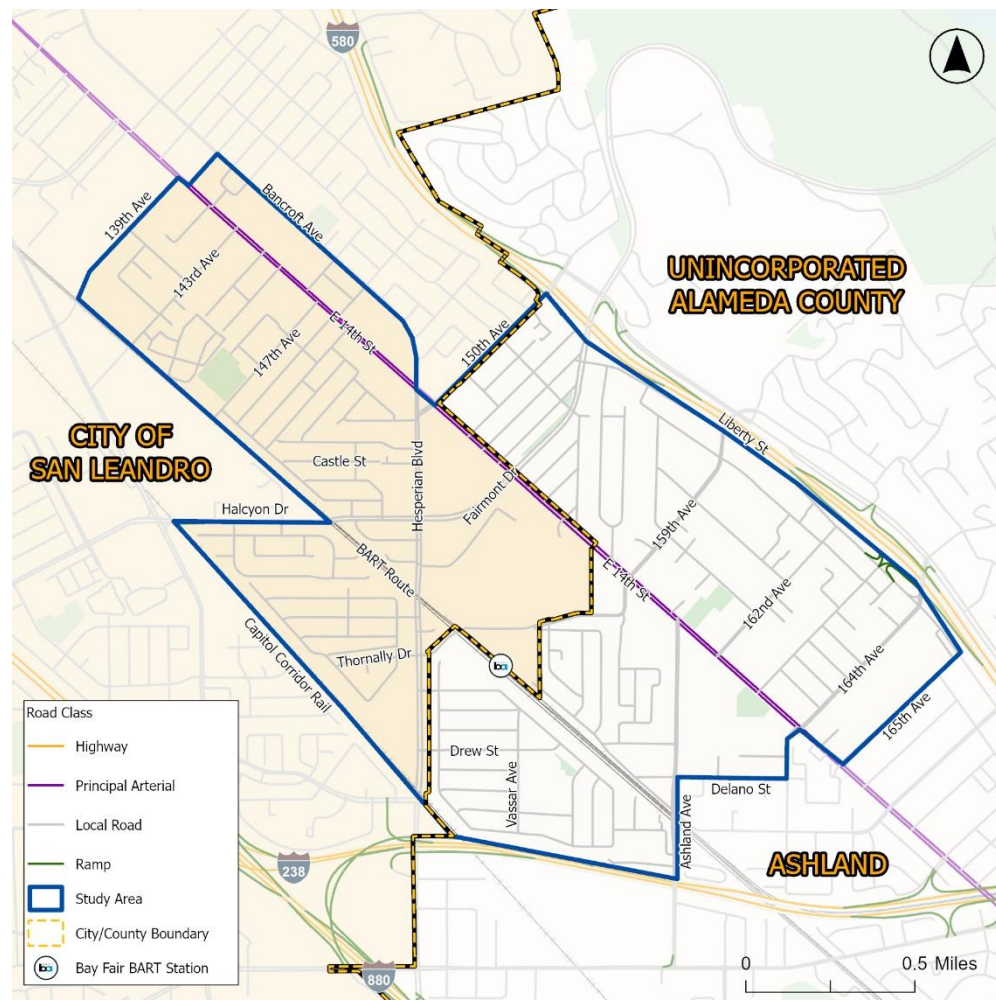
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Roadways

The Bay Fair CBTP Study Area is served by a network of regional and local roadways. Interstate 580 is classified as an interstate facility, while State Route 238 is classified as a freeway/expressway. Bancroft Avenue, Hesperian Boulevard, and East 14th Street are classified as principal arterials. Fairmont Drive is classified as a major collector, while Halcyon Drive is classified as a minor collector. The remainder of the roadway network consists primarily of local streets. The road hierarchy in the CBTP study area is shown in **Figure 9** below.

Roadway classifications reflect the primary function of each roadway within the transportation network and are generally associated with the traffic volumes they accommodate. Interstates and freeways/expressways support high volumes of regional and interregional travel and typically provide multiple travel lanes, arterials provide major connections across communities and carry substantial traffic volumes, collectors connect local streets to arterial roadways, and local streets primarily provide access to adjacent land uses and serve lower traffic volumes.

Figure 9. Road Hierarchy in the Bay Fair CBTP Study Area.



Source: Alameda County Community Development Agency, 2026.

The Bay Fair CBTP study area falls within two general plan areas: the Eden Area General Plan, which covers the Ashland portion of the study area, and the San Leandro General Plan, which covers the San Leandro portion.

The Eden Area General Plan Circulation Element outlines the following goals and policies applicable to the Bay Fair CBTP study area.

CIR-1 P1: Context-Sensitive Street Design

- The County shall develop street design standards that vary street width by function. These designs should make corridors a center of community activity, create an attractive and safe pedestrian environment, increase bicycle safety, balance the needs of all travel modes, and reduce roadway impacts on surrounding uses by slowing speeds and emphasizing pedestrian travel.

CIR-4 P1: Pedestrian and Transit Priority Along Corridors

- Emphasize pedestrian and transit access along corridors identified in the Land Use Element, including East 14th Street/Mission Boulevard and Hesperian Boulevard.

CIR-4 P2: Pedestrian and Transit Priority over vehicle movements in Districts

- At intersections in and adjacent to designated Districts, including East 14th Street at Ashland Avenue, prioritize pedestrian and transit circulation over vehicle movement.

CIR-4 A3: Reduce Posted Speeds in Districts

- Reduce posted travel speeds in Districts to a maximum of 30 miles per hour.

CIR-6 P2: Complete and Enhance the Pedestrian Network

- Deliver an uninterrupted pedestrian network with continuous sidewalks on both sides of streets.

CIR6-P8: Direct and Safe Pedestrian Access to Transit

- Designate routes to the Bay Fair BART Station and major bus transit routes to encourage the use of public transportation.

CIR7-P2: Develop and Maintain a Bikeway System

- Encourage cycling between residential areas, employment centers, schools, parks, and transit stations.

CIR7-P3: Safe and Direct Bicycle Facilities to Transit

- Construct facilities to provide access from residential areas to the Bay Fair BART Station.

The San Leandro General Plan Transportation Element outlines the following policies and actions to improve roadways that are directly applicable to the Bay Fair CBTP study area.

T-5.2: Evaluating Development Impact

- Use vehicle miles traveled (VMT) as the primary metric for evaluating transportation impacts of new development. LOS may be considered as a secondary factor.

T-5.2.B: Level of Service (LOS) Policy

- Maintain a peak-hour LOS goal of D for streets and intersections outside the Downtown, Bay Fair, and East 14th Street Priority Development Areas (PDAs), and a goal of E within these PDAs.

T-5.6: Railroad Crossing

- Periodically evaluate converting at-grade railroad crossings to grade-separated crossings.

T-5.6.B: Hesperian, Washington, and Halcyon Crossings

- Study the feasibility of grade separations and other safety and flow improvements at the Hesperian, Washington, and Halcyon crossings of the Niles Subdivision of the Union Pacific tracks.

Active Transportation

This section provides an overview of existing conditions for connectivity, access, and circulation for people walking and biking in the Bay Fair CBTP study area.

Bike Conditions

This section provides an overview of existing conditions for connectivity, access, and circulation for people biking in the Bay Fair CBTP study area.

Bike Facilities

Existing bicycle facilities within and adjacent to the Bay Fair CBTP study area are listed below.

CITY OF SAN LEANDRO

Bike Lanes

- Hesperian Boulevard (Springlake Drive to Grace Street)
- Bancroft Avenue (146th Avenue to 142nd Avenue)

Buffered Bike Lanes

- Halcyon Drive (Washington Avenue to Hesperian Boulevard)
- 164th Avenue (East 14th Street to I-580)

Separated Bikeway

- Fairmont Drive (Hesperian Boulevard to East 14th Street)

Bike Routes

- Hesperian Boulevard (Grace Street to East 14th Street)
- 143rd Avenue (Washington Avenue to East 14th Street)
- Bancroft Avenue (East 14th Street to 146th Avenue)
- 150th Avenue (Hesperian Boulevard to I-580)

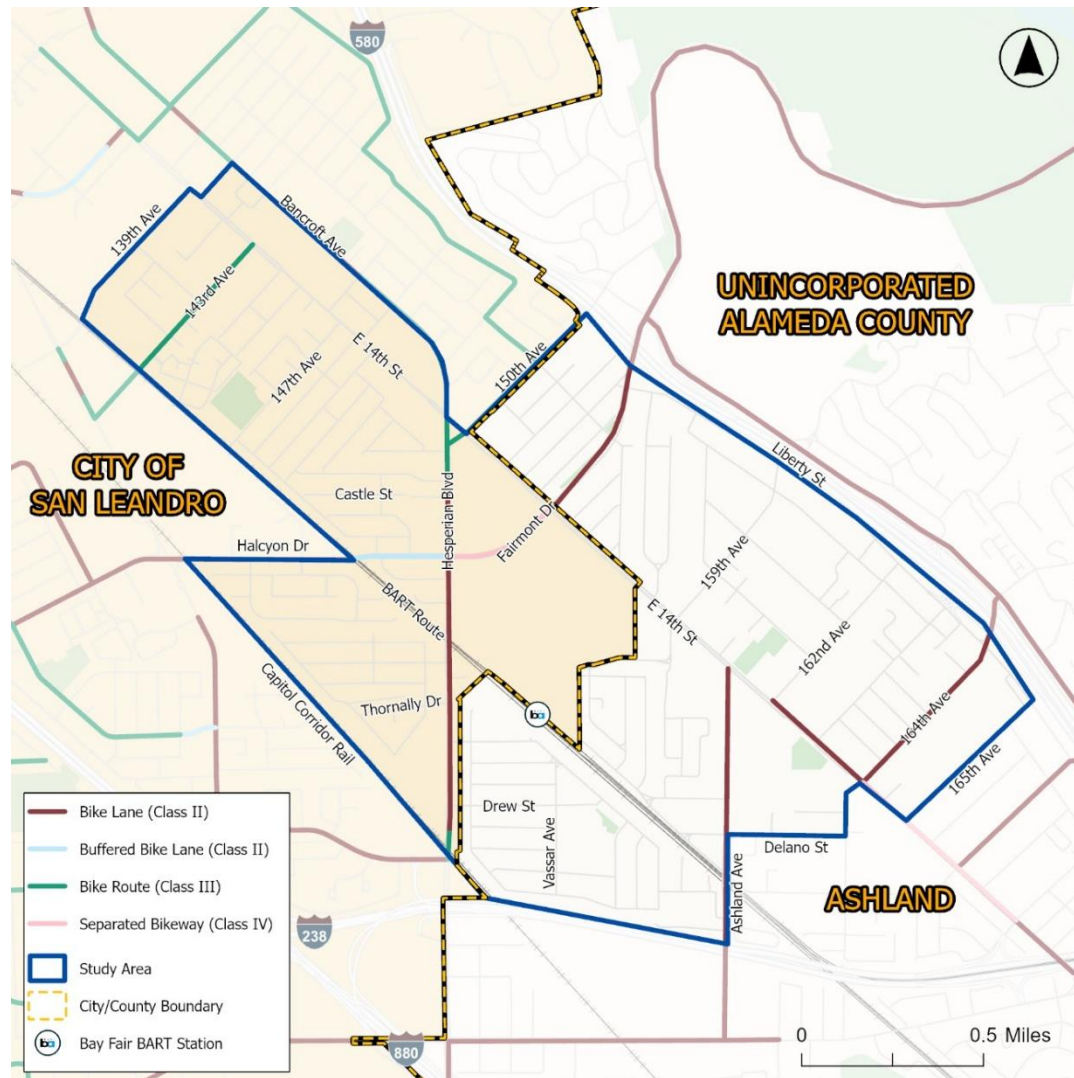
UNINCORPORATED ALAMEDA COUNTY

Bike Lanes

- Ashland Avenue (I-238 to East 14th Street)
- East 14th Street (164th Avenue to 162nd Avenue)
- Fairmont Drive (East 14th Street to Liberty Street)
- 164th Avenue (East 14th Street to I-580)

A map showing the existing bike infrastructure in the Bay Fair CBTP Study Area can be found below in **Figure 10**.

Figure 10. Existing Bike Facilities in Bay Fair CBTP Study Area.

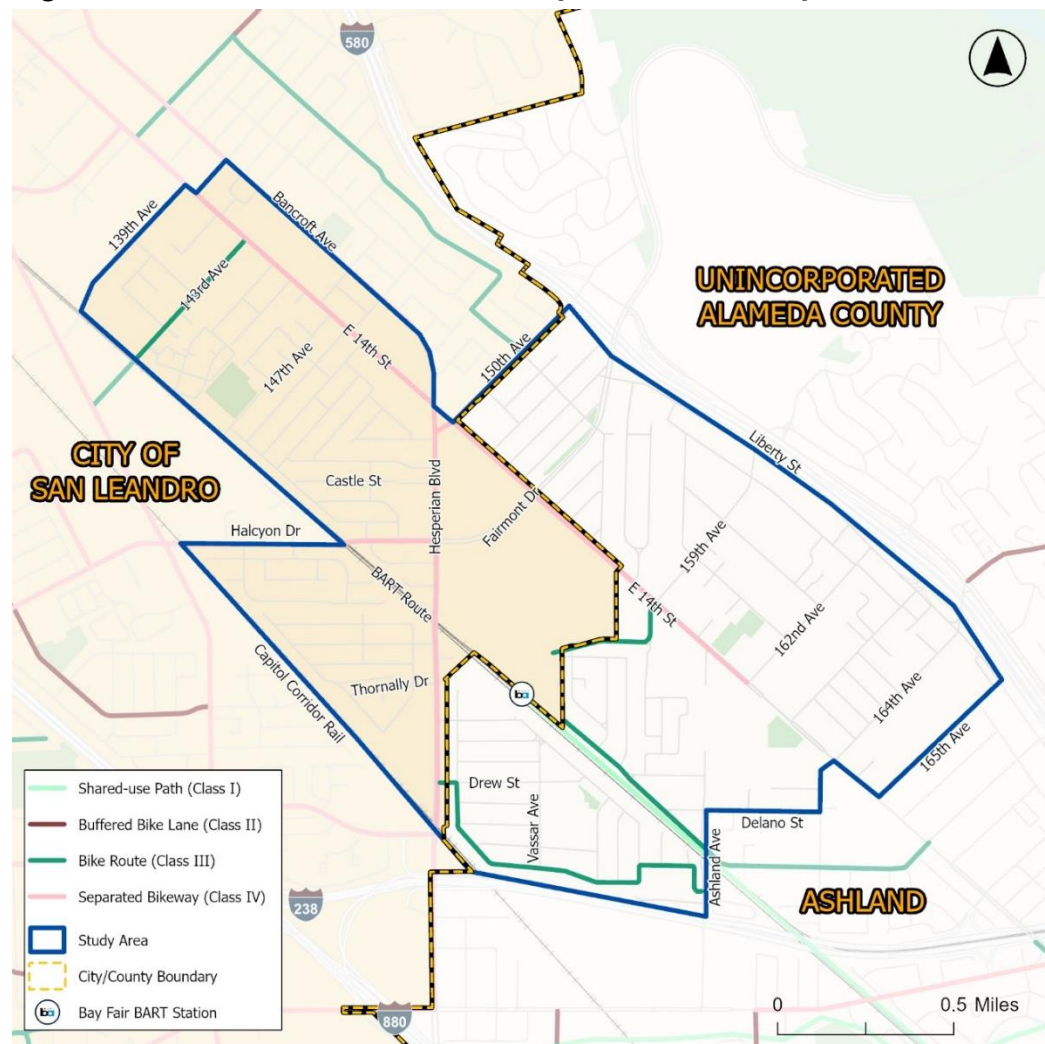


Source: Alameda County Community Development Agency, 2026.

The planned bicycle network builds substantially on the existing facilities described above. Within the City of San Leandro, separated bikeways are planned on Hesperian Boulevard (between Lewelling Boulevard and East 14th Street), Halcyon Drive (between Washington Avenue and Hesperian Boulevard), Bancroft Avenue (between East 14th Street and 140th Avenue), East 14th Street (between 139th Avenue and Bayfair Drive), and 150th Avenue (between Hesperian Boulevard and I-580).

In Unincorporated Alameda County, separated bike lanes are planned on East 14th Street (between Bayfair Drive and 170th Avenue). Bike routes are planned on 159th Avenue and Coelho Drive connecting the BART Station to East 14th Street; along Galway Drive, Empire Street, Dermody Avenue, and Drew Street connecting to Hesperian Boulevard; Elgin Street connecting Ashland Avenue to Bay Fair BART. A map showing the planned bicycle network can be found below in **Figure 11**.

Figure 11. Planned Bike Network in Bay Fair CBTP Study Area.



Source: Alameda County Community Development Agency, 2026.

A number of planned bike projects are already in the design phase, including:

- East 14th Street / East Bay Greenway: Separated bike lanes are planned as part of the East Bay Greenway Multimodal Project along East 14th Street in Unincorporated Alameda County and the City of San Leandro from San Leandro Boulevard to 162nd Avenue, also connecting Bay Fair BART Station.
- Bancroft Avenue (Crosstown Corridor Project): The San Leandro Crosstown Corridors Study recommends two-way separated bike lanes on the east side of Bancroft Avenue to improve access to local businesses, schools, and BART.
- Hesperian Boulevard Bike Lane Gap Closure Project: This San Leandro project will upgrade existing Class II bike lanes to protected Class IV bikeways, from East 14th Street to Bayfair Drive near Bay Fair BART Station.
- Hesperian Boulevard Road Diet and Bike Lanes Project: This San Leandro project aims to reduce vehicle speeds and increase pedestrian and bicyclist comfort on Hesperian Boulevard between East 14th Street and Springlake Drive. The project will install separated bike lanes and make several other improvements along the corridor including upgraded pedestrian crossings and signals and installing protected intersections at either end of the corridor.

Pedestrian Network

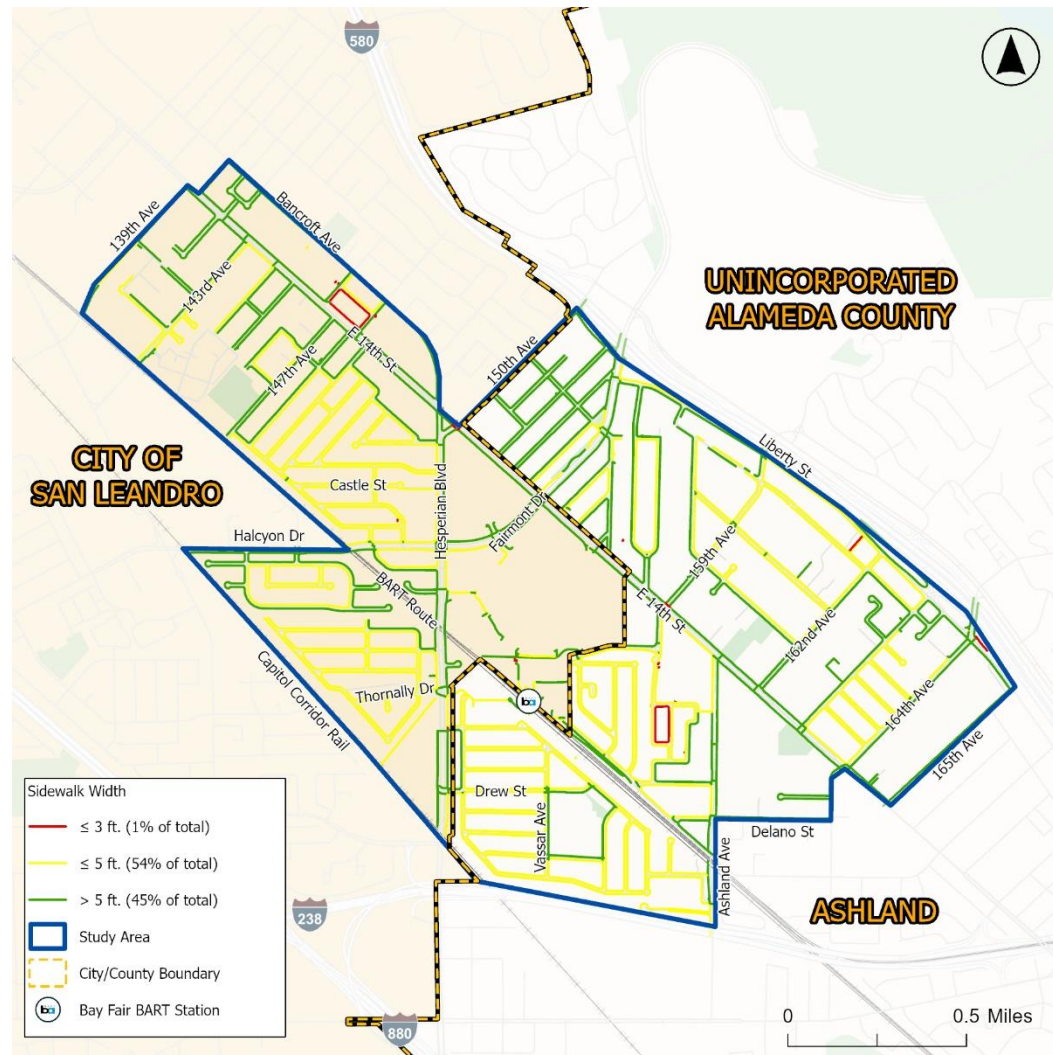
This section provides an overview of existing conditions for connectivity, access, and circulation for people walking in the Bay Fair CBTP study area.

Pedestrian Facilities

Sidewalk coverage throughout the CBTP study area is generally continuous, though widths vary, and sidewalk gaps exist. Of the sidewalks within the study area, 45% are wider than 5 feet, meeting the sidewalk width recommended by the Public Rights-of-Way Accessibility Guidelines (PROWAG). Fifty-four percent are between 3 and 5 feet wide, and 1% are narrower than 3 feet (Figure 12). Many of the sidewalks that are less than 5 feet wide in the study area have rolled curbs and are often obstructed by parked vehicles, further narrowing the usable sidewalk space. Parking on the sidewalk is currently an enforceable parking offense in the City of San Leandro and is enforced by the San Leandro Police Department.

Sidewalks narrower than 5 feet can be difficult for some people to navigate, including people using mobility devices and people walking in groups such as with children. Sidewalk gaps exist along Primrose Drive (Orchid Drive to Rose Drive), Rose Drive (139th Avenue to 143rd Avenue), Liberty Street (164th Avenue to Fairmont Drive), and Maubert Avenue (159th Avenue to Tanager Avenue), as shown in **Figure 12** and verified through aerial review.

Figure 12. Sidewalk Width in Bay Fair CBTP Study Area

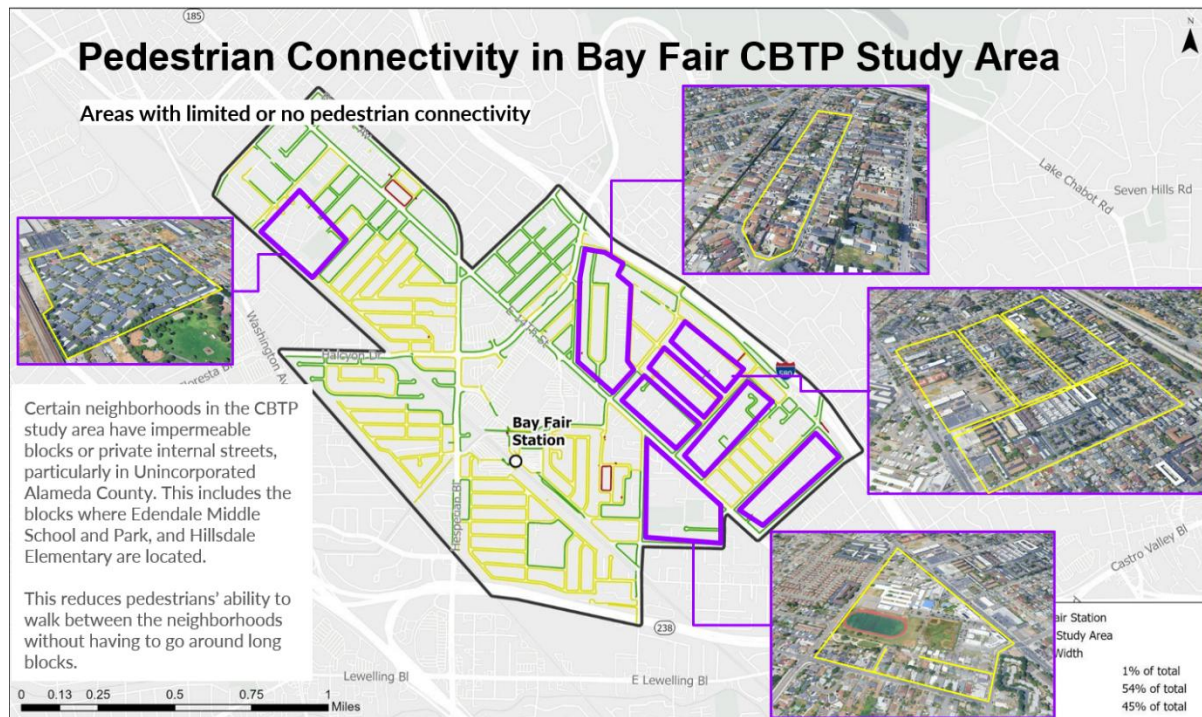


Source: Alameda County Community Development Agency, 2026.

Certain neighborhoods in the Bay Fair CBTP study area have limited pedestrian connectivity due to impermeable blocks or private internal streets. This reduces the ability to walk between neighborhoods without going around long blocks, which can discourage people from walking.

Areas with limited or no pedestrian connectivity are concentrated on the east side of the study area, including Plaza Drive and Mono Avenue, the block around 162nd Avenue near Hillside Elementary School, Maubert Avenue and Marcella Street, Mateo Street between 162nd and 163rd Avenues, the blocks between 164th and 165th Avenues, and the area around Ashland Avenue and Delano Street. A map showing areas with limited or no pedestrian connectivity can be found below in **Figure 13**.

Figure 13. Pedestrian Connectivity in Bay Fair CBTP Study Area



Source: Arup, 2025.

Barriers to Walking and Biking

Several arterials in the study area act as barriers to walking and biking due to their wide rights-of-way, high vehicle speeds and volumes, long crossing distances, and gaps in the all ages and abilities bicycle network. Halcyon Drive and Hesperian Boulevard, both multi-lane arterials carrying high traffic volumes, are the most prominent examples within the study area.

I-580 bounds the northeastern edge of the study area. This freeway, and the associated on- and off-ramps, presents a significant mobility barrier to cyclists and pedestrians attempting to travel between the study area and Castro Valley. While there is an undercrossing at 164th Avenue, and overcrossings at 150th Avenue, Fairmont Drive, and 159th Avenue, these crossings can be uncomfortable for people walking and biking due to high vehicle speeds, challenging pedestrian and bicycle crossings, and a lack of separated bikeways.

The Union Pacific Railroad (UPRR) tracks also present a barrier to mobility for people walking, rolling, and cycling within the study area. On the Bay Fair BART property, vehicular and bicycle traffic must navigate the Thornally Drive underpass beneath the UPRR tracks to travel between Hesperian Boulevard and the Bayfair Center or the Bay Fair BART Station. Pedestrians can use a separate tunnel under the UPRR tracks to connect from the western BART parking lot to the eastern side of the station, where the fare gates are located. This tunnel currently has stairs and no ramp and is not currently ADA accessible, although BART is advancing ADA upgrades to the tunnel.

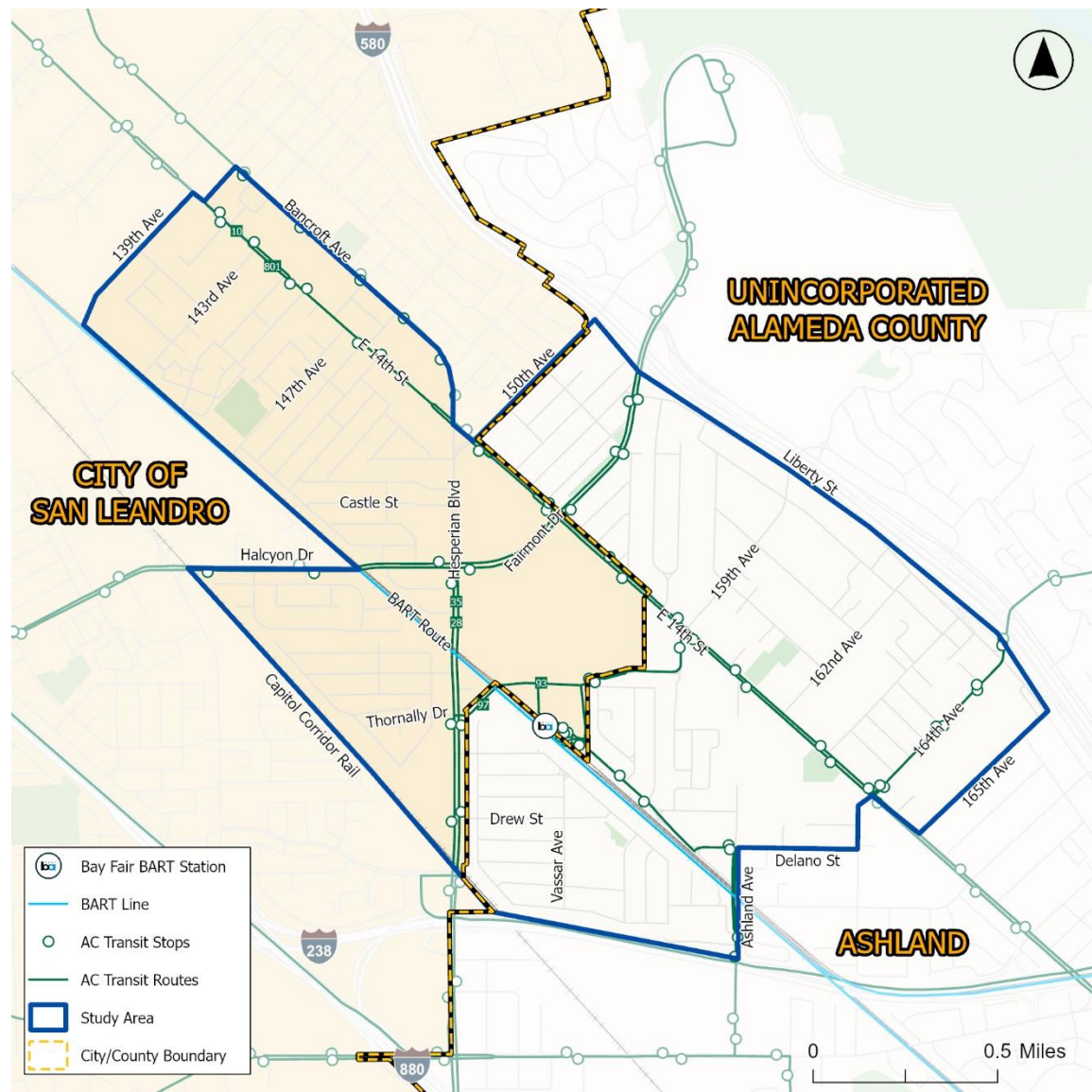
As shown in **Figure 13** and described above in the Pedestrian Facilities section, certain neighborhoods, particularly in Unincorporated Alameda County, have limited pedestrian connectivity

due to impermeable blocks or private internal streets, requiring pedestrians to travel around long blocks to reach adjacent neighborhoods, schools, and parks.

Transit

The Bay Fair CBTP study area is served by BART and AC Transit, providing regional rail and local bus connections. **Figure 14** shows the transit network within the study area, including the Bay Fair BART Station and AC Transit bus routes.

Figure 14. Transit Routes in the Bay Fair CBTP Study Area



Source: Alameda County Community Development Agency, 2026.

BART

The Bay Fair BART Station is served by three BART lines: Blue, Orange, and Green. The frequency and operating hours of these lines are shown in **Table 2** below.

Table 2. Frequency and Operating Hours of Bay Fair BART Lines

BART Line	Frequency	Weekday Operating Hours	Weekend Operating Hours
Blue Line, between Dublin/Pleasanton and Daly City	Every 20 minutes	5:00 AM – 1:15 AM	6:30 AM – 1:15 AM
Orange Line, between Richmond and Berryessa/North San Jose	Every 20 minutes	4:45 AM – 12:30 AM	5:45 AM – 12:30 AM
Green Line, between Berryessa/North San Jose and Daly City	Every 20 minutes	4:30 AM – 7:15 PM	5:30 AM – 7:20 PM

Source: BART, 2026

The Bay Fair BART Station features timed, cross-platform transfers designed to make switching between the Blue and Orange lines fast and easy.

In 2024, Bay Fair BART Station had an annual ridership of 1,573,500, with average daily ridership of 5,000 on weekdays and 2,500 on weekends. BART ridership peaks during the morning commute period, between 7 and 8 AM, and during the evening commute period, between 4 and 6 PM. On a typical weekday, there are approximately 610 morning peak-hour entries and exits, with entries (510) substantially outnumbering exits (100), reflecting outbound commute travel patterns. During the evening peak hour, there are approximately 620 evening peak-hour entries and exits, with exits (500) substantially outnumbering entries (120), reflecting the return commute.

Bus Routes

East 14th Street and Hesperian Boulevard are major arterials that transect the study area. Both roads feature high-frequency bus service, meaning that combined headways along these streets are 15 minutes or less.

The Bay Fair BART Station serves as a hub for AC Transit, with bus bays on the station's east side serving Routes 28, 35, 40, 93, 97, 703, and 801, connecting riders to Union City BART, Hayward BART, San Leandro BART, Fremont BART, Castro Valley BART, Foothill Square, the unincorporated communities of Ashland, Cherryland, and San Lorenzo, and the Alameda County Juvenile Justice Center. Route 703, the Early Bird Express, provides a single early morning trip from Dublin/Pleasanton BART to the Salesforce Transit Center in San Francisco, and Route 801 provides overnight service from San Leandro BART to Fremont BART.

Route frequencies vary by line and time of day, as shown in **Table 3**.

Table 3. AC Transit Routes, Frequency, and Ridership in the Bay Fair CBTP Study Area

Route	Average Weekday Frequency	Average Weekend Frequency	Average Daily Ridership (June 2026)		
			Weekday	Saturday	Sunday
9, San Leandro BART to Union City BART	Every 15–20 minutes	Every 15–30 minutes	3,811	2,928	2,706
28, San Leandro BART to Hayward BART	Every 40 minutes	Every 40 minutes	782	569	488
35, Foothill Square, Oakland, to Bay Fair BART	Every 40 minutes	Every 60 minutes	951	583	568
40, Downtown Oakland to Bay Fair BART	Every 20 minutes	Every 30 minutes	5,693	3,217	3,052
93, Bay Fair BART to Castro Valley BART	Every 40 minutes	Every 60 minutes	748	446	376
97, Bay Fair BART to Union City BART	Every 15–20 minutes	Every 30 minutes	2,532	1,559	1,426
703, Dublin/Pleasanton BART to Salesforce Transit Center, San Francisco	One early morning trip only (around 4:00 AM at Bay Fair BART)	No weekend service	8	N/A	N/A
801, San Leandro BART to Fremont BART	Every 60 minutes overnight (12:30 AM to ~6:30 AM)	Every 60 minutes overnight (12:30 AM to ~6:30 AM)	204	213	183

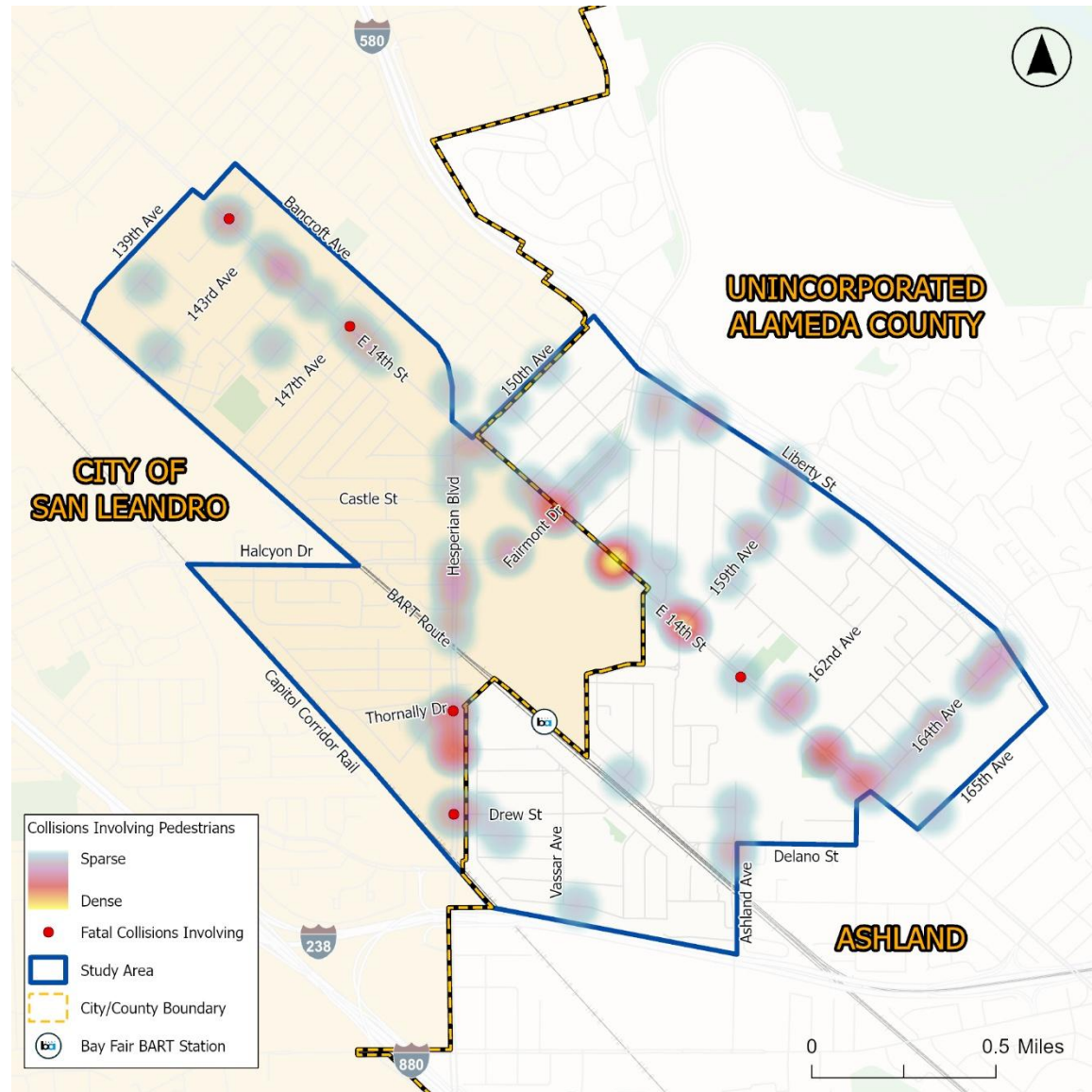
Source: AC Transit, 2026.

Safety

The San Leandro Bicycle and Pedestrian Master Plan (2024 Update), Local Roadway Safety Plan, the EJ Element, and the ongoing Alameda County Public Works Agency Pedestrian, Bicycle, and Trail Master Plan describe existing needs, opportunities, and plans for improving pedestrian and bicyclist safety in the study area.

Figure 15 below shows fatal collisions involving pedestrians between 2014 and 2024 in the Bay Fair CBTP study area. Most of the collision hotspots are on East 14th Street, Hesperian Boulevard, and Liberty Street.

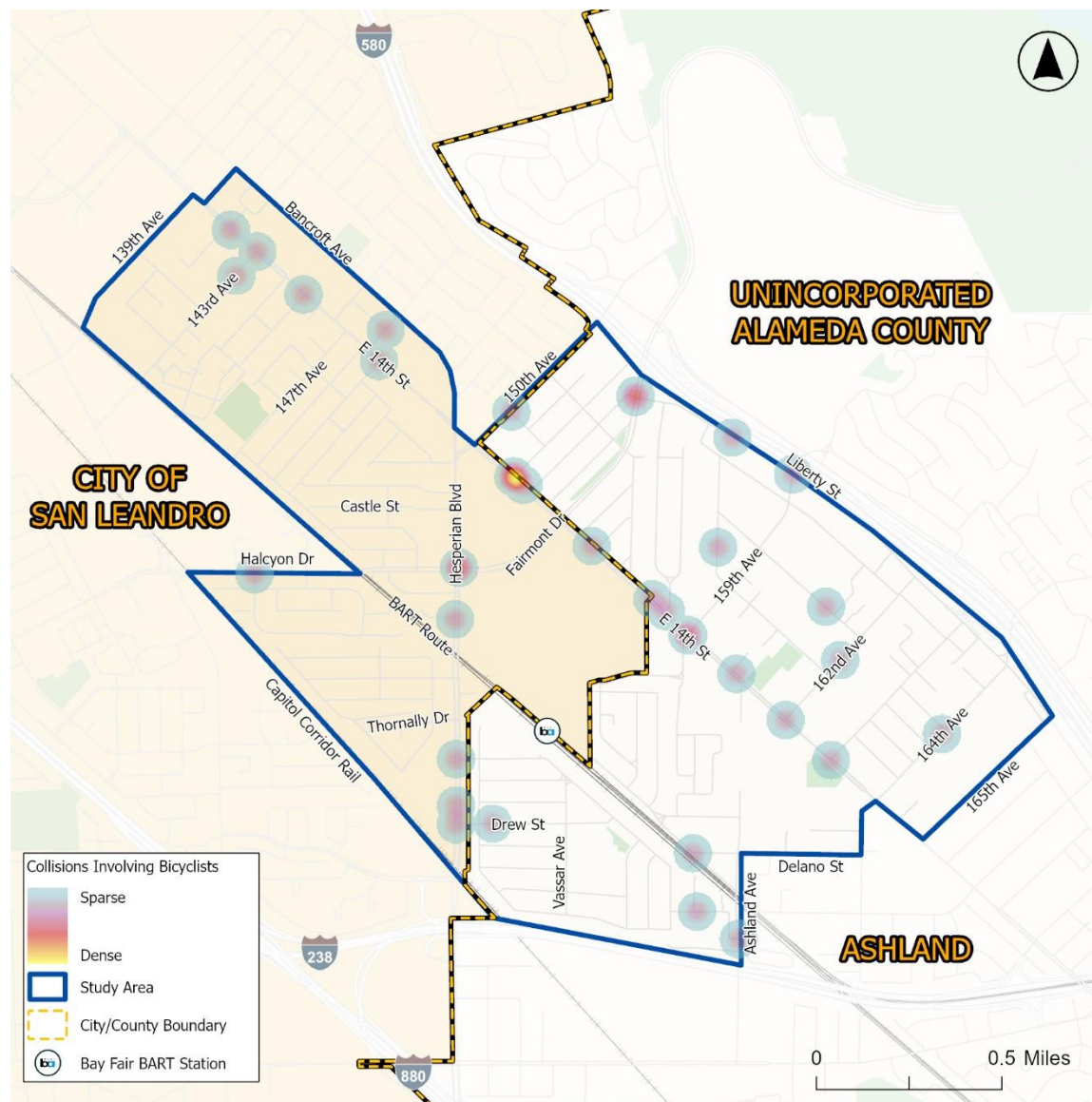
Figure 15. Fatal Collisions Involving Pedestrians in the Bay Fair CBTP Study Area (2014-2024)



Source: Alameda County Community Development Agency, 2026.

Figure 16 below shows fatal collisions involving bicyclists between 2014 and 2024 in the Bay Fair CBTP study area. During this period, there were no fatal bicyclist collisions in the study area. Non-fatal collisions involving bicyclists are clustered on East 14th Street and Hesperian Boulevard.

Figure 16. Fatal Collisions Involving Bicyclists in the Bay Fair CBTP Study Area (2014-2024)



Source: Alameda County Community Development Agency, 2026.

Safe Routes to School

The Alameda Safe Routes to School Program works with more than 300 schools throughout Alameda County to educate, encourage, and support families walking, biking, carpooling, and taking transit to school. There are three schools in the CBTP study area in Unincorporated Alameda County: Hillside Elementary School, Hesperian Elementary School, and Edendale Middle School. Jefferson Elementary School, in the City of San Leandro, is just outside the study area but is served by streets within the study area. The Alameda County Safe Routes to School Plan for Unincorporated Areas and School Safety Assessment by San Leandro Unified School District outlines recommendations, funding sources, and phasing for implementation to meet the Plan goal of ensuring school communities are provided with transportation options that promote the health and well-being of students.

The Alameda County Safe Routes to School Plan recommends near-term improvements such as high-visibility crosswalks, flashing beacons for pedestrians, school warning signs and pavement markings, and traffic calming measures such as speed feedback signs and humps. Additionally, the plan also recommends grade-level-appropriate safety education including Student Bicycle and Pedestrian Safety workshops, Pedestrian & Bicycle rodeos, Safe Routes to School Curriculum, and Safe Routes to School Toolkit.

4. Recommended Projects

This chapter presents the recommended projects for the City of San Leandro and Unincorporated Alameda County and programs that respond to the transportation needs the community identified through the needs assessment described in **Chapter 3** and the engagement process described in **Chapter 5**.

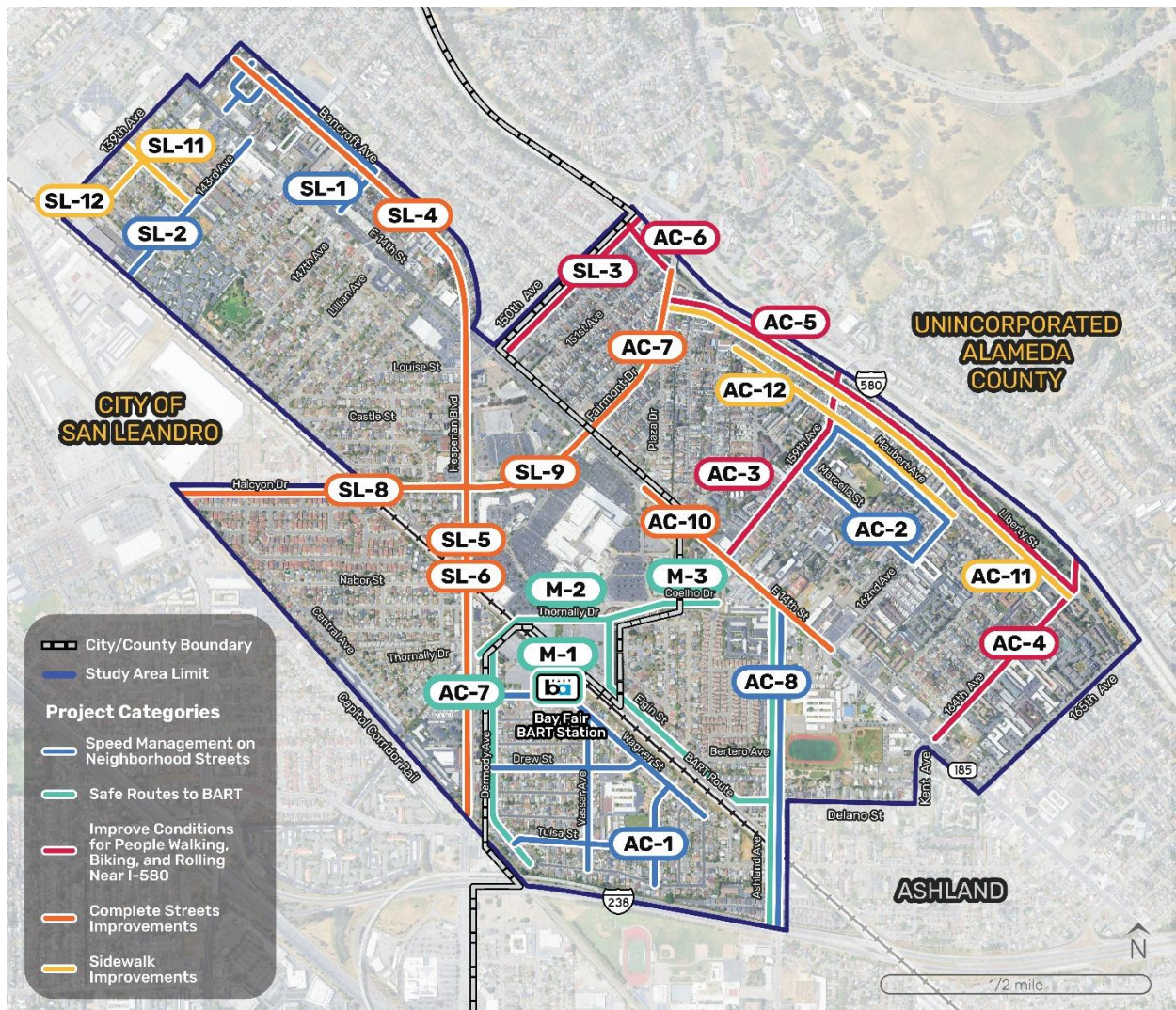
The recommendations are organized into seven categories, each addressing a distinct set of gaps in the study area transportation network. The categories include:

- Safer Neighborhood and School Streets
- Safe Routes to Bay Fair BART
- Improved Conditions for People Walking, Biking, and Rolling near I-580
- Complete Streets Improvements
- Sidewalk Improvements
- Bus Stop Improvements
- Transit Ambassadors

Every category begins with a summary of how proposed improvements address identified needs, followed by a description of specific projects proposed within the study area. **Figure 17** maps the full project list, which is also shown in **Table 4 through**

Table 6. Bus stop improvements and transit ambassadors are not shown on **Figure 17** as these are areawide recommendations.

Figure 17: Recommended Projects in the Bay Fair CBTP Study Area



Source: Fehr & Peers, 2026.

Priority Projects

Priority projects were identified through a scoring process that evaluated every project in the recommended project list against five criteria, as listed below: safety need, proximity to community destinations, alignment with community-identified needs, service to Equity Priority Communities, and inclusion in previous or ongoing planning efforts. These criteria were identified to prioritize projects identified as key community priorities through the Bay Fair CBTP planning process and identify the projects with broad eligibility for regional, state, and federal grant funding.

Priority projects were identified in the City and County using the following criteria and are identified in **Table 4 through**

Table 6.

1. **Safety:** Streets with a history of serious crashes or conditions such as high vehicle speeds that increase the likelihood of severe crashes, as identified by inclusion on the Countywide High Injury Network or Proactive Safety Network, or areas the community has identified as feeling unsafe.
2. **Near Community Destinations:** Streets within one-eighth of a mile of, or connecting to, schools, parks, community centers, transit hubs, senior centers, or affordable and multifamily housing.
3. **Identified by Community Members:** Streets that community members identified as a top priority for improvement through Bay Fair CBTP engagement.
4. **Identified in Prior Planning:** Projects already included in relevant plans, such as the San Leandro Bike and Pedestrian Master Plan, the Alameda County Bicycle and Pedestrian Master Plan, ACPWA Safe Routes to School, or the Central County Community Connections Plan.
5. **Serves Equity Priority Communities:** Projects in or directly serving MTC Equity Priority Communities, which are census tracts with higher shares of residents of color, lower-income households, seniors, or people with disabilities. This criterion was applied to projects in Unincorporated Alameda County only, as there is limited overlap between the City portion of the study area and Equity Priority Communities.

Cost

Planning-level cost estimates were assembled for each project, looking at both the current estimated construction and material costs for each type of project as well as any other costs that might be needed to implement the project including design, environmental, and construction management. Project costs are presented using the scale below. All projects are assumed to be constructed using durable materials, such as concrete and asphalt, rather than through quick-build construction, which utilizes more flexible but less durable materials such as plastic posts and paint.

- \$ refers to projects that may cost \$100,000 or less
- \$\$ refers to projects that may cost between \$100,000 and \$1,000,000
- \$\$\$ refers to projects that may cost between \$1,000,000 and \$5,000,000
- \$\$\$\$ refers to projects that may cost over \$5,000,000

Estimated Implementation Timeframe

Estimated implementation timeframes for each project reflect the anticipated ease or difficulty of implementation, overall priority, and current project phase. Projects that are further along in the project development process (e.g., environmental review) may have a nearer-term implementation timeframe, while projects that are in the planning phase (e.g., being scoped with community members or agency stakeholders) or require substantial additional community or stakeholder engagement may have a longer-term implementation timeframe. Projects are organized into three implementation timeframes:

- near-term refers to 0 to 3 years
- mid-term refers to 3 to 8 years
- long-term refers to 8 or more years

Table 4. Recommended Projects in the City of San Leandro

Project Category	Project Key on Map	Project Name	Priority	Project Mileage	Cost	Implementation Time Frame		
						Near-Term	Medium-Term	Long-Term
Safer Neighborhood and School Streets	SL-1	Safer Streets near Jefferson Elementary School	Highest Priority	0.4	\$\$\$\$	X		
	SL-2	143rd Avenue Bicycle Boulevard		0.3	\$\$\$\$		X	
Improve Conditions for People Walking, Biking, and Rolling Near I-580	SL-3	150th Avenue Corridor Improvements		0.8	\$\$\$\$			X
Complete Streets Improvements	SL-4	Bancroft Avenue Crosstown Corridors	Highest Priority	0.9	\$\$\$\$		X	
	SL-5	Hesperian Bike Lane Gap Closure Project	Highest Priority	0.8	\$\$\$\$	X		
	SL-6	Hesperian Boulevard Road Diet and Bike Lanes Project	Highest Priority	1.2	\$\$\$\$	X		
	SL-8	Halcyon Drive Complete Streets Project	Highest Priority	1.0	\$\$\$\$		X	
	SL-9	Fairmont Drive Complete Streets Upgrade	Highest Priority	0.3	\$\$\$			X
Sidewalk Improvements	SL-10	Primrose Drive Sidewalk Gap Closure		0.1	\$\$\$	X		
	SL-11	Rose Drive Sidewalk Gap Closure		0.2	\$\$\$	X		
	Not mapped	Areawide Sidewalk Widening		--	\$\$\$\$			X

Table 5. Recommended Projects in Unincorporated Alameda County

Project Category	Project Key on Map	Project Name	Priority	Project Mileage	Cost	Implementation Time Frame		
						Near-Term	Medium-Term	Long-Term
Safer Neighborhood and School Streets	AC-1	Safer Streets near Hesperian Elementary School	Highest Priority	1.4	\$\$\$	X		
	AC-2	Safer Streets near Hillside Elementary School		0.8	\$\$\$		X	
Improve Conditions for People Walking, Biking, and Rolling Near I-580	AC-3	159th Avenue Corridor Improvements	Highest Priority	0.8	\$\$\$\$			X
	AC-4	164th Avenue Corridor Improvements	Highest Priority	0.8	\$\$\$\$			X
	AC-5	Liberty Street Safety Enhancements	Highest Priority	1.0	\$\$\$\$		X	
	AC-6	Freedom Avenue Safety Enhancements		0.2	\$\$\$			X
Safe Routes to Bay Fair BART	AC-7	Dermody Avenue Access Improvements		0.05	\$	X		
	AC-8	Ashland Safe Routes to Bay Fair BART	Highest Priority	1.0	\$\$\$\$		X	
Complete Streets Improvements	AC-9	Fairmont Drive Complete Streets Project	Highest Priority	0.8	\$\$\$\$			X

Project Category	Project Key on Map	Project Name	Priority	Project Mileage	Cost	Implementation Time Frame		
						Near-Term	Medium-Term	Long-Term
Sidewalk Improvements	AC-10	East Bay Greenway Multimodal Project (East 14th Street)	Highest Priority	0.3	\$\$\$\$		X	
	AC-11	Liberty Street Sidewalk Gap Closure	Highest Priority	1.0	\$\$\$		X	
	AC-12	Maubert Avenue Sidewalk Gap Closure	Highest Priority	0.5	\$\$\$	X		
	Not mapped	Areawide Sidewalk Widening			\$\$\$\$			X

Table 6. Recommended Multijurisdictional Projects

Project Category	Project Key on Map	Project Name	Implementing Agencies	Priority	Cost	Implementation Time Frame		
						Near-Term	Medium-Term	Long-Term
Safe Routes to Bay Fair BART	M-1	Accessibility Improvements to the BART Underpass	BART with support from the City of San Leandro and Unincorporated Alameda County	Highest Priority	\$\$\$		X	
	M-2	Thornally Drive Improvements	BART with support from the City of San Leandro and Unincorporated Alameda County	Highest Priority	TBD ²			X

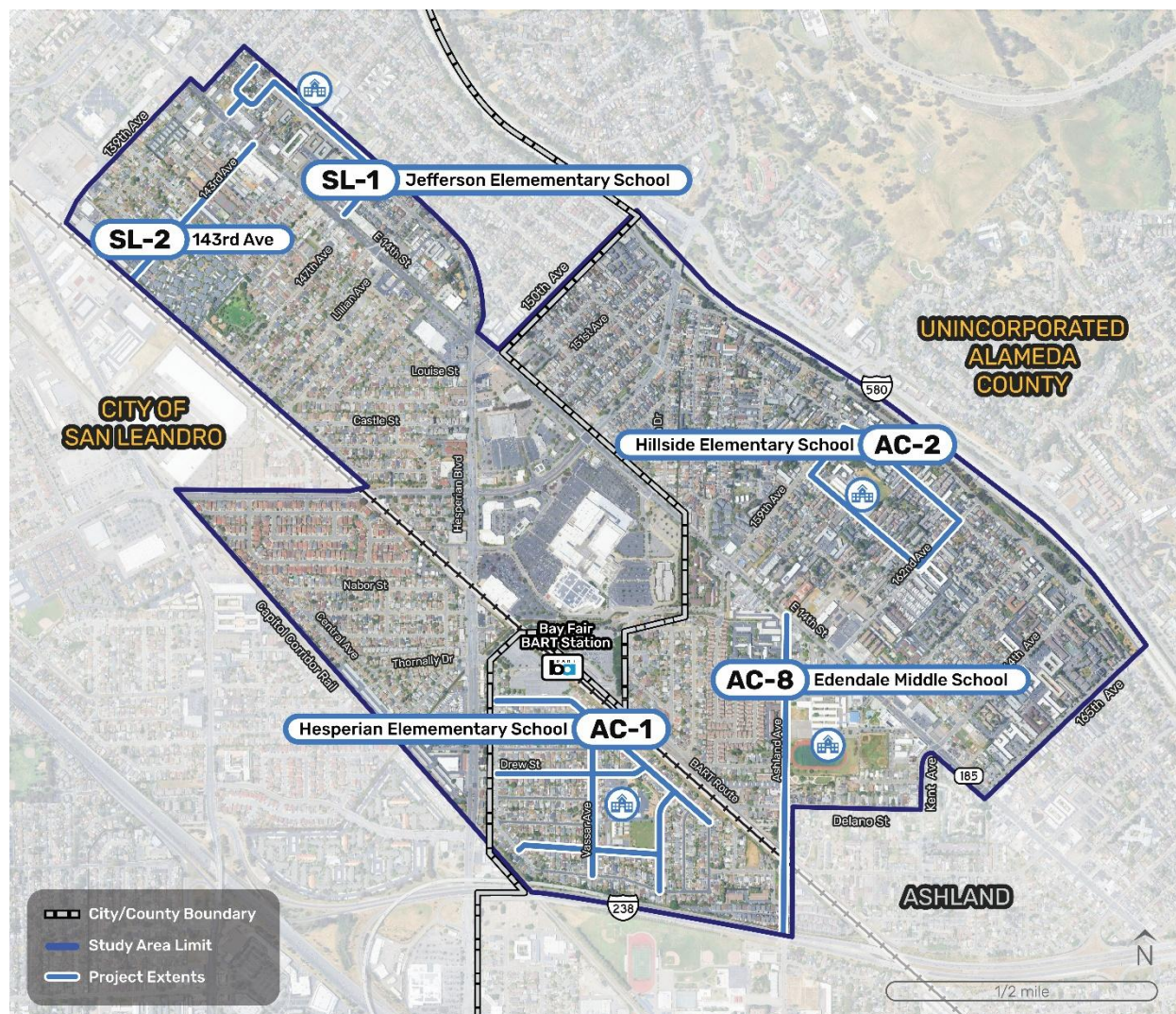
² Project costs to be established once improvements are further defined in coordination with a future TOD at the Bay Fair BART Station.

Project Category	Project Key on Map	Project Name	Implementing Agencies	Priority	Cost	Implementation Time Frame		
						Near-Term	Medium-Term	Long-Term
	M-3	Coelho Drive Improvements	BART, Unincorporated Alameda County		TBD ¹			X
Areawide Programs	Not mapped	Areawide Bus Stop Improvements	City of San Leandro, Unincorporated Alameda County		\$\$\$		X	
	Not mapped	Transit and Street Ambassadors	City of San Leandro, Unincorporated Alameda County		\$\$	X		

Recommended Projects

Safer Neighborhood and School Streets

Figure 18: Map of Recommended Safer Neighborhood and School Streets Projects



Source: Fehr & Peers, 2026.

Community members identified speeding on residential and school streets as a top safety concern. This category sets a target speed of 20 MPH on neighborhood streets and 15 MPH on streets adjacent to schools, by lowering speed limits (as enabled by AB 382³) and recommending traffic calming measures. On designated bicycle boulevards, calming measures are recommended to

³ California's Assembly Bill (AB) 382 lowers school zone speed limits to improve pedestrian safety. The law allows cities and counties to drop school zone speed limits to 15 mph for streets located in residential districts.

reduce cut-through volumes and speeds so people of all ages and abilities can bike comfortably. Pedestrian crossing improvements are also recommended on these streets to improve walking and rolling access for people of all ages and abilities.

City of San Leandro Projects

SL-1. SAFER STREETS NEAR JEFFERSON ELEMENTARY SCHOOL

Improvements are recommended on the following streets near Jefferson Elementary School:

- Bancroft Avenue between 142nd Avenue and 146th Avenue
- 142nd Avenue between 141st Avenue and Bancroft Avenue
- 146th Avenue between East 14th Street and Bancroft Avenue

Corridor Improvements:

- Bancroft Avenue: Reduce speed limits to 15 MPH, install raised two-way separated bicycle lanes on the east side of Bancroft, install pedestrian-scale lighting.
- 146th Avenue and 142nd Avenue: Reduce speed limits to 15 MPH, convert rolled curbs to vertical curbs to discourage parking on the sidewalk, explore additional traffic calming treatments including speed humps and chicanes.

Intersection Improvements:

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps.
- Bancroft Avenue at Jefferson Elementary School: Install Rectangular Rapid Flashing Beacon.

SL-2. 143RD AVENUE BICYCLE BOULEVARD

The following improvements are recommended on 143rd Avenue between East 14th Street and the UPRR railroad tracks.

Corridor Improvements:

- Reduce speed limits to 20 MPH and install traffic calming measures such as speed humps, diverters, and chicanes on 143rd Avenue to maintain vehicle speeds and volumes appropriate for bicycle boulevards.⁴ Install sharrow markings to alert drivers to the presence of bikes.

Intersection Improvements:

- East 14th Street/143rd Avenue: Realign and straighten crosswalk across East 14th Street, add cross bike markings, install bike box on 143rd Avenue in the eastbound direction, install Pedestrian Hybrid Beacon.

⁴ National Association of City Transportation Officials (NACTO) recommends bike boulevards on streets with less than 1,500 ADT and less than 20 MPH 95th observed speeds.

Alameda County Projects

AC-1. SAFER STREETS NEAR HESPERIAN ELEMENTARY SCHOOL

Improvements are recommended on the following streets near Hesperian Elementary School:

- Drew Street between Hesperian Boulevard and Wagner Street
- Colby Street between Hesperian Boulevard and Wagner Street
- Vassar Avenue between Empire Street and Wagner Street
- Wagner Street between Colby Street and Yale Avenue
- Tulsa Street between Dermody Avenue and Mills Avenue
- Mills Avenue between Empire Street and Wagner Street

Corridor Improvements

- Install traffic calming measures such as chicanes and speed humps to slow vehicle traffic, convert rolled curbs to vertical curbs to narrow the roadway and discourage sidewalk parking. Reduce speed limits to 15 MPH and install pedestrian-scale lighting on blocks adjacent to Hesperian Elementary School.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. Colby Street/Hesperian Boulevard: Install RRFB and pedestrian refuge island on the southern leg of the intersection.
- Wagner Street/Cornell Street/Vassar Avenue: Evaluate potential intersection geometry modifications and identify the most appropriate configuration to reduce turning speeds and improve pedestrian visibility and safety.

AC-2. SAFER STREETS NEAR HILLSIDE ELEMENTARY SCHOOL

Improvements are recommended on the following streets near Hillside Elementary School:

- Marcella Street between 159th Avenue and 162nd Avenue
- Maubert Avenue between 159th Avenue and 162nd Avenue
- 162nd Avenue between Marcella Street and Maubert Avenue
- 159th Avenue between Marcella Street and Maubert Avenue

Corridor Improvements

- Marcella Street: Reduce speed limits to 15 MPH, install pedestrian-scale lighting.
- 159th Avenue and 162nd Avenue: Reduce speed limits to 15 MPH, install traffic calming measures such as chicanes and speed humps to slow vehicle traffic.
- Maubert Avenue: Reduce speed limits to 15 MPH, fill sidewalk gaps between 159th Avenue and 162nd Avenue, install traffic calming measures such as chicanes and speed humps to slow vehicle traffic.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps.
- Midblock crossing of Marcella Street at Hillside Elementary School: Raise crosswalk and install RRFB.

SAFER STREETS NEAR EDENDALE MIDDLE SCHOOL

Recommendations for speed management near Edendale Middle School are covered under the Ashland Safe Routes to Bay Fair BART project.

[illegible]

The interchanges and ramps along I-580 create high-speed conflict points that discourage walking and biking across the freeway and divide neighborhoods. Projects in this category aim to reduce vehicle speeds, address conflict points between vehicles and people walking, biking, and rolling, and increase multimodal access near and across I-580.

City of San Leandro Projects

SL-3. 150TH AVENUE CORRIDOR IMPROVEMENTS

The following improvements are recommended for 150th Avenue between I-580 and Hesperian Boulevard.

Corridor Improvements

- Implement speed management measures such as lane narrowing and speed feedback signs.
- Install a separated bicycle facility, further engaging community stakeholders on the trade-offs between travel lanes and parking in order to accommodate separated bicycle facilities.
- Convert rolled curbs to vertical curbs to discourage sidewalk parking and narrow travel lanes.
- Install pedestrian-scale lighting on blocks nearest to I-580 to improve nighttime visibility and safety.
- Add trees and greenery along the corridor to provide shade and reduce heat exposure.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- 150th Avenue/Hesperian Boulevard: Install protected intersection.
- 150th Avenue/East 14th Street: Install protected left-turn phases to reduce vehicle/pedestrian and left-turn conflicts.
- 150th Avenue/I-580 off-ramp/Freedom Avenue: Install curb extensions to reduce turning radius at the intersection of 150th Avenue and the I-580 off-ramp and consider right turn on red restriction at the I-580 off-ramp, engaging Caltrans and residents to define improvements.

Alameda County Projects

AC-3. 159TH AVENUE CORRIDOR IMPROVEMENTS

The following improvements are recommended on 159th Avenue between I-580 and East 14th Street.

Corridor Improvements

- Implement traffic calming measures such as narrowed travel lanes, speed humps, and chicanes.
- Install a two-way separated bicycle facility, further engaging community stakeholders on trade-offs, including potential parking removal, to accommodate separated bicycle facilities.
- Install pedestrian-scale lighting between Maubert Avenue and Liberty Street.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- 159th Avenue/Maubert Avenue: Extend curb at the northwest corner of the intersection to square up intersection.
- 159th Avenue/East 14th Street: Install protected intersection.⁵

AC-4. 164TH AVENUE CORRIDOR IMPROVEMENTS

The following improvements are recommended on 164th Avenue between I-580 and East 14th Street.

Corridor Improvements

- Install a two-way separated bicycle facility. This may require engaging stakeholders further on trade-offs, including potential parking removal, to accommodate separated bicycle facilities.
- Implement traffic calming measures such as narrowed travel and parking lanes, speed humps, and chicanes.
- Install pedestrian-scale lighting near Liberty Street.
- Add trees and greenery along the corridor to improve shade and reduce heat exposure.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- 164th Avenue/Liberty Street: Close southbound slip-lane from southbound 164th Avenue. Continue proposed two-way protected bicycle facility across Liberty Street and under the I-580 underpass. Install curb extensions, high-visibility crosswalks, directional curb ramps, and a raised crosswalk across 164th Avenue.
- 164th Avenue/Helo Drive: Install bulb-out, RRFB, and directional curb ramps.

AC-5. LIBERTY STREET

The following improvements are recommended on Liberty Street between Fairmont Drive and 164th Avenue.

Corridor Improvements

- Narrow travel lanes to 10 or 11 feet and stripe travel and parking lanes to clearly delineate lane boundaries.
- Implement a road diet between 162nd Avenue and Liberty Pointe Way and reduce four travel lanes to two.

⁵ To be installed as part of the East Bay Greenway Multimodal Project (East 14th Street)

- Install pedestrian-scale lighting at the intersection of Liberty Street and the I-580 ramps to improve nighttime visibility and safety.
- Fill sidewalk gaps along Liberty Street between Fairmont Drive and 164th Avenue.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- Liberty Street/164th Avenue: Close slip lane from 164th Avenue to Liberty Street.
- Liberty Street/I-580 Ramps: Modify ramp-intersections to reduce vehicle speeds for traffic traveling to and from the freeway, engaging Caltrans and residents to define improvements.

AC-6. FREEDOM AVENUE

The following improvements are recommended for Freedom Avenue between 150th Avenue and Fairmont Drive.

Corridor Improvements

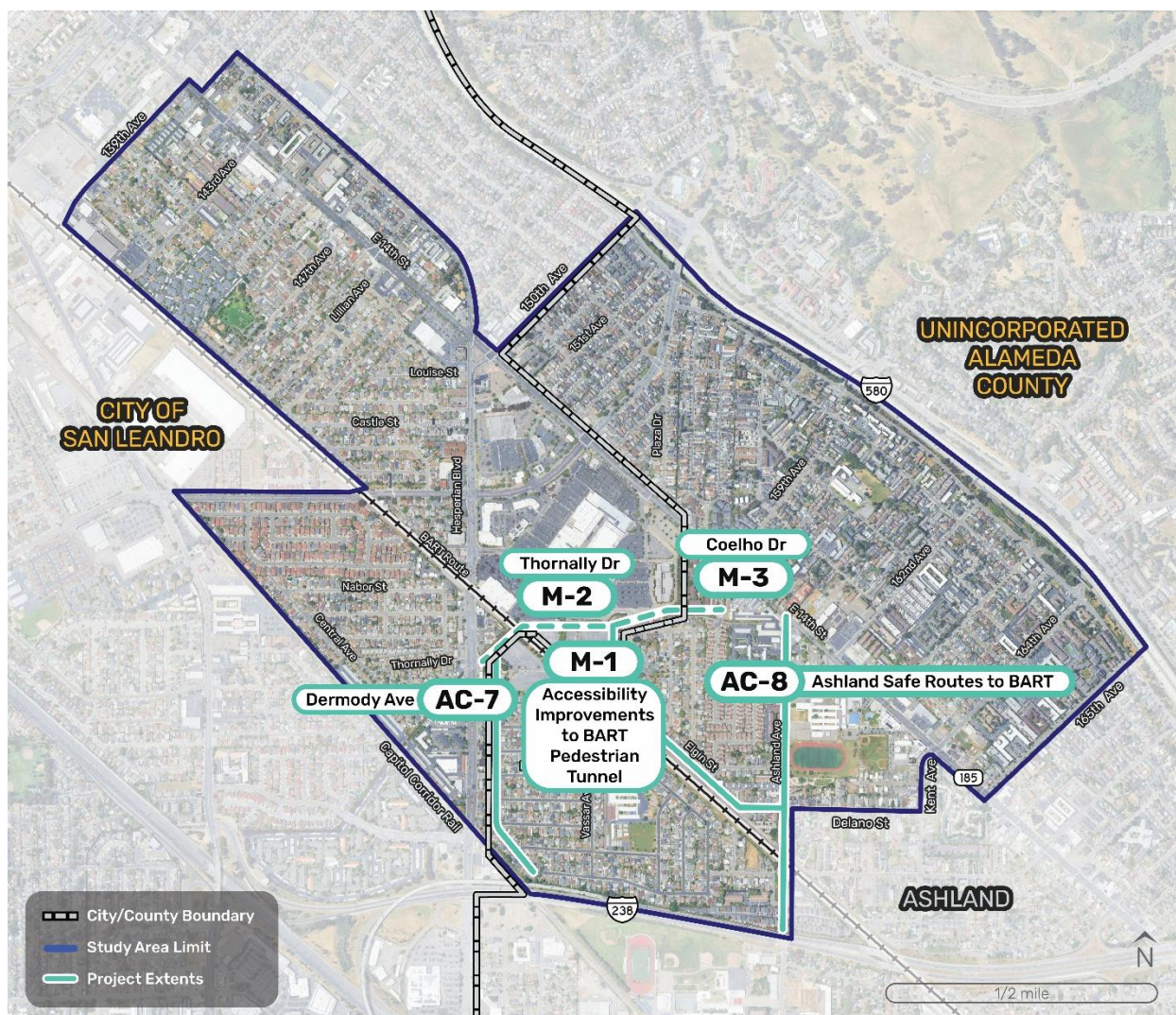
- Narrow travel lanes to 10 or 11 feet and stripe travel and parking lanes to clearly delineate two travel lanes in each direction.
- Widen the sidewalk on the southwest side of the street to improve pedestrian access.

Intersection Improvements

- 150th Avenue/I-580 off-ramp/Freedom Avenue: Install curb extensions to reduce turning radius at the intersection of 150th Avenue and the I-580 off-ramp and consider right turn on red restriction at the I-580 off-ramp. Install leading pedestrian intervals and audible pedestrian signals, engaging Caltrans and residents to define improvements.
- Fairmont Drive/Freedom Avenue: Install curb extensions to reduce turning radius at the northwest corner of the intersection and consider right turn on red restriction at the I-580 on-ramp. Install leading pedestrian intervals and audible pedestrian signals.

Safe Routes to Bay Fair BART

Figure 20: Map of Recommended Safe Routes to Bay Fair BART Projects



Source: Fehr & Peers, 2026.

Access to the Bay Fair BART Station is a priority for residents who rely on transit to reach jobs, school, and services. Projects in this category recommend improvements to sidewalks, crossings, and bicycle facilities on the streets that lead to the station.

Alameda County Projects

AC-7. DERMODY AVENUE ACCESS IMPROVEMENTS

Install a bicycle and pedestrian cut-through to BART at the end of the Dermody Avenue cul-de-sac to provide a pedestrian and bicycle connection to the Bay Fair BART station and future Transit-

Oriented Development. Coordinate improvements with the future TOD if a right-of-way purchase is required.

AC-8. ASHLAND SAFE ROUTES TO BAY FAIR BART

To improve access to the Bay Fair BART Station from the east, the Ashland Safe Routes to BART project recommends corridor and intersection improvements on the following County streets, coordinating with the Hayward Area Recreation and Park District (HARD) on streets where improvements are planned as part of the San Lorenzo Creekway.

- Ashland Avenue between East 14th Street and I-238
- Delano Street between Ashland Avenue and Elgin Street
- Elgin Street between Delano Street and Coelho Drive

Corridor Improvements

- Install pedestrian-scale lighting to improve conditions for people walking and biking at night along the entire route.
- Incorporate street trees, landscaping, and greening to improve shade and reduce heat exposure.
- Ashland from East 14th Street to I-238: Convert the existing sidewalk on the west side of Ashland Avenue to a 12-foot-wide shared-use path, incorporating the existing bike lanes into the path by narrowing travel lanes to 11 feet per direction and parking lanes to 7 feet. Transition the path to the east side of the street at the Delano Street intersection.
- Delano Street between Ashland Avenue and Elgin Street: Slow vehicle speeds through measures such as speed humps and chicanes. Convert rolled curbs to vertical curbs to discourage sidewalk parking. Add bikeway indications, wayfinding, and sharrows to indicate Bicycle Boulevard.
- Elgin Street between Bertero Avenue and Coelho Drive: Widen the sidewalk on the west side of the street to install a 12-foot shared-use path, narrowing travel lanes to 11 feet and parking lanes to 7 feet.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- Bertero Avenue/Elgin Street: Redesign the intersection to address high vehicle speeds, by closing existing slip lane and squaring up the intersection. In the long term, explore the feasibility of a roundabout.
- Ashland Avenue/Bertero Avenue: Install raised crosswalk and RRFB.
- Midblock crossing of Ashland Avenue at Edendale Middle School: Install raised crosswalk and RRFB.
- Ashland/East 14th Street: Stripe missing crosswalk at the northwest corner of the intersection.

Shared City of San Leandro/Alameda County/BART Projects

The following projects may require capital improvements to BART property and should be advanced in coordination with a future TOD at the Bay Fair BART site.

M-1. ACCESSIBILITY IMPROVEMENTS TO THE BART/UPRR PEDESTRIAN TUNNEL

To improve accessibility for Unincorporated Alameda County BART riders and Bayfair Center visitors south of the BART station, reconstruct existing stairs to the pedestrian tunnel on both the San Leandro and Unincorporated Alameda County sides to add ADA-compliant ramps, lighting and wayfinding, relocate the Accessible Fare Gate entrance to the station platform elevator, and add ADA curb ramps and other related access improvements as needed. Install ramps on both the San Leandro and Alameda County sides of the Bay Fair BART Station tunnel to improve accessibility for all users entering the station.

M-2. THORNALLY DRIVE IMPROVEMENTS

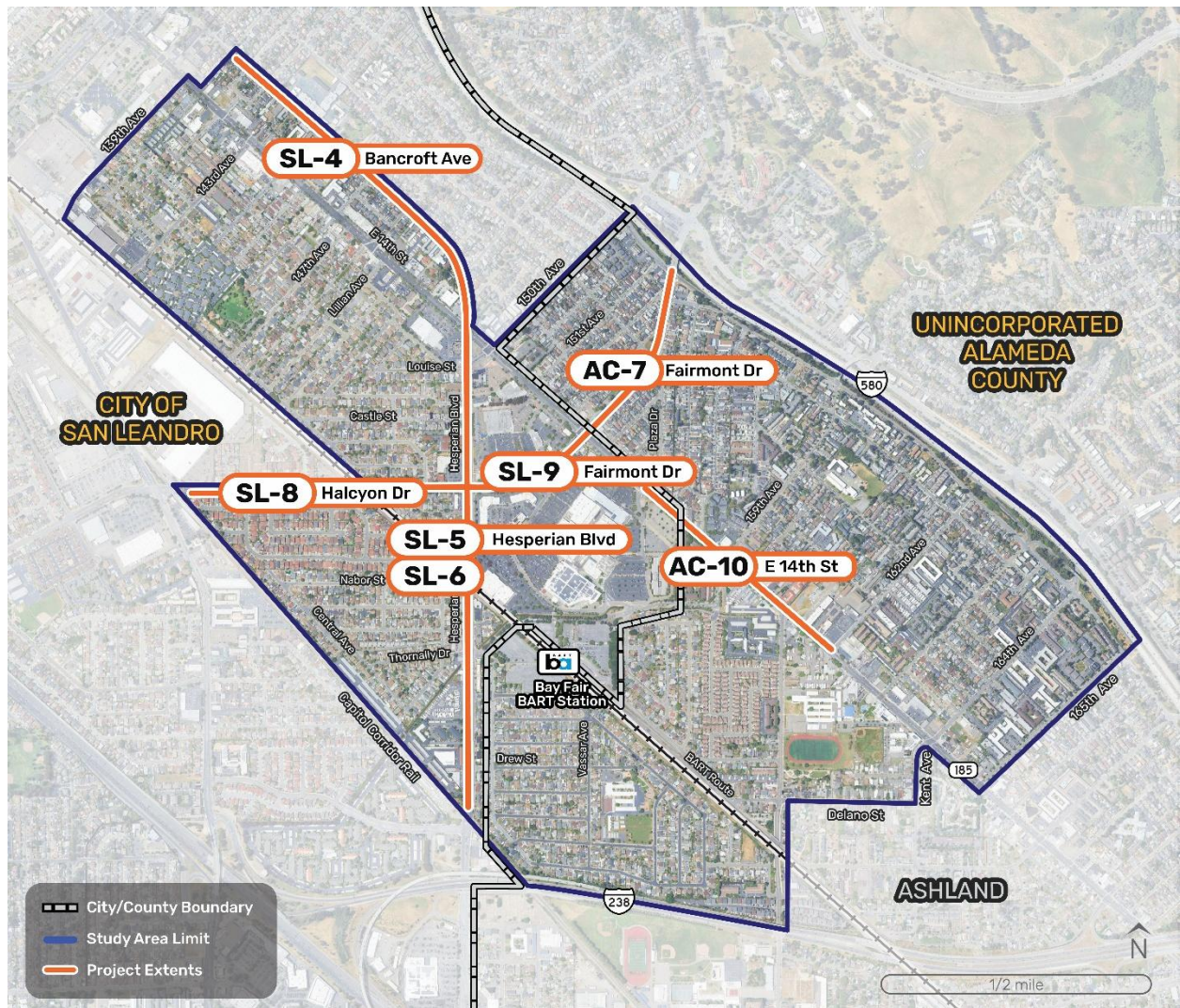
Enhance bicycle and pedestrian access along Thornally Drive between Hesperian Boulevard and Bayfair Drive to provide a more protected and comfortable route to the Bay Fair BART Station as part of a future TOD at the Bay Fair BART Station.

M-3. COELHO DRIVE IMPROVEMENTS

Enhance bicycle and pedestrian access along Coelho Drive between 159th Avenue and the BART Parking Lot to provide a more protected and comfortable route to the Bay Fair BART Station as part of a future TOD at the Bay Fair BART Station.

Complete Streets Improvements

Figure 21: Map of Recommended Complete Streets Improvements



Source: Fehr & Peers, 2026.

Major streets in the study area play an important role in connecting residents to jobs, schools, and shopping, but experience high vehicle volumes and speeds. This category brings complete streets improvements to these corridors, including separated bicycle facilities, protected intersections, high-visibility crosswalks, bulb-outs, extended pedestrian crossing times, and audible pedestrian signals.

City of San Leandro Projects

SL-4. BANCROFT AVENUE CROSSTOWN CORRIDORS

The following improvements are recommended on Bancroft Avenue between East 14th Street and 137th Avenue.

Corridor Improvements

- Install a two-way raised separated bike lane on the west side of the street, while maintaining parking for businesses on the east side of the street.
- Reduce speed limits to 15 MPH near Jefferson Elementary School.
- Incorporate street trees, landscaping, and greening to improve shade and reduce heat exposure.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- Raise two-way separated bike lane through all intersections.
- Bancroft Avenue/East 14th Street: Install protected intersection in coordination with the East 14th Street Project.
- Midblock crossing outside Jefferson Elementary School: Raise crosswalk and install RRFB.

SL-5 & SL-6. HESPERIAN BOULEVARD IMPROVEMENT PROJECTS

The following improvements are recommended on Hesperian Boulevard between East 14th Street and Springlake Drive in alignment with the City's Hesperian Boulevard Bike Lane Gap Closure project and Hesperian Boulevard Road Diet and Bike Lane project.

Corridor Improvements

- Close the gap in bike lanes along Hesperian Boulevard between East 14th Street and Fairmont Drive to provide a continuous separated bicycle facility along the corridor.
- Implement a road diet on Hesperian Boulevard between Fairmont Drive and Springlake Drive, reducing the number of travel lanes from 4 to 2 and providing separated bike lanes on both sides of the street.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- Hesperian Boulevard/East 14th Street and Hesperian Boulevard/Fairmont Drive: Install protected intersections.

SL-8. HALCYON DRIVE COMPLETE STREETS PROJECT

The following improvements are recommended on Halcyon Drive between Hesperian Boulevard and the Niles subdivision.

Corridor Improvements

- Reduce outside travel lane width to 11 feet and inside travel lane width to 10 feet to upgrade the existing bike lanes to 6-foot separated bike lanes with a 3-foot raised buffer.
- Incorporate street trees, landscaping, and greening to improve shade and reduce heat exposure.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- Halcyon Drive/Hesperian Boulevard: Install a protected intersection at the future connection to the Hesperian Boulevard separated bike lanes.

SL-9. FAIRMONT DRIVE COMPLETE STREETS UPGRADE

The following improvements are recommended on Fairmont Drive between Hesperian Boulevard and East 14th Street.

Corridor Improvements

- Add trees and greenery (per the Bay Fair TOD Plan) along the corridor to improve shade and reduce heat exposure. Fill gaps in the existing concrete bike lane barrier with landscaped planters to improve separation between vehicles and bicycles.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals. Raise and mark bikeway through intersections.
- Fairmont Drive/Hesperian Boulevard and Fairmont Drive/East 14th Street: Install protected intersection to improve safety for bicyclists.⁶

⁶ To be installed as part of the East Bay Greenway Multimodal Project (East 14th Street)

Alameda County Projects

AC-9. FAIRMONT DRIVE COMPLETE STREETS PROJECT

The following improvements are recommended on Fairmont Drive between East 14th Street and I-580.

Corridor Improvements

- Install separated bike lanes on both sides of the street. May need to engage community stakeholders further on trade-offs, including potential parking removal, to accommodate separated bicycle facilities.
- Install pedestrian-scale lighting between Liberty Street and Freedom Avenue to improve conditions for people walking and biking at night.
- Incorporate street trees, landscaping, and greening to improve shade and reduce heat exposure.

Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.
- Fairmont Drive/152nd Avenue/Liberty Street: Remove the slip lane, install the missing crosswalk.

AC-10. EAST BAY GREENWAY MULTIMODAL PROJECT

The following improvements are recommended on East 14th Street between Bay Fair Drive and 162nd Avenue, and along 159th Avenue/Coelho Drive between East 14th Street and the Bay Fair BART Station, as part of the East Bay Greenway Multimodal Project.

Corridor Improvements

- East 14th Street between Bayfair Drive and 162nd Avenue: Remove parking in the northbound direction to install separated bike lanes on both sides of the street. Upgrade bus stops and implement streetscape improvements including street trees, lighting, and other amenities.
- 159th Avenue/Coelho Drive between East 14th Street and the Bay Fair BART Station: Install traffic calming improvements

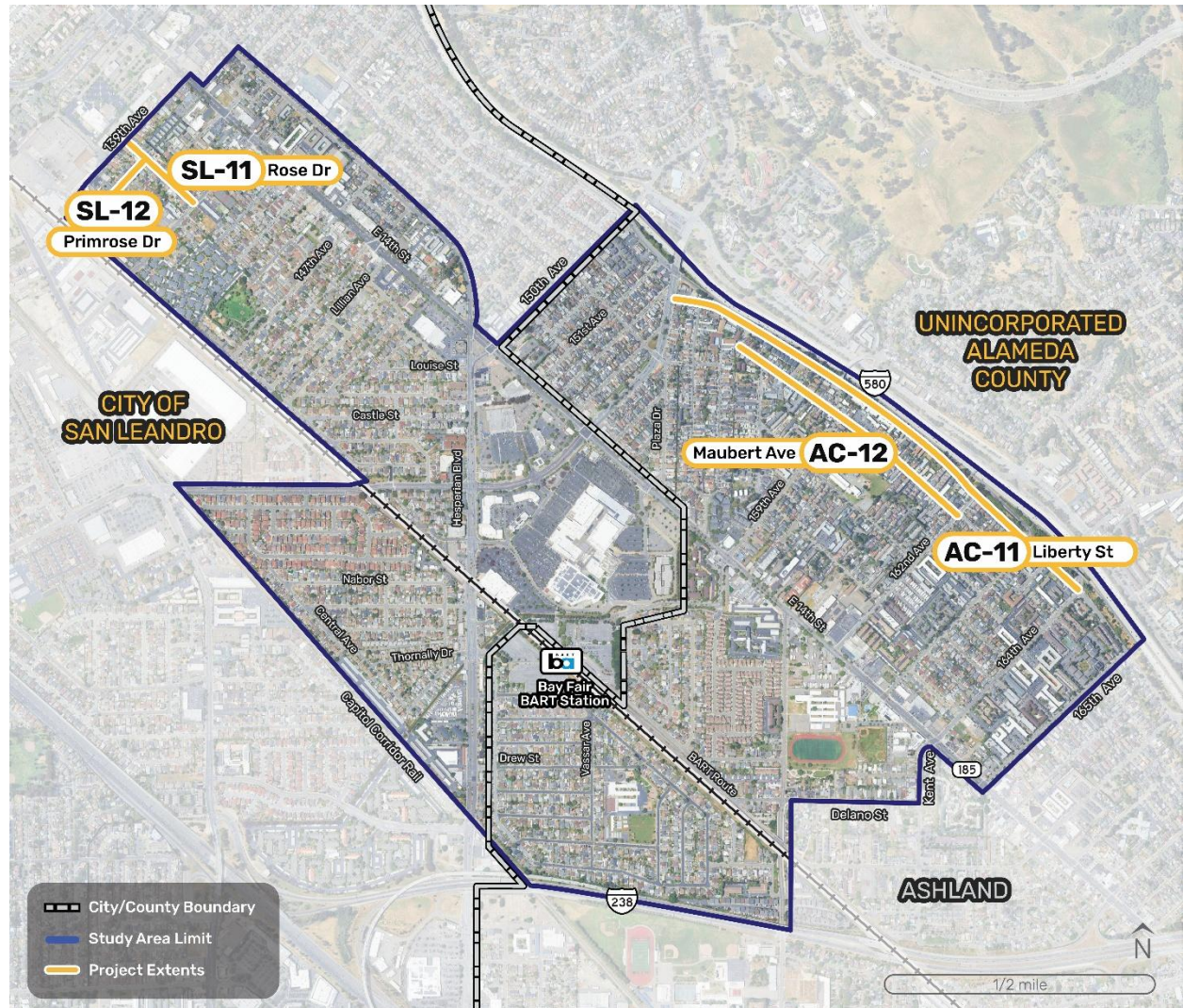
Intersection Improvements

- All intersections: At marked crosswalks, extend curbs to reduce turning radii, install bulb-outs, upgrade existing crosswalks to high-visibility crosswalks. As crosswalks are upgraded, install directional curb ramps. At signalized intersections install leading pedestrian intervals and audible pedestrian signals.

- East 14th Street/Thrush Avenue: Narrow intersection by installing curb extension on southeast corner.
- East 14th Street/159th Avenue: Install protected intersection.

Sidewalk Improvements

Figure 22: Map of Recommended Sidewalk Improvements



Source: Fehr & Peers, 2026.

A continuous, accessible sidewalk network is the foundation of a walkable community, yet many study area streets have missing, narrow, or deteriorated sidewalks. This category recommends projects to construct sidewalks where none exist and rehabilitate cracked and worn pavement to provide a continuous accessible path of travel for people walking and rolling.

City of San Leandro Projects

SL-10. PRIMROSE DRIVE SIDEWALK GAP CLOSURE

Complete sidewalks on both sides of the street on Primrose Drive between Rose Drive and Orchid Circle.

SL-11. ROSE DRIVE SIDEWALK GAP CLOSURE

Complete sidewalks on both sides of the street on Rose Drive between 139th Avenue and 143rd Avenue.

AREAWIDE SIDEWALK IMPROVEMENTS

Prioritize sidewalks less than five feet in width (as shown in **Figure 12**) for future improvements.

Alameda County Projects

AC-11. LIBERTY STREET SIDEWALK GAP CLOSURE

Construct sidewalk improvements along Liberty Street from 164th Avenue to Fairmont Drive to fill sidewalk gaps and provide a continuous path of travel.

AC-12. MAUBERT AVENUE SIDEWALK GAP CLOSURE

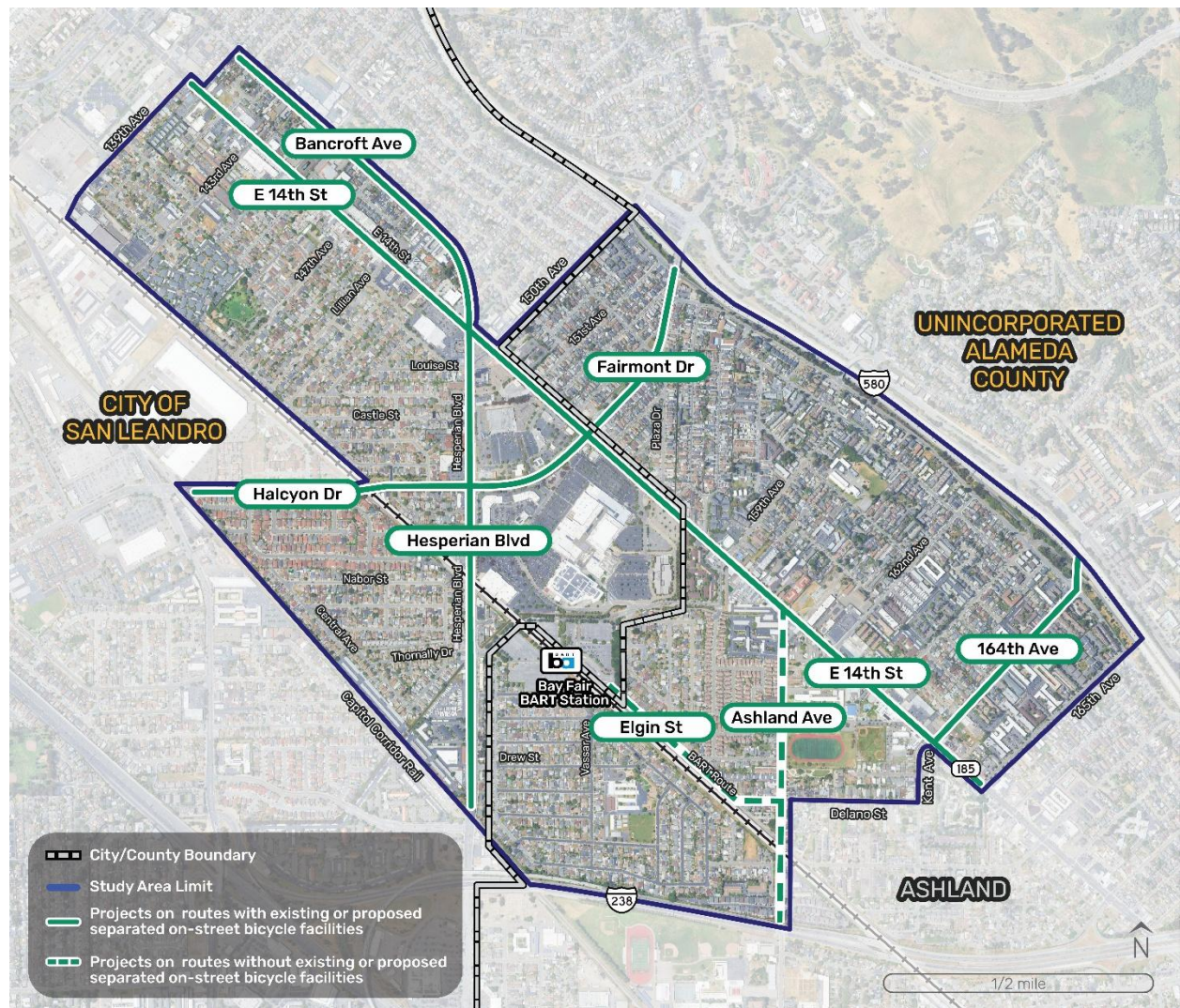
Construct sidewalk and roadway improvements along Maubert Avenue from 159th Avenue to Tanager Avenue including retaining walls, storm drains, concrete curbs, gutters, and sidewalks.

AREAWIDE SIDEWALK IMPROVEMENTS

Prioritize sidewalks less than five feet in width (as shown in **Figure 12**) for future improvements.

Bus Stop Improvements

Figure 23: Map of Recommended Bus Stop Improvements



Comfortable, accessible bus stops make transit a more attractive option and support riders while they wait. This category of projects recommends upgrades to bus stops and bus stop amenities in the study area consistent with AC Transit’s Transit Supportive Design Guidelines and Bus Stop Furniture Guidelines to improve comfort for bus riders and improve bus operations. Bus stop improvements should be coordinated with AC Transit to determine ownership and maintenance responsibilities for bus stop infrastructure.

ALONG ROUTES WITH EXISTING OR PROPOSED SEPARATED ON-STREET BICYCLE FACILITIES

Hesperian Boulevard, East 14th Street, Fairmont Drive, Bancroft Avenue, Halcyon Drive, and 164th Avenue

- Provide floating bus stops and delineate the bicycle path of travel from the bus platform zone or pedestrian zone through grade separation, tactile paving, or vertical barriers like rail. Provide marked crosswalks across the bicycle path of travel.
- Provide bus stop amenities consistent with AC Transit's bus stop furniture guidelines to prioritize shelters and benches at high-ridership stops, stops in census tracts with a high share of people of color or low-income population, or near social service centers. Provide pedestrian-scale lighting at all bus stops to improve personal security for people waiting for the bus. Innovative, lower-cost solutions such as the Simme-Seat could be explored.
- Explore relocating bus stops to the far side of signalized intersections to improve bus speed and reliability.

ALONG ROUTES WITHOUT EXISTING OR PROPOSED SEPARATED BICYCLE FACILITIES

Ashland Avenue and Elgin Street

- Provide bus stop amenities consistent with AC Transit's bus stop furniture guidelines to prioritize shelters and benches at high-ridership stops, stops in census tracts with a high share of people of color or low-income population, or near social service centers. Provide pedestrian-scale lighting at all bus stops to improve personal security for people waiting for the bus. Innovative, lower-cost solutions such as the Simme-Seat could be explored.
- Explore relocating bus stops to the far side of signalized intersections to improve bus speed and reliability.

Transit and Street Ambassador Program

Through the Bay Fair CBTP process, many residents addressed concerns that could be addressed through a transit and street ambassador program. Community members highlighted concerns related to trash cleanup and maintenance of public space and parks, personal safety and security when traveling alone, and access to transit for people without cell phones or residents who do not speak English.

The Bay Fair CBTP recommends deploying a multilingual street ambassador team throughout the Bay Fair CBTP area focused on picking up trash and preserving overall area maintenance and cleanliness, particularly at bus stops or other places where community members spend time waiting. Street ambassadors would be trained to help riders overcome barriers to transit, by showing riders how to take the bus and pay a fare using cash or Clipper in multiple languages. Street ambassadors could also be trained to respond to non-violent disturbances and connect unhoused community members to shelter and other resources.

5. Community Engagement

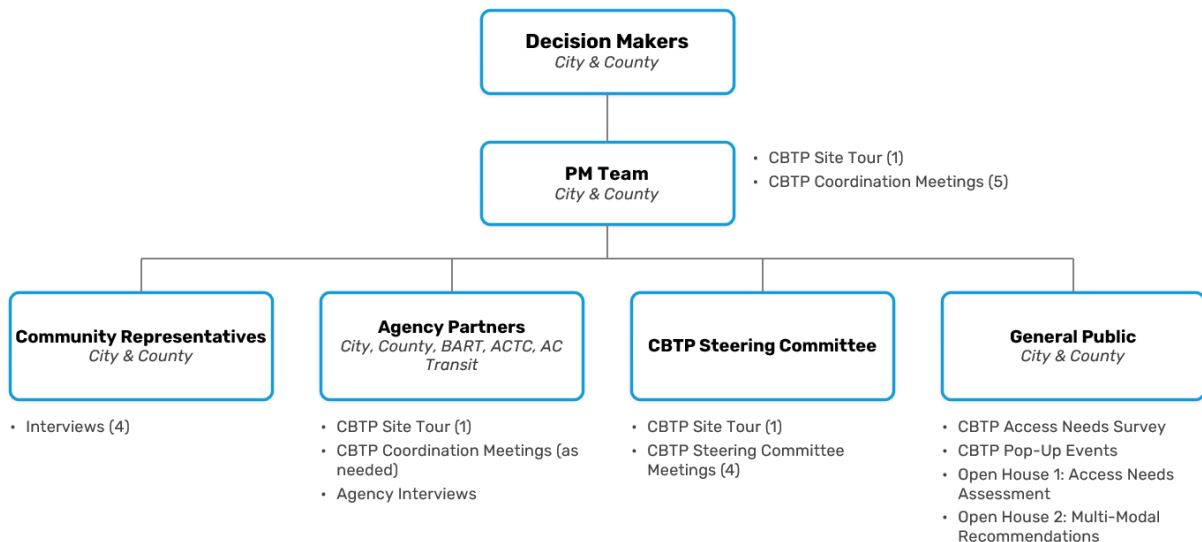
Engagement Methodology

Community engagement was central to the Bay Fair CBTP planning process to ensure transportation needs and recommendations were identified in collaboration with community members, and reflective of community priorities. Engagement was focused on fostering collaboration and trust between public agencies, community-based organizations, and residents and included a variety of participatory engagement methods. Engagement activities included interviews with community representatives, pop-ups at key community events such as the National Night Out and Bay Fair Farmers Market, participatory in-person open houses, a site visit, and online community surveys to enable participation from people unable to attend in-person events. This chapter provides a summary of key stakeholders, engagement events by phase, and community input.

Key Stakeholders

The Bay Fair CBTP engaged a variety of stakeholders to capture broad input from people who live, work, play, and travel through the Bay Fair Area. The stakeholders engaged by the Bay Fair CBTP are shown in Error! Reference source not found. and described in detail below.

Figure 24: Bay Fair CBTP Stakeholders



Decision-Making Bodies

City and County elected and appointed officials also played a critical role in reviewing and approving the plan. The following decision-making bodies and advisory bodies were engaged throughout the project to ensure study methods and recommendations were aligned with City and County goals, priorities, and available funding opportunities, and build support for implementing plan recommendations. The Bay Fair CBTP project team engaged the following decision-making bodies:

CITY OF SAN LEANDRO

- Council Facilities and Transportation Committee
- City Council

UNINCORPORATED ALAMEDA COUNTY

- Eden Area Municipal Advisory Council
- Unincorporated Services Committee
- Transportation & Planning Committee
- Planning Commission
- Alameda County Board of Supervisors

Community Representatives Interviewed

The City and County also selected four additional local representatives to supplement the Steering Committee to participate in in-depth interviews and provide deep insights into transportation challenges people traveling through the Bay Fair area face today. The Bay Fair CBTP project team interviewed the following community representatives:

- A Small Business Owner, Bike East Bay Board Member
- A Founding Member of My Eden Voice and Eden Renters Union
- A Youth and Community Advocate; Program Staff at Eden United Church of Christ
- A Community Affairs Lead with the Port of Oakland Social Responsibility Division

Steering Committee

A Steering Committee was established for the Bay Fair CBTP and included community advocates, local residents, and public agency partners. The steering committee served as a key advisory body, providing critical feedback on engagement events and materials and input into transportation needs and recommendations. The Steering Committee met virtually four times over the course of the project and participated in a site tour to establish transportation needs and existing conditions. The following representatives participated in the Bay Fair CBTP Steering Committee:

- Ashland Community Association
- Eden Municipal Advisory Council
- Unincorporated Bicycle and Pedestrian Advisory Committee
- Alameda County Board of Education
- Bike East Bay
- REACH Ashland Youth Center
- San Leandro Bicycle and Pedestrian Advisory Committee
- Alameda County Transportation Commission
- San Francisco Bay Area Rapid Transit District (BART)
- AC Transit
- Hayward Area Recreation and Park District (HARD)

Phase I – Community Travel Needs

This section describes the activities undertaken and input received during Phase I of community engagement, which focused on identifying what barriers community members face traveling through the Bay Fair area today, and what types of transportation improvements community members wanted to see.

Activities

Phase I included five activities, ranging from a public survey to targeted interviews and in-person pop-up events, to reach a broad cross-section of the community.

Public Survey

Community members had the opportunity to engage with the project through an online survey on the project's website from May 30 to September 30, 2025, which received 164 responses. The survey took approximately 10 to 15 minutes to complete and was offered in English, Spanish, Tagalog, and Chinese to support participation from the study area's diverse communities.

Through the public survey, community members provided input on general travel patterns and destinations, safety and comfort across travel modes, barriers to reaching key destinations without a car, and desired transportation improvements in the CBTP study area. The survey also included an open-ended question inviting respondents to identify specific locations for improvement. Physical flyers and postcards promoting the survey were distributed throughout the community to encourage participation.

Community Representative Interviews

The project team conducted four interviews with study area residents, youth, and local nonprofit and faith leaders. Interviewees included long-time study area residents, youth advocates, nonprofit leaders, and transportation equity organizers, many of whom work across multiple community-based organizations and faith institutions with deep roots in Ashland. Interviewees shared input on key challenges, infrastructure gaps, and community priorities for walking, biking, transit, and accessibility in the study area.

Partner Agency Interviews

The project team conducted an interview with key agency partners including the City of San Leandro, Alameda County Public Works Agency, AC Transit, BART, and Alameda CTC to identify transportation projects in the Bay Fair CBTP Study Area, for consideration in the Bay Fair CBTP planning process.

Steering Committee Meeting and Site Tour

The project team presented to the Steering Committee on June 4, 2025, to introduce the Bay Fair CBTP and seek input on proposed engagement approaches. The Steering Committee also conducted a site tour on July 21, 2025, to observe existing transportation challenges and needs, and develop preliminary ideas for transportation improvements. On this site tour, the Steering

Committee stopped at the intersection at 150th Avenue/Hesperian Boulevard/East 14th Street, Jefferson Elementary School, and the REACH Ashland Youth Center.

Figure 25: Bay Fair CBTP Steering Committee Site Tour



Pop-up Events

The project team held two pop-up events at the National Night Out on August 5, 2025, and the Bay Fair Farmers Market on August 23, 2025. At the pop-ups, community members provided input on the highest need locations within the Bay Fair CBTP study area for the following improvements:

- Better/safer sidewalks and crosswalks
- Protected bicycle lanes
- Secure bike parking
- Improved bus stops
- Safer streets
- Improved streetscapes
- Shared mobility services

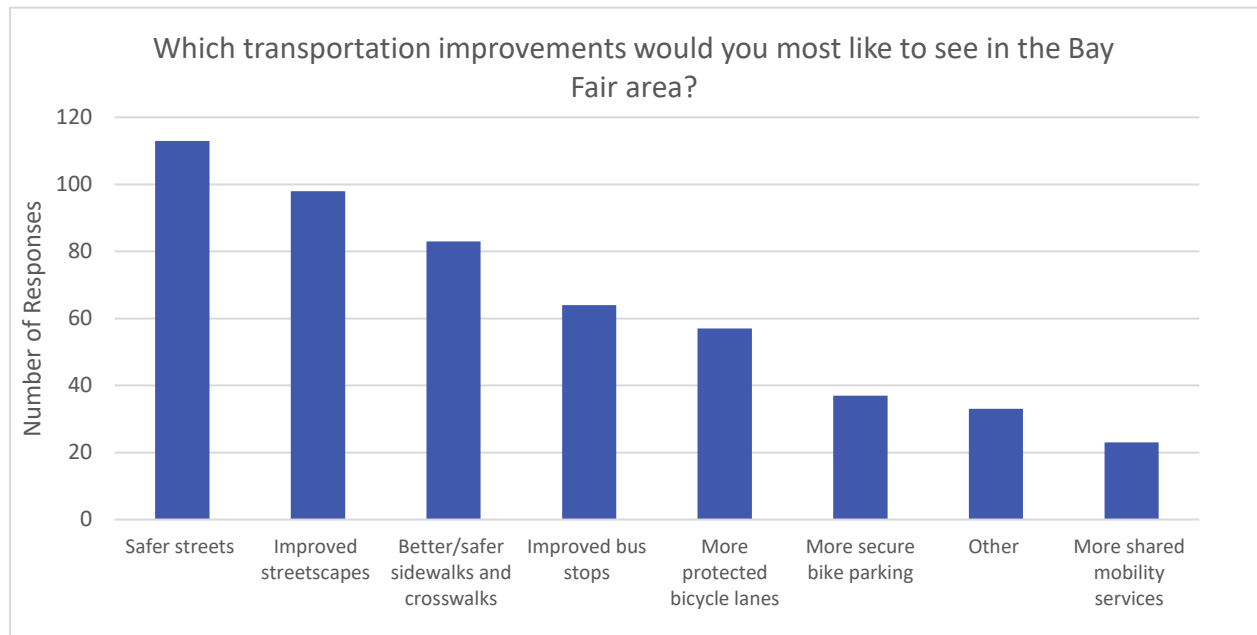
Figure 26: Engaging Community Members at the Bay Fair Farmers Market



Community Input

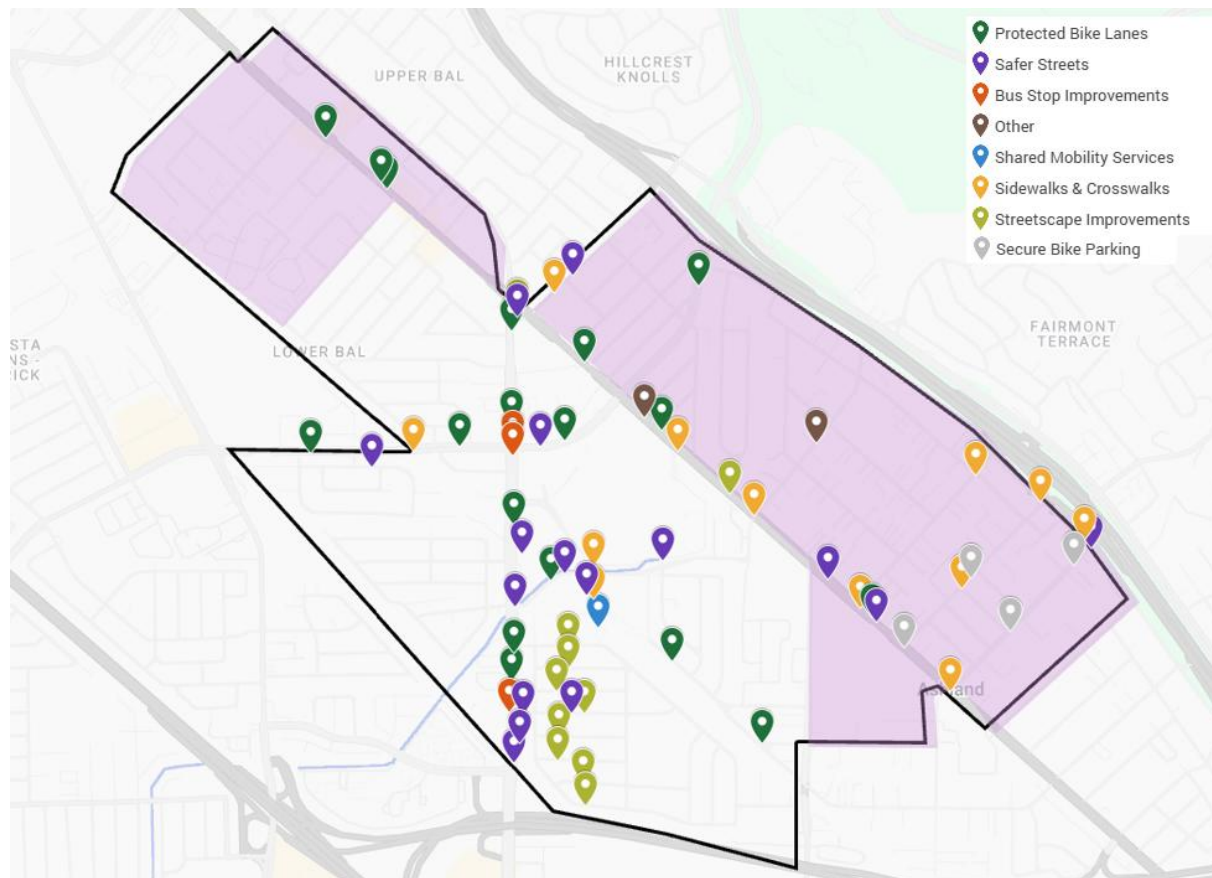
Through Phase I engagement, the community provided detailed input on the types of transportation improvements they most wanted to see in the Bay Fair CBTP through the survey (**Figure 27**) and interactive pop-up boards (**Figure 28** Error! Reference source not found.). Safer streets, improved streetscapes, and sidewalk and crosswalk improvements were the top transportation needs identified by the community, with busy arterials including Hesperian Boulevard, East 14th Street, Fairmont Drive, and Halcyon Drive identified as key streets for improvements.

Figure 27. Priority Improvements for the Bay Fair CBTP Study Area Identified by Survey Respondents



Source: Bay Fair CBTP Online Community Access Needs Survey, 2025.

Figure 28. Priority Improvements for the Bay Fair CBTP Study Area Identified by Pop-Up Attendees at the National Night Out and Bay Fair Farmers Market



Source: Bay Fair CBTP Pop-Up Boards, 2025.

Community input gathered across Phase I engagement also provided qualitative insight into the key transportation needs, gaps, and improvement opportunities in the Bay Fair area, with five key themes emerging:

- Theme 1: Convenient and safe access to BART and major destinations is limited.
- Theme 2: The auto-dominated landscape creates safety barriers to walking and biking.
- Theme 3: The bike network is disconnected and stressful to navigate.
- Theme 4: Safety and personal security concerns are a barrier to travel.
- Theme 5: Structural barriers restrict equitable transportation access.

Community input across each of these themes is described in greater detail below.

Theme 1: Convenient and safe access to the BART station and other destinations is limited.

Reaching the Bay Fair BART Station and other key destinations in the Bay Fair CBTP study area without a car is difficult, due to challenging pedestrian crossing conditions including high vehicle speeds and long crossing distances, missing sidewalks and pedestrian connections, lack of

continuous ADA access, confusing signage and wayfinding, and infrequent bus service. The Thornally Drive underpass connecting the BART station and Hesperian Boulevard lacks a sidewalk and was noted by the community as being particularly challenging to navigate by bicycle. The community also noted that the BART pedestrian tunnel undercrossing of the UPRR railroad tracks at the Bay Fair BART Station can pose access barriers for many BART riders, including people with disabilities and strollers, because the underpass can only be accessed by stairs.

"I've come from East 14th trying to get to the Bay Fair BART Station and because only one side was equipped with a sidewalk, I found myself walking along the road"

Theme 2: The auto-dominated landscape creates safety barriers to walking and biking.

Driving is often the default travel choice because other options feel unsafe or inconvenient. Fast-moving traffic, uneven sidewalks, inadequate lighting, and pedestrian safety are major concerns for many community members along Hesperian Boulevard, East 14th Street, Fairmont Drive, and Bancroft Avenue, and discourage people from traveling by non-auto modes. Conflicts between cars and people biking or walking are common, particularly at driveways and shopping center entrances. Youth, seniors, and people with disabilities are particularly affected, with community members noting that sidewalks could pose a particular danger for people using mobility aids.

"East 14th St and Hesperian Blvd – they feel like highways. It just doesn't feel welcoming. I never walk or bike there (and if I had to bike, I'd bike on the sidewalk)"

Theme 3: The bike network is disconnected and stressful to navigate.

The existing bike network has significant gaps that can make it difficult and stressful to reach destinations by bike. Bike routes are fragmented, forcing cyclists onto high-traffic, high-speed streets to travel between neighborhoods, or preventing people from making trips by bike altogether. A perceived and real lack of secure bike parking further discourages biking, despite an abundance of underused car parking in the area.

"Need more protected bike lanes and safe places to park bikes. I would ride to the farmers market and the movies if it felt safe"

Theme 4: Safety and personal security concerns are a barrier to travel.

Personal safety and security concerns discourage walking, biking, and transit use throughout the study area. Many people do not feel safe at or around Bay Fair BART Station, particularly at night, and the pedestrian undercrossing between the parking lot and the station was called out as a place where people feel particularly unsafe. These concerns actively push people toward driving, even when they would prefer to walk or take transit, and are not evenly distributed: women and elders described specific vulnerabilities and coping strategies, such as traveling with others or avoiding certain areas entirely.

"Pedestrian under crossing to the [BART] back lot feels secluded and unsafe, especially at night"

Theme 5: Structural barriers restrict equitable transportation access.

Language, technology, and cost barriers limit equitable access to transportation for some residents. High fares are a real barrier to transit use, and the cost of transit does not always feel justified given the quality and safety of the experience. Language access matters as community members described needing trusted ambassadors who can walk people through transit systems in Spanish, Tagalog, and other languages. Technology barriers also exist. For example, people without bank accounts face practical obstacles in loading a Clipper card.

"The cost of transportation is exorbitant compared to the quality, safety, and reliability of the Bay Fair station and the overall BART system."

Phase II – Desired Improvements

This section describes the activities undertaken and input received during Phase II of community engagement, which focused on identifying desired transportation improvements in the Bay Fair area.

Activities

Steering Committee Meeting

The project team met with the Steering Committee on March 30, 2026, to share back community input from the first phase of engagement, seek input on priority transportation improvements and locations, and seek input on the proposed approach for the community open house.

Community Open House

Community members had the opportunity to share input on desired improvements and prioritize projects at a community open house on April 23, 2026, at the REACH Ashland Youth Center. The Open House was promoted through a variety of engagement methods including social media, flyers, personalized invitations to community leaders, and e-news blasts. The project team also compensated two CBOs – San Leandro 2050 and La Familia – to promote and attend the event.

At the Open House, interpretation services were provided in Spanish, Chinese, and Tagalog to enable a variety of community members to engage and share their perspectives. The project team also provided activities for kids to reduce barriers to family participation in the Open House. Snacks and refreshments were also provided to Open House participants. The Open House drew 50 attendees, including 15 Spanish speakers and 3 Cantonese speakers.

Figure 29. Community Participation at Open House #1



At the Open House, community members participated in a dot voting exercise to prioritize the types of transportation and streetscape improvements they'd like to see throughout the study area. Open house participants also provided additional ideas for specific improvements by leaving sticky notes on boards.

Community Input

At the Open House, community members ranked the top transportation and streetscape treatments they'd like to see throughout the Bay Fair area as follows:

1. Better lighting for people walking at night (31 votes)
2. Benches and shade at bus stops (19 votes)
3. Improvements to make it safer and easier to cross the street (19 votes)
4. More trees along streets for shade (17 votes)

Additional public input at the Steering Committee meeting and Open House reinforced the Phase I priorities, with safety as the strongest theme. Attendees called for safer pedestrian crossings, slower vehicle speeds, greater separation between people walking, biking, and driving, and more street lighting, especially near bus stops and the Bay Fair BART Station. Participants pointed to specific streets needing traffic calming, safer crossings, and more connected bike facilities, including 143rd Avenue, Halcyon Drive, Fairmont Drive, and Hesperian Boulevard. Community members also asked for more direct walking and biking connections between key destinations such as Bay Fair BART and the Bayfair Center, and improved bus stops with shelters, benches, and lighting.

During the second round of engagement, a sixth key theme emerged, focused on the idea that streets should also function as comfortable, pleasant spaces for people to gather in and travel through.

Figure 30. Community Voting Exercise at Open House 1



Theme 6: Streets should be inviting community spaces.

Community members tied greening, streetscape quality, and maintenance to whether spaces feel welcoming and cared for, asking for more trees, parks, benches, shade, and public art, alongside better-maintained streets, cleaner spaces, and more trash cans. Attendees also raised concerns about preserving key destinations, including Bay Fair BART and the Bayfair Center.

"I would like to see more plants, flowers, and youth artwork"

Phase III – Priority Projects

This section describes the activities undertaken and input received during Phase III of community engagement, which focused on seeking community input on the preliminary plan recommendations and priority projects. Phase III engagement encompassed in-person and online engagement to continue to build awareness of the Bay Fair CBTP and hear from a diverse set of community members in the Bay Fair area.

Activities

Steering Committee Presentation

The project team met with the Steering Committee on August 3, 2026, to share back community input from the second phase of engagement, seek input on priority projects, and seek input on the proposed approach for the second community open house.

Survey

Community members had the opportunity to provide input on the preliminary recommendations (covered in **Chapter 4**) through an online survey that was available between August 5, 2026, and

August 31, 2026. The survey took approximately 10 to 15 minutes to complete and was offered in English, Spanish, Tagalog, and Chinese to support participation from the study area's diverse communities. The survey received 29 responses.

Through the public survey, community members reviewed the preliminary recommendations and voted for which recommendations they would like to prioritize for implementation.

Pop-Up

The project team attended the Bay Fair Farmers Market on 8/8 to share the plan's preliminary recommendations, promote the second Open House, encourage community members to take the survey, and answer any questions about the Bay Fair CBTP. At the pop-up, the project team spoke with 77 members of the community.

Figure 31. Community Participation at Bay Fair Farmers Market



Open House

A final Open House for the plan was held on August 20, 2026, at the Ashland Roots Center. The purpose of the Open House was to present the draft project recommendations to community members and provide an in-person forum for community members to vote, through a sticky dot exercise, for which plan recommendations they would like to prioritize for implementation.

Figure 32. Community Participation at Open House #2



Based on the success of Open House 1, similar methods were used to promote Open House 2, including social media engagement, flyers, invitations to community leaders, and e-news blasts. As with Open House 1, La Familia and San Leandro 2050 were also compensated to promote and attend the event.

Community Input on Priorities

During the third phase of engagement, community members provided input on the projects they wanted to prioritize through the CBTP process through the online survey and at the Open House, by voting for their top 1-2 projects in each project category.

Projects prioritized by community members were largely aligned with those prioritized through the technical prioritization process (described in **Chapter 4**). A summary of community prioritized projects is shown in **Table 7** through **Table 9** below.

Table 7: Community Input on Priorities in San Leandro

Project Category	City Projects	Priority <i>As identified through technical prioritization process</i>	Open House Votes	Survey Votes	Total Votes
Safer Neighborhood and School Streets	Jefferson Elementary School	Highest Priority	4	14	18
	143rd Bicycle Boulevard		3	11	14
Improved Conditions for People Walking, Biking, and Rolling near I-580	150th Avenue		15	18	33
Complete Streets Improvements	East 14th St	Highest Priority	22	18	40
	Hesperian Boulevard	Highest Priority	15	14	29
	Fairmont Drive	Highest Priority	7	8	15
	Bancroft Avenue	Highest Priority	6	9	15
	Halcyon Drive	Highest Priority	3	5	8
Sidewalk Improvements	Rose Drive		2	3	5
	Primrose Drive		2	4	6

Table 8: Community Input on Priorities in Unincorporated Alameda County

Project Category	County Projects	Priority <i>As identified through technical prioritization process</i>	Open House Votes	Survey Votes	Total Votes
Safer Neighborhood and School Streets	Hesperian Elementary School	Highest Priority	16	10	26
	Hillside Elementary School		5	7	12
Safe Routes to Bay Fair BART	Ashland Avenue Safe Routes to Bay Fair BART	Highest Priority	14	15	29
	Dermody Avenue		4	4	8
Improved Conditions for People Walking, Biking, and Rolling near I-580	Liberty Street	Highest Priority	20	10	30
	164th Avenue	Highest Priority	14	12	26
	159th Avenue	Highest Priority	14	10	24
	Freedom Avenue		4	8	12

Project Category	County Projects	Priority <i>As identified through technical prioritization process</i>	Open House Votes	Survey Votes	Total Votes
Complete Streets Improvements	East 14th Street	Highest Priority	22	18	40
	Fairmont Drive	Highest Priority	7	8	15
Sidewalk Improvements	Liberty Street	Highest Priority	28	21	49
	Maubert Avenue	Highest Priority	14	1	15

Table 9: Community Input on Multijurisdictional Priorities

Project Category	Multi-Jurisdiction Projects	Priority <i>As identified through technical prioritization process</i>	Open House Votes	Survey Votes	Total Votes
Safe Routes to Bay Fair BART	ADA Improvements to BART/UPRR Pedestrian Underpass	Highest Priority	15	17	32
	Coelho Drive		5	7	12
	Thornally Drive		17	15	32

Input for Future and Parallel Projects

Community members indicated improvements to Thornally Drive are a high priority and provided many improvement suggestions that should be incorporated into future improvements as part of a TOD at the Bay Fair BART Station. Improvement recommendations included:

- Installing separated bicycle facilities on Thornally Drive between Hesperian Boulevard and the BART station or limiting access to Thornally Drive to bicycles and pedestrians only.
- Improving sidewalks and crosswalks on Thornally Drive, including widening sidewalks and filling gaps in sidewalks between the underpass and the BART station.

In addition, there is a high level of community support for planned improvements on East 14th Street as part of the East Bay Greenway in the City of San Leandro. This project is not included as a plan recommendation as it is currently fully funded.

6. Implementation

This chapter summarizes funding and monitoring strategies for implementing the recommended Bay Fair CBTP projects and programs. It also highlights related parallel efforts by local and regional jurisdictions to improve transportation facilities within the Bay Fair community. In general, the City and County should work to advance the near-term projects that have also been identified as the highest priorities in **Table 4 through**

Table 6, while maintaining flexibility to advance medium- to long-term projects as funding opportunities arise.

Funding

The Bay Fair Community-Based Transportation Plan provides a list of projects and programs that respond to the transportation needs of the Bay Fair community. The City of San Leandro, Unincorporated Alameda County, and local transit agencies need to pursue federal, state, regional, and local funds to implement the recommendations. The following funding sources are identified as potential resources for implementation of the proposed Bay Fair CBTP solutions. To compete for these funds, a project must be well-defined, included in local plans for the jurisdiction, and have community and public agency support.

Federal

This section highlights federal funding programs that may support the implementation of the recommended Bay Fair CBTP projects and programs.

Highway Safety Improvement Program (HSIP)

Administered by: Caltrans Local Assistance and Federal Highway Administration (FHWA)

Purpose: Fund projects that reduce traffic fatalities and serious injuries on all public roads.

Eligible Activities: Infrastructure improvements that reduce fatal and severe injury crashes on local roads.

State

This section highlights California state funding programs that may support the implementation of the recommended Bay Fair CBTP projects and programs.

Active Transportation Program (ATP)

Administered by: Caltrans and the California Transportation Commission (CTC)

Purpose: Fund projects that increase the proportion of trips accomplished by walking and biking and improve the safety and mobility of non-motorized users to achieve greenhouse gas (GHG) reduction goals and enhance public health.

Eligible Activities: Development or improvement of bikeways and walkways, installation of traffic control devices to improve the safety of pedestrians and bicyclists, Safe Routes to School projects, safe routes to transit projects, and active transportation plans.

State Transportation Improvement Program (STIP)

Administered by: California Transportation Commission (CTC)

Purpose: Allocate state and federal transportation funds for highway, intercity rail, and transit capital improvement projects to improve mobility and connectivity.

Eligible Activities: Highway and local road projects, transit and rail projects, and regional active transportation projects.

Local Streets and Roads Program (LSRP)

Administered by: California Transportation Commission (CTC)

Purpose: Provide formula-based funding for cities and counties for road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

Eligible Activities: Road maintenance and rehabilitation, railroad grade separation projects, roadway safety projects, installing traffic control devices, and ADA upgrades and sidewalk improvements.

Caltrans Sustainable Transportation Planning Grants

Administered by: Caltrans Division of Transportation Planning

Purpose: Fund local and regional multimodal transportation and land use planning projects and contribute to the state's GHG reduction targets.

Eligible Activities: Complete Streets planning projects, active transportation planning projects, transit planning projects, climate adaptation planning projects, and strategic partnership planning projects.

Affordable Housing and Sustainable Communities (AHSC)

Administered by: Strategic Growth Council and Department of Housing and Community Development

Purpose: Fund housing and transportation projects that reduce GHG emissions and vehicle miles traveled (VMT) by supporting infill and transit-oriented development.

Eligible Activities: Active transportation improvements linked to affordable housing and transit-oriented development.

Solutions for Congested Corridors Program (SCCP)

Administered by: California Transportation Commission (CTC)

Purpose: Fund projects that reduce congestion in heavily traveled corridors with a goal to balance mobility, community, and environmental impacts.

Eligible Activities: Projects included in multimodal corridor plans that encourage mode shift and reduce congestion.

Urban Greening Program

Administered by: California Natural Resources Agency

Purpose: Fund projects that reduce GHG emissions through green infrastructure and street greening to help communities become more climate resilient.

Eligible Activities: Urban trail systems, complete streets, and pedestrian and bicycle corridors.

Transformative Climate Communities (TCC)

Administered by: Strategic Growth Council and Department of Conservation

Purpose: Fund community-led, place-based projects in disadvantaged communities impacted by pollution, integrating housing, transportation, and green infrastructure.

Eligible Activities: Bicycle and pedestrian network projects, transit stations and facilities projects, electric bicycle and car share programs, urban greening projects, and multimodal corridor projects.

Regional

This section highlights regional funding programs that may support the implementation of the recommended Bay Fair CBTP projects and programs.

Community Action Resource and Empowerment (CARE)

Administered by: Metropolitan Transportation Commission (MTC) in partnership with the Alameda County Transportation Commission

Purpose: Fund community-led transportation, housing, and environment projects that enhance livability and equity across the Bay Area.

Eligible Activities: Community-identified transportation, public space, or safety improvements that advance regional equity and climate goals.

One Bay Area Grant, Cycle 4 (OBAG 4)

Administered by: Metropolitan Transportation Commission (MTC), in partnership with the Alameda County Transportation Commission (Alameda CTC)

Purpose: Direct federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality funds to local and regional projects that implement Plan Bay Area 2050+, with an emphasis on Priority Development Areas and Transit-Oriented Communities.

Eligible Activities: Transit access and reliability improvements, safety and complete streets projects, active transportation facilities, transportation demand management programs, Safe Routes to School, and mobility hub planning and implementation.

Regional Measure 3 Safe Routes to Transit and Bay Trail Program (SR2TBT)

Administered by: Metropolitan Transportation Commission (MTC)

Purpose: Fund active transportation projects that improve safe access to public transit and close gaps in the Bay Trail network, using a portion of RM3 bridge toll revenue. The program is competitive and prioritizes projects in Equity Priority Communities and projects identified through Community-Based Transportation Plans.

Eligible Activities: Bicycle and pedestrian infrastructure that improves transit access, Bay Trail segments, quick-build projects, active transportation plans, and infrastructure projects with non-infrastructure components.

Alameda County Measure B (2000)

Administered by: Alameda County Transportation Commission (Alameda CTC)

Purpose: Fund essential transportation improvements and services through a countywide half-cent sales tax.

Eligible Activities: Bicycle and pedestrian projects, local streets and road improvements, mass transit projects, paratransit projects, and transit-oriented development projects.

Alameda County Measure BB (2014)

Administered by: Alameda County Transportation Commission (Alameda CTC)

Purpose: Fund capital projects and programs that improve the countywide transportation system through a voter-approved sales tax.

Eligible Activities: Bicycle and pedestrian projects, freight and goods movement projects, transit pass programs, and innovative transportation technology projects.

Alameda County Measure F Vehicle Registration Fee (VRF) Program (2010)

Administered by: Alameda County Transportation Commission (Alameda CTC)

Purpose: Fund capital projects and programs to reduce traffic congestion and vehicle-related pollution.

Eligible Activities: Local road improvement and repair projects, transit projects, local transportation technology, and bicycle and pedestrian projects.

Local

This section highlights local funding sources that may support implementation of the recommended Bay Fair CBTP projects and programs. Local capital funding is programmed through each jurisdiction's Capital Improvement Program (CIP), the multi-year plan through which a city or county schedules capital projects and commits funding, and draws from some of the following sources:

SB 1 LOCAL STREETS AND ROADS / ROAD MAINTENANCE AND REHABILITATION ACCOUNT

Administered by: California Transportation Commission (allocated to cities and counties by formula)

Funds: Road maintenance and rehabilitation, safety projects, complete streets elements, and active transportation facilities delivered as part of roadway projects.

HIGHWAY USERS TAX ACCOUNT

Administered by: California State Controller (allocated to cities and counties by formula)

Funds: Ongoing local street and road maintenance, operations, and construction, including sidewalk and bikeway elements delivered within roadway projects.

MEASURE B, MEASURE BB, AND MEASURE F DIRECT LOCAL DISTRIBUTION

Administered by: Alameda County Transportation Commission (pass-through to local jurisdictions by formula)

Funds: Local bicycle and pedestrian projects and local streets and roads improvements, distributed directly to each jurisdiction for locally prioritized projects. These are a reliable, flexible source for smaller active transportation improvements.

DEVELOPMENT IMPACT FEES / TRAFFIC IMPACT FEES

Administered by: City of San Leandro and Alameda County

Funds: Transportation improvements needed to serve new development, including frontage improvements, sidewalks, and bikeways tied to project conditions of approval.

GENERAL FUND

Administered by: City of San Leandro and Alameda County

Funds: Local capital projects and local match for grants, subject to annual budget priorities and competing demands.

Monitoring Progress

The implementation timeframes identified in **Table 4 through**

Table 6 are intended to keep the City of San Leandro and Unincorporated Alameda County on track to deliver the transportation recommendations in a timely manner. The City of San Leandro and Unincorporated Alameda County should evaluate progress on delivering projects recommended in the Bay Fair CBTP annually, make updates to the implementation timeframe for each project as needed, and report out on progress and project delivery timelines to community members on an annual cadence.

7. Conclusion and Next Steps

The Bay Fair Community-Based Transportation Plan reflects the priorities of the people who live, work, and travel in the Bay Fair area. Through interviews, pop-ups, open houses, a site visit, and online surveys, community members identified the barriers that shape daily travel and the improvements that matter most to them. The plan translates that input into prioritized, funding-ready project lists for the City of San Leandro and Unincorporated Alameda County that respond directly to community-identified needs. Beyond the project lists, the planning process strengthened relationships among the agencies, community-based organizations, and residents who will carry the work forward.

This plan is a living document. It gives the City of San Leandro, Alameda County, BART, AC Transit, and the Hayward Area Recreation and Park District a shared roadmap for investment, while providing the community with a tool to hold implementing agencies accountable for delivering priority projects. As projects advance, as new funding becomes available, and as the future Transit-Oriented Development at Bay Fair BART takes shape, the plan should be revisited and updated so that it continues to reflect community priorities.

Next Steps

Delivering the recommendations in this plan depends on coordinated action across multiple agencies. The following steps describe how those agencies can continue to move the plan from recommendations to implementation.

Continue Delivering Projects Already Underway

Several priority projects are already moving toward implementation. These include the Maubert Avenue Sidewalk Gap Closure, the Hesperian Road Diet and Bikeway Projects, the East Bay Greenway Multimodal Project on East 14th Street, and the ADA improvements to the BART pedestrian underpass. Sustaining progress on these projects delivers early, visible benefits to the community and demonstrates the plan's value as implementation begins.

Advance Priority Projects and Pursue Funding

The City of San Leandro and Alameda County should focus on advancing highest-priority projects identified through the planning process. Advancing these projects into scoping, conceptual design, and, where needed, additional community engagement will position them to compete for grant funding as cycles open. The City and County should also continue to identify opportunities to deliver improvements through existing programs, such as the Alameda County Public Works Agency Pavement Management Program and the Caltrans State Highway Operation and Protection Program.

Coordinate Across Jurisdictions and Agencies

Several recommendations span jurisdictional boundaries or shared facilities, including projects at and around Bay Fair BART that involve the City of San Leandro, Alameda County, and BART. Delivering these improvements will require ongoing coordination among the implementing partners and alignment with parallel efforts already underway.

Report Back to the Community

Accountability to the community is central to the value of this plan. Consistent with the monitoring approach described in the Implementation chapter, the City of San Leandro and Alameda County should evaluate progress on delivering the recommended projects annually, update implementation timeframes as conditions change, and report back to community members on progress and delivery timelines each year. Continuing to engage the community members and organizations who shaped this plan will preserve the relationships built through the planning process and keep implementation grounded in community priorities.

Appendix A: Glossary of Proposed Improvements

Appendix A: Glossary of Terms

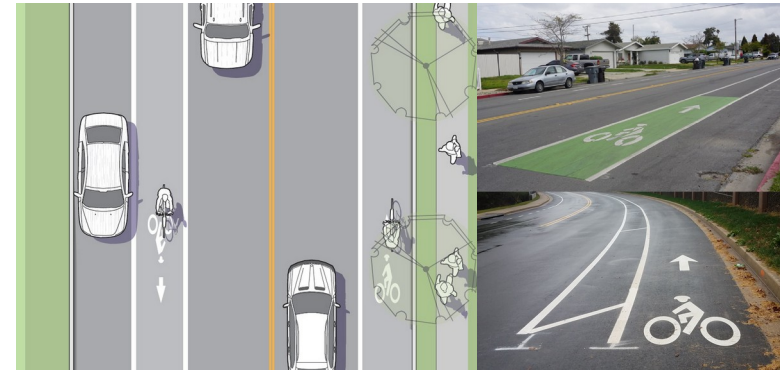
Types of Bicycle Lanes

Class I: Shared Use Path



Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-of-way, within school campuses, or within and between parks.

Class II: Bike Lane/ Buffered Bike Lane



BIKE LANE

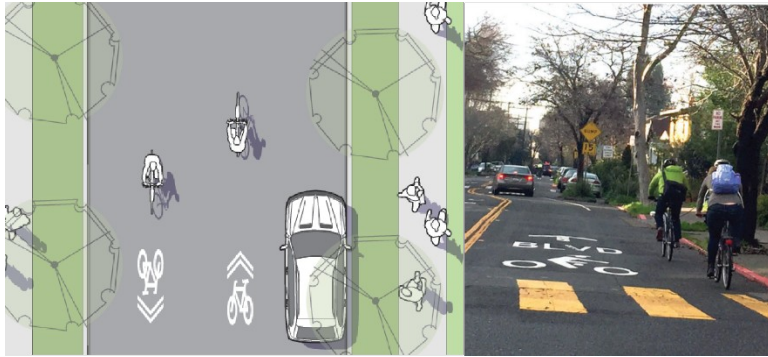
Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction.

BUFFERED BIKE LANE

A buffered bike lane provides greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking by using chevron or diagonal markings. Greater separation can be especially Class III: Bike Boulevard

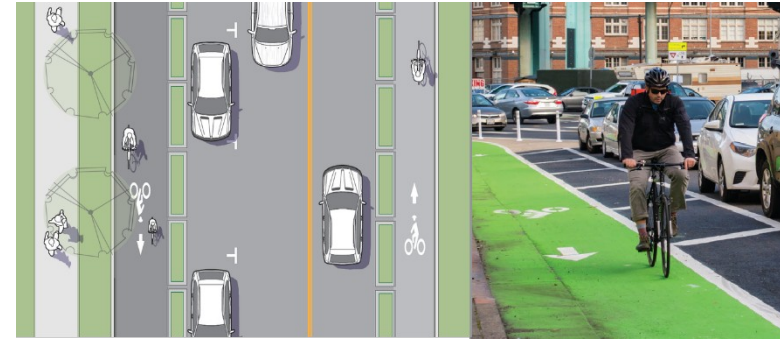
A Bicycle Boulevard is a shared roadway intended to prioritize bicycle travel for people of all ages and abilities. Bicycle Boulevards are typically sited on streets without large truck or transit vehicles, and where traffic volumes and speeds are already low, or can be further reduced through traffic calming.

Class III: Bike Boulevard



A Bicycle Boulevard is a shared roadway intended to prioritize bicycle travel for people of all ages and abilities. Bicycle Boulevards are typically sited on streets without large truck or transit vehicles, and where traffic volumes and speeds are already low, or can be further reduced through traffic calming.

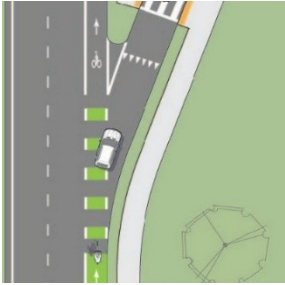
Class IV: Protected Bike Lane/ Separated Bikeway



A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.

Bicycle Safety Interventions

Conflict Striping



Dashed green markings in bike lanes near or through intersections increasing bicyclist visibility and identifying potential conflict points so both bicyclists and motorists use caution when traversing the area.

Bike Box



A designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

Protected Intersections



Protected intersections incorporate physical barriers, such as raised medians, corner islands, curb extensions, and colored paint to delineate bicycle and pedestrian movements across an intersection. It reduces the risk of conflicts between modes, reduces vehicle speeds, and shortens pedestrian crossing distance.

Two-Stage Turn Queue Bike Box



A Two-Stage Turn Queue Bike Box is a designated area marked at the head of the intersection, just in front of the motor vehicle stop line, for cyclists to position themselves ahead of the motor vehicles. Provides bicyclists with a means of safely making a left turn at a multi-lane signalized intersection from a bike lane or cycle track.

Bike Signal



A traffic signal specifically designed to control the movement of bicycles at intersections, operating either independently or in coordination with traffic signal. Separates bicycle movements from conflicting motor vehicle, streetcar, light rail, or pedestrian movements enhancing safety and visibility for cyclists navigating through an intersection.

Pedestrian Safety Interventions

Raised Crosswalk



A Raised Crosswalk is a pedestrian crosswalk that is typically elevated 3–6 inches above the road or at sidewalk level. A Raised Crosswalk improves safety by increasing crosswalk and pedestrian visibility and slowing down motorists.

Daylighting



Daylighting is the practice of improving visibility and safety at intersections by prohibiting parking next to crosswalks, typically through use of a painted red curb.

High-Visibility Crosswalk



A high-visibility crosswalk has a striped pattern with ladder markings made of high-visibility material, such as thermoplastic tape, instead of paint. A high-visibility crosswalk improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians.

Protected Intersections



Protected intersections incorporate physical barriers, such as raised medians, corner islands, curb extensions, and colored paint to delineate bicycle and pedestrian movements across an intersection. reducing the risk of conflicts between modes, reduces vehicle speeds, and shortens pedestrian crossing distance.

Prohibit Right Turn on Red



Prohibiting right-turn-on-red movements can be used in locations where obstructions prevent right-turning vehicles from seeing on-coming traffic or where high pedestrian volumes are present.

Chicanes



A chicane is a design that creates a bend or lateral shift in the roadway, discouraging straight-line driving and requiring motorists to reduce speed.

Curb Extension/Bulb-out



Curb extensions (also called bulb-outs) extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations; they can be used at corners and at mid-block.

Refuge Island



A Raised Median, or Refuge Island, is a raised barrier in the center of the roadway that can restrict certain turning movements and provide a place for pedestrians to wait if they are unable to finish crossing the intersection, reducing the number of potential conflict points with designated zones for vehicles to turn and reducing the exposure time for pedestrians crossing the intersection.

Rectangular Rapid Flashing Beacon



A rectangular rapid flashing beacon (RRFB) is a pedestrian-activated flashing light with additional signage to alert motorists of a pedestrian crossing. An RRFB improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians at uncontrolled intersections.

Leading Pedestrian Interval



At intersection locations that have a high volume of turning vehicle and have high pedestrian vs. vehicle crashes, a leading pedestrian interval gives pedestrians the opportunity to enter an intersection 3–7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left or right.

Appendix B: Priority Projects Spotlight

Priority Project Spotlight

Bay Fair Community-Based Transportation Plan

Liberty Street Sidewalk Gap Closure and Safety Enhancements

Fairmont Drive to 164th Avenue

The Liberty Street Sidewalk Gap Closure and Safety Enhancements Project would make it more comfortable to walk, bike, and roll on a street with many cars traveling at fast speeds to and from the I-580 freeway. The project would fill gaps in the existing sidewalk, implement intersection improvements to make it easier for people to cross the street, and modify the roadway and on-ramps to slow down the freeway-bound vehicle traffic traveling through adjacent neighborhoods. The exhibits are for illustrative purposes only.

Project Benefits

- ✓ In Equity Priority Community
- ✓ Improves Access for People with Disabilities and Families
- ✓ Near Schools
- ✓ Addresses High Vehicle Speeds in Residential Neighborhoods
- ✓ Community Identified Priority

Project Status

Estimated Project Cost: \$5M+

Funding Status: Partially funded, seeking additional funding

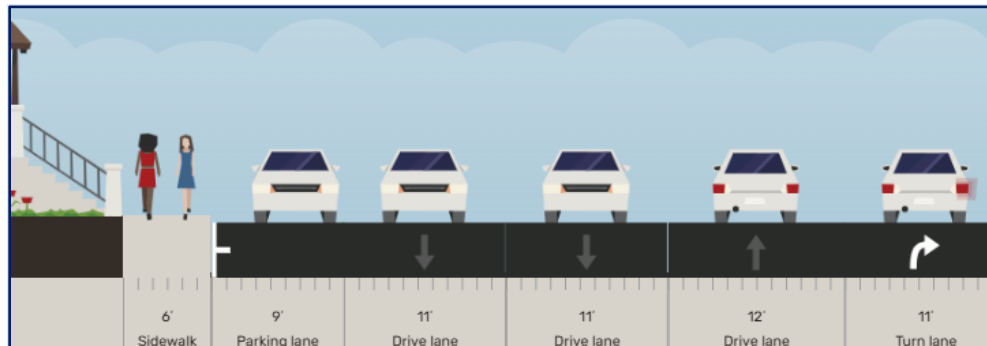
Current Phase of Work: Planning

Implementing Agency:

Alameda County Public Works Agency

Existing Conditions

LIBERTY STREET BETWEEN 164TH AVENUE AND MAUBERT COURT TODAY



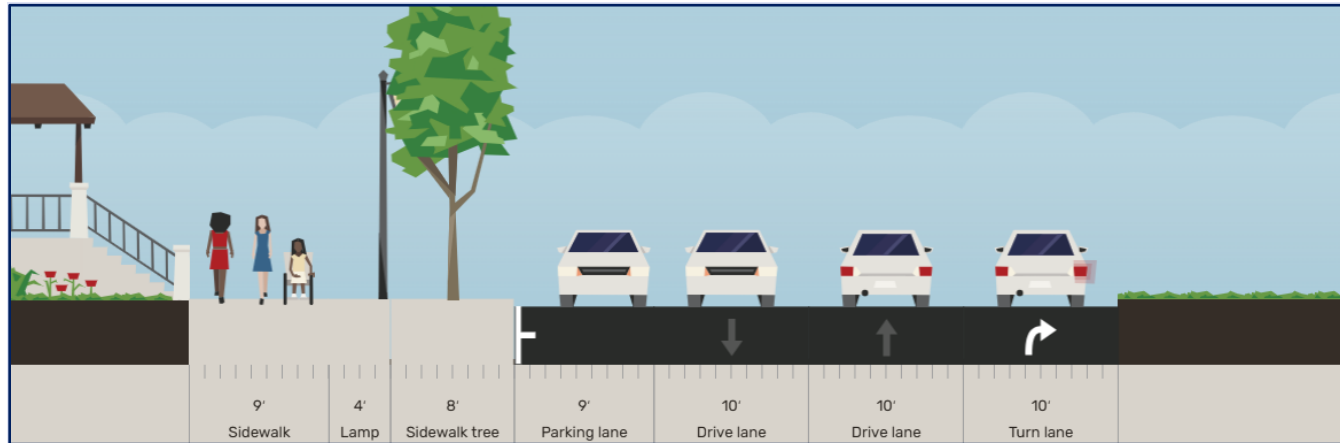
Liberty Street is challenging for people to walk along due to sidewalk gaps and high vehicle speeds

Priority Project Spotlight

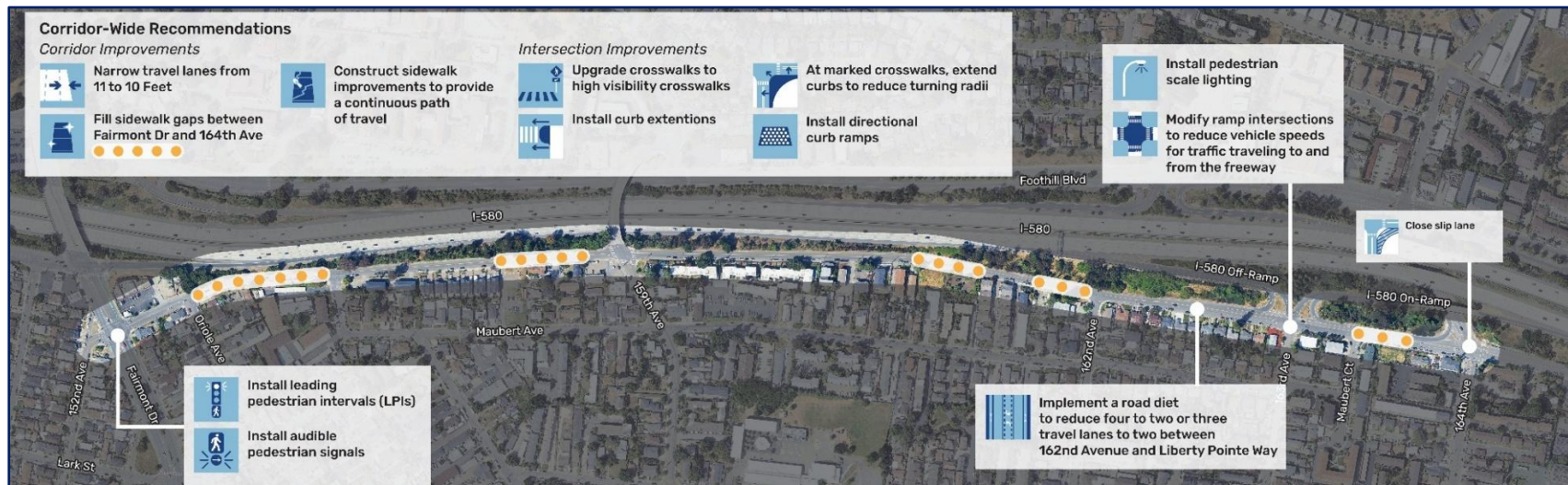
Bay Fair Community-Based Transportation Plan

Proposed Improvements

EXAMPLE OF FUTURE IMPROVEMENTS TO LIBERTY STREET BETWEEN 164TH AVENUE AND MAUBERT COURT



PROPOSED IMPROVEMENTS ON LIBERTY STREET BETWEEN FAIRMONT DRIVE AND 164TH AVENUE



ADA Enhancements to the UPRR Pedestrian Underpass at BART

Bay Fair BART Station

The pedestrian underpass beneath the Union Pacific Railroad (UPRR) tracks is the only pedestrian connection between the BART parking lot in Unincorporated Alameda County and the station entrance in the City of San Leandro. The underpass is accessible by stairs only and is not ADA compliant, blocking access for people with mobility impairments, families with strollers, and people biking. This project would open access to and from the county side for people of all ages and abilities by replacing the stairs on both sides of the underpass with an integrated ramp and stair connection, improving connections to the platform elevator, and adding lighting to improve personal security. It will also support equitable access for residents and visitors of future Transit-Oriented Development on BART property at the station, which has been identified as a regional priority site for housing.

Project Benefits

- ✓ Improves Access for People with Disabilities and Families
- ✓ Improves Multimodal Transit Connections
- ✓ Addresses Personal Security Concerns
- ✓ Integrates Housing and Transit
- ✓ Community Identified Priority

Existing Conditions

Bay Fair BART Station
Tunnel Existing Condition - County Side



Bay Fair BART Station
Area Map

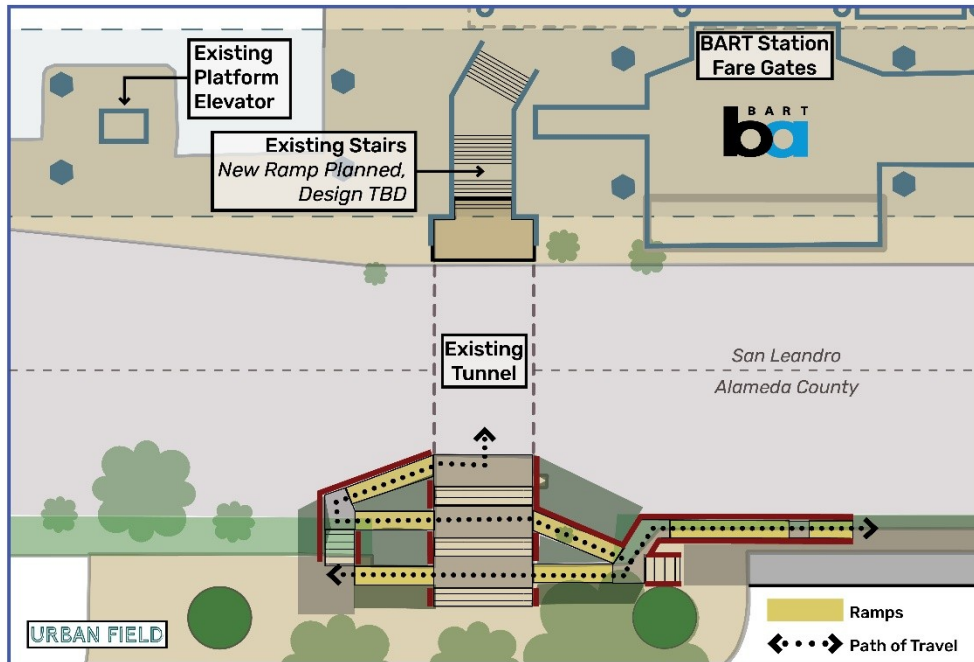


Priority Project Spotlight

Bay Fair Community-Based Transportation Plan

Proposed Improvements (Conceptual/Preliminary)

Bay Fair BART Station Inset
Proposed ADA Tunnel Improvements - Alameda County Side



Integrated
Ramp and Stair Example



Source: archdaily.com/Alon Karchener

Project Status

Estimated Project Cost: \$5M+

Current Phase of Work: Planning

Implementing Agency: BART with support from Alameda County and the City of San Leandro

Funding Status: Unfunded