

6

Circulation

The circulation network serves as the community's arterial system, allowing residents to move through the community and have access to jobs, stores, community facilities, services, and friends by car, public transit, bicycle, or walking. Castro Valley enjoys a very central location in the San Francisco Bay region near the junction of Interstates 580 and 238, within commuting distance of job centers in the East Bay, the South Bay, San Francisco, and eastern Alameda County. The street network provides access to the Central Business District as well as to the adjacent communities of San Leandro and Hayward. The local street network is self-contained and somewhat limited due to the topography of the hills and the bowl. Most residents must travel down from the sloped areas to Castro Valley Boulevard on a few streets in order to get to shopping areas, and commute outside the community to jobs. There are very few east-west collector streets; and Castro Valley Boulevard is the community's only centrally-located east-west arterial. Castro Valley residents enjoy the benefits of a BART station, AC Transit bus service, and bicycle routes. Pedestrian routes exist but many improvements are needed. This Element establishes policies for automobile, transit, bicycle, and pedestrian travel within and through Castro Valley.



Pedestrian safety near schools is especially important to Castro Valley residents.



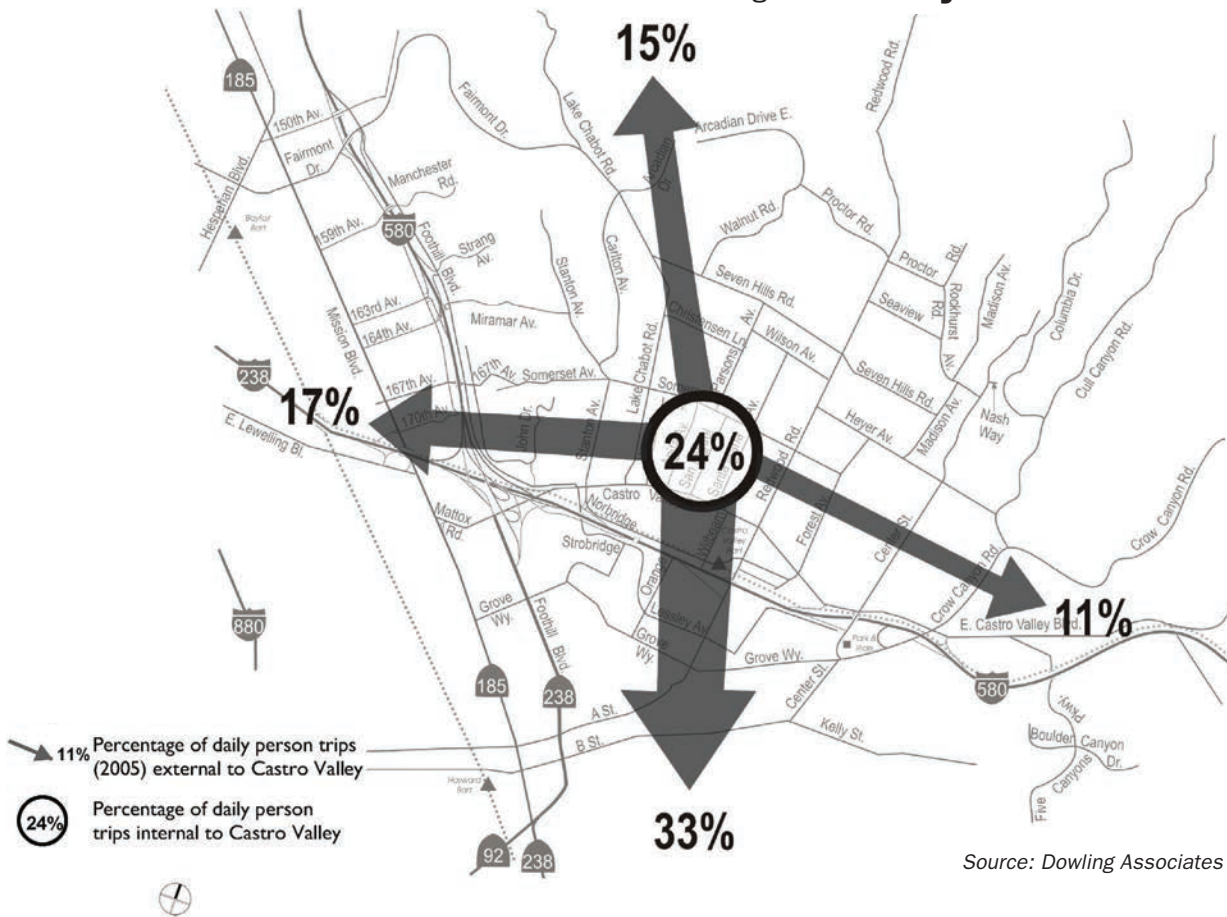
Castro Valley Boulevard weekday traffic, about 8:30 a.m.

6.1 CIRCULATION SYSTEM PLANNING

Castro Valley’s circulation network is made up of roadways, the BART transit system, public bus transit, trails, bike paths, and sidewalks. The overall goal is to create a comprehensive “multi-modal” circulation system, which offers residents different ways to move around the community and beyond. The circulation system should be integrated with the land use so that safe, efficient connections are provided between residential neighborhoods, employment centers, shopping, schools, and other Castro Valley destinations. While few new roads are likely to be built in Castro Valley, improvements are needed to ensure safety and more efficient travel. The street network and major circulation improvements called for are shown in Figure 6-2.

Currently, Castro Valley residents primarily travel by private automobile. The diagram of daily travel patterns in 2005 in Figure 6-1 shows that over three quarters of the daily trips from Castro Valley travel outside of the community to jobs and other destinations.

Figure 6-1 **Daily Travel Patterns**



Source: Dowling Associates

This reflects the fact that Castro Valley is predominantly a residential community. One-third of the external trips head south towards Hayward and beyond; 17 percent travel west; 15 percent head north; and 11 percent have destinations to the east. About one-quarter of the daily trips are internal to Castro Valley.

According to the 2000 Census, approximately 76 percent of workers living in Castro Valley commuted to work alone in a private automobile; 11 percent carpooled; 7 percent used public transit; and almost 3 percent traveled by other means such as walking or biking. The Alameda County Community Climate Action Plan (CAP) focuses on increasing walking, biking, and public transit use; promoting carpooling and ridesharing; and managing parking. Topography is a limiting factor for walking and biking in Castro Valley. However, new General Plan policies, programs, and circulation and project analysis methodologies will help evaluate and mitigate potential impacts on and improve access to alternative modes of travel.



Castro Valley Boulevard and Grove Way are the only two east-west arterials in Castro Valley.



Consider the needs of all travel modes including automobile, pedestrian, transit, and bicycles.

CIRCULATION SYSTEM PLANNING GOAL

- GOAL 6.1-1** **Provide a safe, efficient, multi-modal transportation system to meet the diverse needs of Castro Valley residents, workers, businesses, and visitors.**

CIRCULATION SYSTEM PLANNING POLICIES

- Policy 6.1-1** **Comprehensive Circulation System.** Provide a comprehensive system of transportation facilities that includes: streets and highways for regional access; transit facilities; a continuous network of pedestrian sidewalks and bicycle routes; and transportation and parking management programs and measures to encourage the efficient use of these facilities and services.

- Policy 6.1-2** **Measure Performance.** Assess the performance of the community’s transportation system by measuring how well pedestrians, bicycles, and transit vehicles as well as automobiles are able to move within and through the community.

- Policy 6.1-3** **Integrate Land Use and Circulation Planning.** Make land use decisions in the Central Business District that promote a multi-modal transportation system and reduce reliance on the private automobile, such as allowing higher density mixed-use development near transit. (See Chapter 4 – Land Use and Development.)
- Policy 6.1-4** **Balance Circulation Modes.** Balance the needs of all four circulation modes— automobile, transit, bike and pedestrian—when making decisions about transportation improvements and allocation of public right of way.

CIRCULATION SYSTEM PLANNING ACTIONS

- Action 6.1-1** **Project Impacts on All Modes of Travel.** When reviewing development proposals and determining conditions of approval or environmental impact mitigations, consider the needs of and level of service for all travel modes: automobile, pedestrian, transit and bicycle.
- Action 6.1-2** **Circulation Analysis.** As more sophisticated and reliable methodologies are developed for evaluating transportation impacts on pedestrians, transit, and cyclists:
- revise the County standard method of traffic impact analysis to include such measures, and
 - reduce the significance threshold for impacts to auto levels of service on streets where the County wants to prioritize pedestrians, transit, and bicycles.
- Action 6.1-3** **Alternative Analysis for BART Station Infill Opportunity Zone.** Develop an alternative multimodal composite level of service standard or approved list of flexible level of service mitigation options that would apply within the infill opportunity zone.
- Action 6.1-4** **Transportation Demand Management.** Work with the Eden Medical Center Castro Valley, the Castro Valley Unified School District, and other major Castro Valley employers and destinations, as well as small businesses, to promote transportation demand management strategies such as: adoption of staggered working hours, compressed work week, home-based telecommuting, car-pooling, transit use, and bicycling to work.

- Action 6.1-5** **Impacts on Local Streets.** Encourage School Districts to consider scheduling school times for all schools in a staggered fashion so as to ease the impact on local streets.

6.2 ROADWAY NETWORK

Regional Roads

Castro Valley is located at the mouth of a primary natural pass through the East Bay Hills that connects to the Tri-Valley area of Alameda and Contra Costa Counties and beyond. Interstate 580 was built in the pass, and traverses Castro Valley. The I-580 corridor provides the regional access between the Tri-Valley communities of Dublin, San Ramon, Danville, Pleasanton, and Livermore, as well as the Central Valley, and the East Bay communities of Hayward, San Leandro, and Oakland. This corridor includes the BART line located in the median of I-580 as well as a few parallel arterial roadways, such as Castro Valley Boulevard. Just west of Castro Valley, I-580 veers north toward Oakland. Interstate 238 continues west toward Interstate 880, which runs north-south from San Jose to Oakland.

While convenient freeway access provides some advantages for Castro Valley, it also has considerable negative impacts. As significant new housing has been developed along the I-580 and I-680 corridors of eastern Alameda County and in the Central Valley, traffic levels and congestion on I-580 have increased substantially. In addition, the I-238 connection between I-580 and I-880, despite recent improvements, creates a bottleneck that results in congestion along I-580 through Castro Valley.

As shown in Table 6.2-1, freeway segments through Castro Valley currently operate at level of service D, except for the westbound lanes in the evening that operate at LOS E. Due in large part to additional development in eastern Alameda County, San Joaquin County, and other areas east of Castro Valley, traffic will increase along I-580 in the future.

Table 6.2-1: Freeway Segment Peak Hour Operations – Existing and Projected Conditions

Freeway Segment	Dir	Existing Conditions				2025			
		AM		PM		AM		PM	
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
I-580 – west of Strobridge Ave	EB	D	0.82	D	0.83	D	0.82	D	0.85
	WB	D	0.86	E	0.98	E	0.92	E	0.98

LOS: Level of Service
V/C: Volume to Capacity Ratio

Source: Dowling Associates

Regional transportation improvements that have been recently completed or are planned or programmed to improve traffic circulation in Castro Valley include: widening I-238, reconfiguring the I-580/Redwood Road ramps as a full diamond interchange; reconfiguring the Center Street ramp to Grove Way; and removing the westbound on-ramp from Castro Valley Boulevard just west of Center Street. Studies are underway for alternatives to the State Route I-238 Bypass through the City of Hayward, which would provide connection from I-580 south to State Route 92. By 2025, the volume-to-capacity ratio would be at or worse than the existing levels. However, the freeway will operate within acceptable standard at LOS E or better.



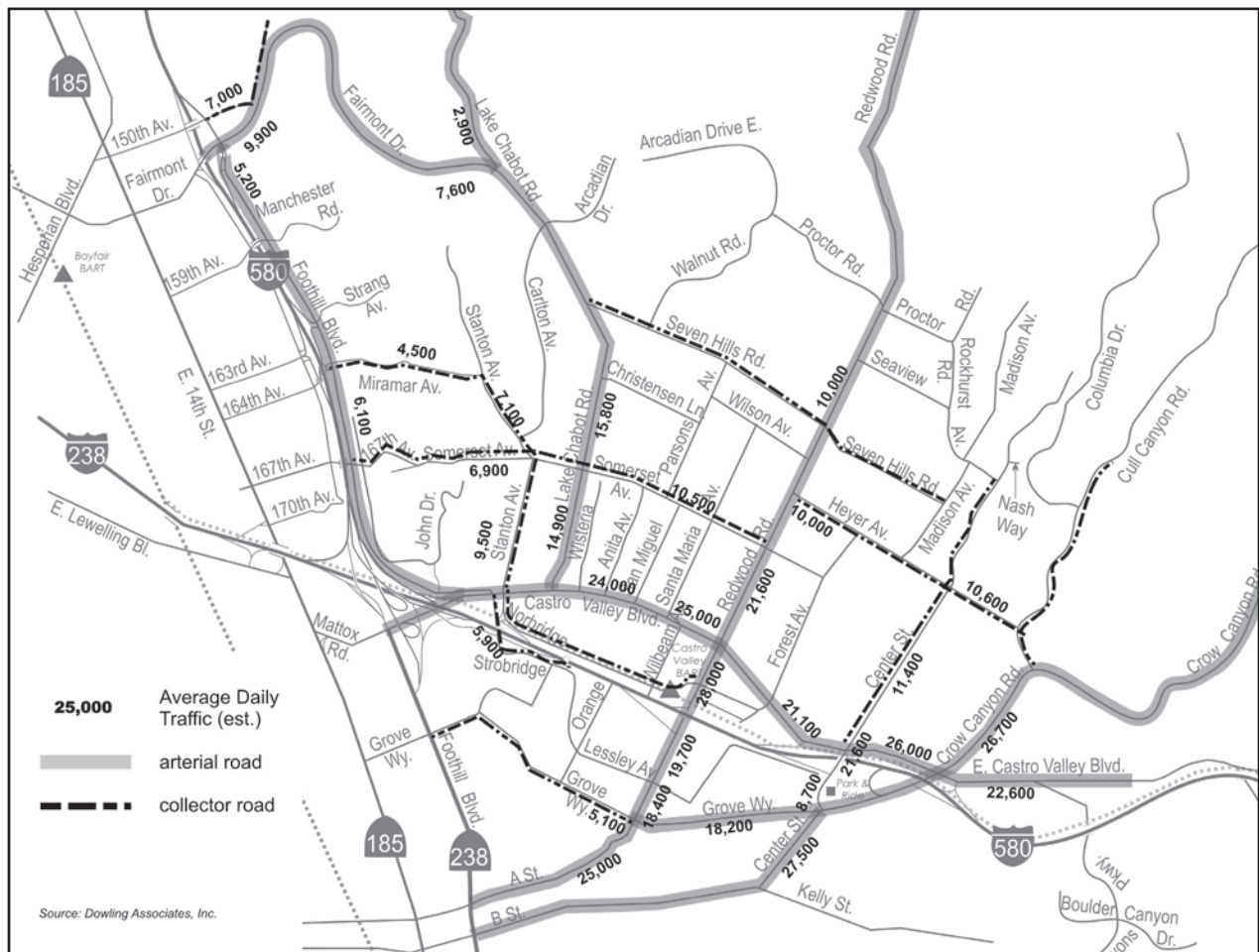
Castro Valley Boulevard, arterial

Local Roads

Street Classifications

The local roadways in Castro Valley are divided into three functional classifications: arterials, collectors, and residential streets. Existing classifications and estimated traffic volumes are displayed in Figure 6-3.

- **Arterials.** Arterials are the primary roads providing access from the freeways. They provide connections from Castro Valley to the surrounding communities. The arterial roadways are limited to Castro Valley Boulevard, Fairmont Drive-Lake Chabot Road, Redwood Road, Grove Way east of Redwood Road, Center Street south of Grove Way, and Crow Canyon Road. Castro Valley Boulevard is the primary east-west arterial, while Lake Chabot Road, Redwood Road and Crow Canyon Road are the major north-south arterials. Average daily traffic volumes range from 10,000 to 25,000.

Figure 6-3 **Local Streets, Traffic Volumes, and Classifications**

- Collectors.** Collectors provide access within and between neighborhoods. Collectors carry the trips from the local streets to the arterials. Collectors include Center Street, Norbridge Avenue, Miramar-Stanton Avenue, 167th-Somerset Avenue. Average daily traffic volumes typically range from 5,000 to 10,000. Many segments of these collector streets are similar to residential streets, because they have homes and driveways fronting the roadway, and were not designed for the traffic volumes of collector streets.
- Residential Streets.** Residential streets make up the remainder of the local roadways. Average daily traffic volumes are typically well below 5,000. These streets provide direct access to fronting residential properties. Travel speeds and traffic volumes should be low.



Somerset Avenue, collector



Residential street

Arterials

In addition to the freeways, the Metropolitan Transportation Commission has designated several roadways within Castro Valley as part of the Metropolitan Transportation System (MTS). MTS routes are those considered essential to regional mobility. The MTS designated roadways in the Castro Valley General Plan Area include Castro Valley Boulevard, Center Street, Grove Way, Crow Canyon Road, and Redwood Road. These are the primary arterials of Castro Valley.

Regional circulation backs up onto Castro Valley Boulevard and other local roads close to the freeway, affecting the quality of life for residents. Castro Valley Boulevard is used extensively by regional traffic when the I-580 corridor becomes congested. In addition through-traffic uses Crow Canyon Road from San Ramon and other local roads to avoid congestion on the freeways and Castro Valley Boulevard. Other local streets, such as Grove Way and Center Street, are also used to avoid the I-580 westbound back-up at I-238. The highest levels of congestion occur at the Norbridge and Strobridge Avenues intersection with Castro Valley Boulevard, because this is the primary location for traffic to access I-580 and I-238. The segment of Castro Valley Boulevard west of Lake Chabot Road also experiences significant congestion, which is likely to increase in the future.

Castro Valley Boulevard, East Castro Valley Boulevard and Grove Way (east of Redwood Road) are the only east-west arterials in Castro Valley. These are all concentrated along the I-580 corridor, leaving a severe lack of east-west arterials in the northern parts of Castro Valley. Local residents use the east-west collector roadways, such as Seven Hills Road, Heyer Avenue, Miramar Avenue, 167th Avenue, and Somerset Avenue, to reach local destinations such as schools and to avoid the congestion on Castro Valley Boulevard. This increased through-traffic often exceeds the posted speed limits creating safety concerns for adjacent neighborhoods.

Local traffic flow is impeded at select locations during peak periods where traffic flow is constrained by the width of bridge crossings or by specific destinations. This occurs on Heyer Avenue near Cull Canyon Road, due to the limited width of the dam bridge. The high volume of traffic on the crossing, coupled with the narrow roadway, also restricts bike and pedestrian usage at this location. Plans have been developed to add turn lanes and other improvements at the bridge crossing. Traffic congestion also occurs on Center Street near Fernwood Court due to the narrow bridge crossing over the creek. Given existing development it, would be very difficult and extremely costly to widen that crossing. Problematic traffic congestion has also been noted by community members near the Post Office on Santa Maria Avenue and on John Drive/Regent Way near Foothill Boulevard.

Local Road Operations

Major roadway segments and intersections were studied to ascertain existing levels of service and future conditions with projected growth. Table 6.2-2 lists existing and projected intersection operations, while Table 6.2-3 shows existing and projected roadway segment operations.

The capacity of a roadway or intersection—the maximum number of vehicles that can be handled in a given time period—is affected by the facility’s characteristics, such as number of lanes, lane widths, grades, and operating conditions. The Level of Service (LOS) concept is generally used to measure the amount of traffic that a roadway or intersection can accommodate, based on maneuverability, driver dissatisfaction, and delay. The LOS ranges from LOS A, or free-flow conditions, to LOS F, or congested conditions, and varies according to the type of roadway.

The vast majority of roadways within Castro Valley are projected to operate at an acceptable level of service of D or above. The intersections of Redwood Road/Castro Valley Boulevard and Center

Street/Grove Way currently operate at level of service D; however, over the course of the 20-year planning period, the level of service is projected to decrease to Level E. It would be highly problematic to further widen these intersections, due to existing businesses and buildings. To widen intersections would also impact pedestrian circulation, making crossing distances extremely long and increasing pedestrian safety risks. The General Plan includes policies to allow Level of Service E in these situations and in other conditions where goals for transit operation or pedestrian circulation need to be balanced with automobile circulation. The actual level of service should be monitored over the planning period to ascertain if levels of service deteriorate more than projected.

Table 6.2-2: Intersection Peak Hour Operations

Intersection	Existing Conditions				Year 2025			
	AM		PM		AM		PM	
	LOS	delay (sec)	LOS	delay (sec)	LOS	delay (sec)	LOS	delay (sec)
1. Stanton-Norbridge Ave/Castro Valley Blvd	E	70.7	F	99.5	F	123.5	F	192.5
2. Lake Chabot Rd / Castro Valley Blvd	C	26.3	C	26.6	C	31.4	C	35.8
3. Redwood Rd / Castro Valley Blvd	D	42.6	D	51.4	D	44.4	E	55.6
4. Redwood Rd / Norbridge Ave	C	21.6	C	21.7	C	21.2	C	29.4
5. Center St / Grove Way	D	48	D	51.7	D	49.3	E	58.8

Source: Dowling Associates, Inc., 2006.

Table 6.2-3: Roadway Segment Operations

	Northbound/Eastbound				Southbound/Westbound				
	Existing		Project		Existing		Project		
	Vol	LOS	Vol	LOS	Vol	LOS	Vol	LOS	
AM Peak Hour									
Castro Valley Blvd – west of Lake Chabot Rd	1,055	D	1,199	D	1,209	D	1,701	F	
Castro Valley Blvd – east of Yeandle St	702	D	584	D	1,100	D	1,849	F	
Redwood Rd – south of Jamison Way	701	D	756	D	890	D	951	D	
Redwood Rd – north of Grove Way	770	D	1,472	D	914	D	1,895	D	
Center St – north of Fernwood Ct	1,143	F	1,154	F	1,111	F	1,275	F	
Crow Canyon Rd – north of Manter Rd	1,798	D	1,820	D	1,634	C	1,856	D	
Lake Chabot Rd – north of Congress Wy	723	D	849	D	701	D	859	D	
PM Peak Hour									
Castro Valley Blvd – west of Lake Chabot Rd	1,458	D	1,949	F	1,153	D	1,500	D	
Castro Valley Blvd – east of Yeandle St	1,252	D	1,383	D	1,046	D	964	D	
Redwood Rd – south of Jamison Way	1,071	D	1,096	D	821	D	995	D	
Redwood Rd – north of Grove Way	1,050	D	1,603	D	1,146	D	2,239	E	
Center St – north of Fernwood Ct	1,035	F	1,176	F	1,321	F	1,341	F	
Crow Canyon Rd – north of Manter Rd	1,551	C	1,766	D	1,291	B	1,379	B	
Lake Chabot Rd – north of Congress Way	719	D	984	D	735	D	950	D	

Source: Dowling Associates, Inc., 2006.

ROADWAY NETWORK GOAL

- GOAL 6.2-1** **Reduce roadway congestion and implement improvements to minimize visual, noise, air quality, and traffic congestion impacts on the Castro Valley community.**

ROADWAY NETWORK POLICIES

- Policy 6.2-1** **Vehicular Circulation Level of Service.** Adopt and implement the following Level of Service Policy: An LOS of E or better shall be applied to Congestion Management Program (CMP) Roadways: Castro Valley Boulevard, Center Street, Grove Way, Crow Canyon Road, and Redwood Road. An LOS of D or better shall be applied to all non-CMP roadways during peak travel periods. The County may allow individual locations to fall below the LOS standards in the following instances:
- The construction of improvements would be physically infeasible or prohibitively expensive
 - Improvements would significantly and adversely affect adjacent properties or the environment, or have a significant adverse effect on the character of Castro Valley

- Lower standards result from significant physical improvements to transit, bicycle or pedestrian facilities.
- Existing or projected congestion is primarily the result of traffic passing through Castro Valley and generated by development located outside the community;
- Mitigation of such existing or projected congestion requires regional or multi-jurisdiction measures, and is not the sole responsibility of the proposed development and/or of the County; and
- Constraints on development as would be required to achieve or maintain these standards in Castro Valley would adversely impede achievement of this Plan's social economic, land use and community development, and environmental goals and policies.
- Mitigation of such existing or projected vehicular congestion would negatively affect transit, bicycle or pedestrian circulation, or would conflict with General Plan goals for these alternative modes of circulation, for example by increasing crossing distances, increasing pedestrian safety risk, or restricting bicycle or transit access.
- Traffic congestion is a result of an effort to promote transit ridership and/or access, including the development of dense residential housing or employment near transit or circulation changes to enhance access to BART.
- On a temporary basis when the improvements necessary to preserve the LOS standard are in the process of construction or have been designed and funded but not yet constructed.

Policy 6.2-2 **Reduce Local Impacts of Regional Traffic.** Work with the Alameda County Transportation Commission, the Metropolitan Transportation Commission, Caltrans, and surrounding jurisdictions to develop and implement regional solutions to local traffic problems created by growth outside of Castro Valley.

Policy 6.2-3 **Improve Traffic Circulation.** Improve traffic circulation by improving intersections and facilitating vehicular circulation without negative impacts on pedestrian, bicycle, or circulation.

ROADWAY NETWORK ACTIONS

- Action 6.2-1** **Use of Revised Level of Service Policy in Environmental Review.** Use the revised level of service policy for vehicular circulation in the environmental review of all projects.
- Action 6.2-2** **Norbridge/ Strobridge/ Castro Valley Blvd. Improvements.** Conduct a study of the two-way conversion of Norbridge Avenue at its western end and reconfiguration the intersections of Norbridge-Stanton and Strobridge at Castro Valley Boulevard to improve vehicular and bicycle access to the Castro Valley BART station as well as address the congestion at these intersections along Castro Valley Boulevard. Design the improvements and seek funding as a top priority for Castro Valley.
- Action 6.2-3** **Redwood Road Interchange.** Cooperate with Caltrans to implement the Redwood Road Interchange Project to install on-ramps and off-ramps to I-580 at Redwood Road. Complete the Redwood Road Interchange Project that constructs new on and off ramps onto I-580 at Redwood Road and revises the on and off ramps along East Castro Valley Boulevard and Grove Way.
- Action 6.2-4** **Minimize Construction Impacts of Freeway Improvements.** Review traffic control plans and construction plans in order to maintain local access and minimize impacts on local circulation during the construction period.
- Action 6.2-5** **Monitor Traffic Congestion at Key Intersections.** Continue to monitor actual levels of service at major intersections to ascertain whether levels of service decrease to a level lower than projected. Present findings to the County Board of Supervisors.
- Action 6.2-6** **Highway 238 Modifications.** Evaluate the effect of the State Route 238 improvements through the City of Hayward on the local circulation in Castro Valley, particularly: along Castro Valley Boulevard at Foothill Boulevard, through traffic on Center Street, and traffic on Center and Grove Way.

Action 6.2-7 **Park and Ride Lot at Center Street.** Work with Caltrans and transit providers to identify measures to promote more complete utilization of the Park and Ride lot on Center Street. Work with Caltrans and AC Transit to relocate the Center Street park-and-ride lot once the I-580/Redwood Road interchange project is completed and the eastbound off-ramp is relocated from Center Street to Grove Way.

Action 6.2-8 Widen the dam crossing on Heyer Avenue west of Cull Canyon Road to add turning lanes and bike lanes in addition to pedestrian improvements.

6.3 RESIDENTIAL STREETS

When Castro Valley Boulevard and I-580 become congested, motorists seek alternatives to the arterials and use collectors and residential streets to bypass congestion. Local residents use the east-west collector roadways, such as Seven Hills Road, Heyer Avenue, and 167th-Somerset Avenue, to reach local destinations and to avoid the congestion on Castro Valley Boulevard.

Alameda County has a Residential Neighborhood Traffic Calming Program that provides a community initiated process for identifying traffic calming measures to reduce and/or discourage through traffic on local and minor collector residential roadways. Traffic calming measures include speed enforcement; neighborhood speed watch program; roadway striping; raised crosswalks; raised intersections; street trees; bulb-outs; speed humps; chicanes; roundabouts; diverters; and full roadway closures. The implementation of these measures can be used to address issues related to speeding and cut-through traffic.

In addition to the cut-through traffic, traffic congestion around local elementary and middle schools during the morning drop-off and afternoon pick-up affect local circulation. These conditions are a particular concern on Heyer Avenue between Redwood Road and Cull Canyon Road due to Canyon Middle School, Castro Valley High School and Vannoy Elementary School; and on Center Street between Castro Valley Boulevard and Heyer Avenue to the Creekside Middle School.



Regional circulation backs up onto Castro Valley Boulevard and affects the quality of life for Castro Valley residents.



Roadway striping helps to reduce traffic speeds.



Speed bumps are used for traffic calming.

Because of the existing pattern of development, collector streets, such as Somerset and Heyer, have issues such as speeding, lack of continuous sidewalks for pedestrian access, access from private roadways serving multiple residential units, and limited visibility from driveways due to on-street parking and overgrown trees and landscaping. The closure of San Leandro Hospital could exacerbate traffic and safety concerns on 167th-Somerset because this collector will provide the most direct connection to Eden Medical Center from the areas east of I-580 that are now served by the San Leandro facility.

RESIDENTIAL STREETS GOAL

GOAL 6.3-1 **Protect residential neighborhoods from through traffic, speeding, and non-residential parking.**

RESIDENTIAL STREETS POLICIES

Policy 6.3-1 **Traffic Calming on Residential Streets.** In order to protect resident, pedestrian, and bicyclist safety, implement traffic calming measures on residential streets where traffic flow commonly exceeds the posted speed limits.

Policy 6.3-2 **Limit Overflow Non-Residential Parking.** Prevent encroachment of non-residential parking in existing residential neighborhoods, particularly due to overflow parking for the Castro Valley BART station.

RESIDENTIAL STREETS ACTIONS

Action 6.3-1

Neighborhood Traffic Calming Program.

- Continue to implement the County's Neighborhood Traffic Calming Program to enhance safety and livability on residential streets.
- Prioritize identifying the need for traffic calming improvements on high traffic collector roads where posted speed limits are commonly exceeded.
- Identify and install the most effective and appropriate technique for each individual location.
- Review the requirements for the percentage of residents that must sign petitions for traffic calming devices, to ensure that they do not overly discourage residents from initiating traffic calming projects.



Sidewalks and speed bumps can improve pedestrian, and bicyclist safety by calming traffic.

Action 6.3-2

Truck Traffic Prohibitions. Consider adopting an ordinance that would prohibit trucks heavier than three tons from operating on designated residential streets, except for emergency, maintenance, and transit vehicles.

Action 6.3-3

Consider converting Miramar Avenue and 167th-Stanton into a one-way couplet, or other traffic calming strategy, to reduce impacts of traffic between areas west of I-580 and Eden Medical Center Castro Valley.

6.4 PUBLIC TRANSIT AND RIDESHARING

Transit service in the Castro Valley area is provided by Bay Area Rapid Transit (BART) and Alameda-Contra Costa Transit District (AC Transit), as illustrated in Figure 6-4. Ridesharing refers to more than one person sharing a ride in one vehicle and includes carpooling and vanpooling. According to the 2000 Census, 7 percent of Castro Valley residents used public transportation and almost 11 percent shared rides to commute. The County goal is to increase transit ridership to at least 15 percent and ridesharing to at least 20 percent of the total trips by 2020.



Castro Valley BART station



AC Transit Service to the Castro Valley BART station

BART

The Castro Valley BART station of the Dublin-Pleasanton line is located in the downtown area north of I-580 near the Redwood Road intersection. This line provides direct service to Oakland, San Francisco and the San Francisco International Airport. San Francisco is the most common destination for both work and non-work trips on BART, with approximately 26 percent of Castro Valley workers using BART to commute to the city. Two other stations, Bayfair and Hayward, also serve the area. The Bayfair station is a transfer point for the Dublin-Pleasanton and Fremont-Richmond lines. Hayward station is on both the Fremont-Richmond lines and Fremont-Daly City.

The Castro Valley BART station creates an opportunity for higher density, transit-oriented development near the downtown. New residential and employment uses near the station will support new ridership. However, there is a need to improve the main pedestrian and bicycle routes to the BART station from surrounding areas in central Castro Valley, so people living within a half-mile radius can comfortably walk or bike to the BART station.

Bus Transit

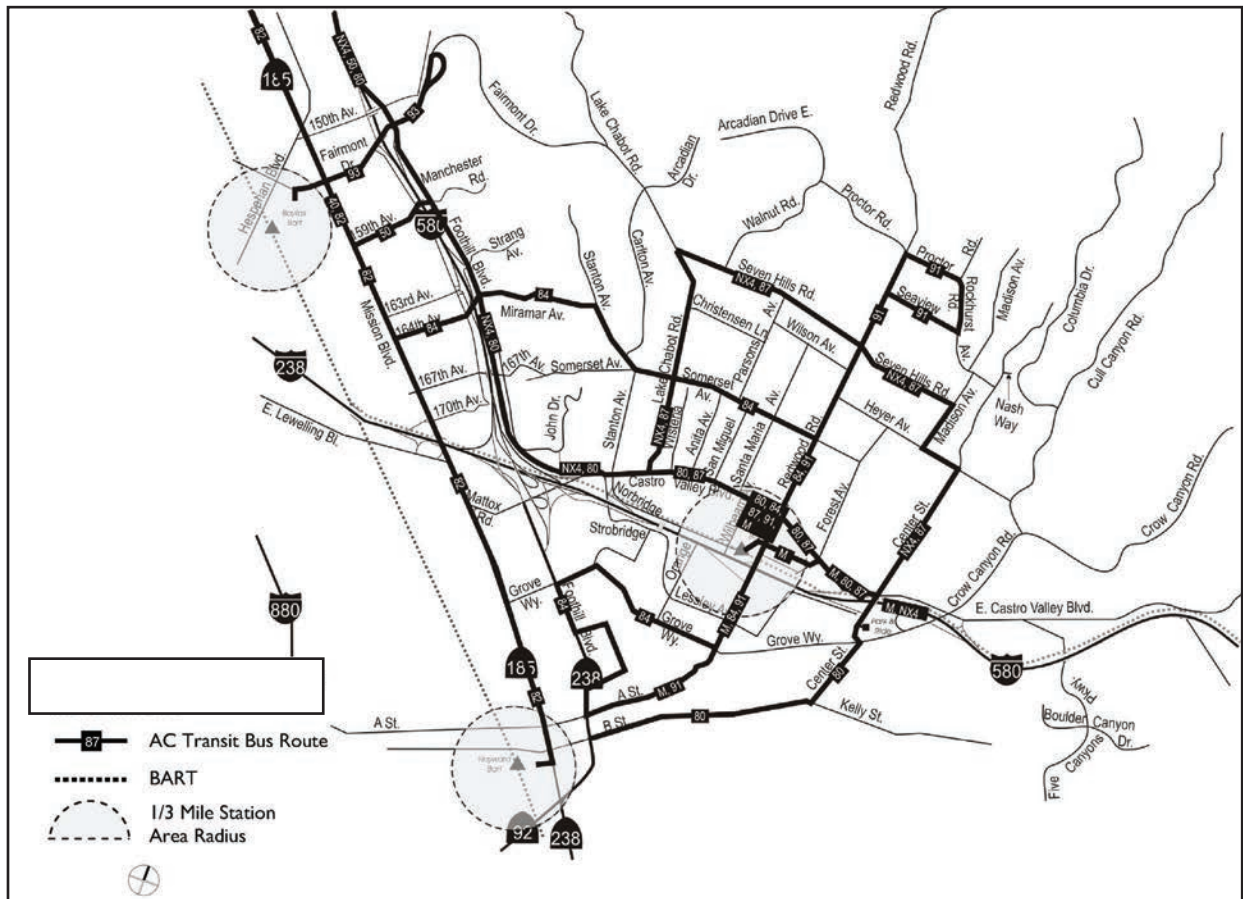
Eight AC Transit bus routes, NX 4, M, 50, 80, 84, 87, 91 and 93, travel through Castro Valley, and four additional routes serve the surrounding area. AC Transit buses serve the Castro Valley BART station and downtown as well as medical facilities and recreation activities at Don Castro Park (AC Transit route 80), and the Cull Canyon bike & hike trails (AC Transit route 87). The frequency of these routes is generally 15 to 30 minutes. Paratransit service is also provided for users with special needs.

TRANSIT AND RIDESHARING GOAL

GOAL 6.4-1

Increase transit ridership and ridesharing with better service to residences, employment, schools, and medical services.

Figure 6-4 Existing Transit Network and Facilities



TRANSIT AND RIDESHARING POLICIES

- Policy 6.4-1** **Promote Transit Use.** Promote transit use and reduce reliance on the private automobile in order to reduce congestion, improve air quality, and improve the quality of life in Castro Valley.
- Policy 6.4-2** **Promote Ridesharing.** Promote carpooling and van-pooling to reduce reliance on the private automobile.
- Policy 6.4-3** **Improve Access to Transit.** Work with BART and AC Transit to promote the provision of safe, efficient, and convenient access to large destinations, including major shopping areas, health care and social service centers, schools and colleges, and recreation areas and facilities.
- Policy 6.4-4** **Improve Transit Stops.** Improve transit stops and stations to create a more pleasant, comfortable, and safe waiting environment for transit users.

TRANSIT AND RIDESHARING ACTIONS

- Action 6.4-1** **Transit Funding.** Advocate for and support regional, state, and national policies and programs that will encourage increased transit use by subsidizing transit fares, operations, and capital improvements and providing a more stable operating budget for transit agencies.
- Action 6.4-2** **Transit Pass Program.** Work with AC Transit, BART, School Districts, other major employers, colleges, and Alameda County cities to establish a transit pass program for employees and students.
- Action 6.4-3** **Improve Bus Service.** Review existing bus routes in Castro Valley for opportunities to increase the frequency and improve service on key corridors that serve higher density residential areas, as well as employment centers, downtown, shopping centers, grocery stores, the library, schools, and BART.
- Action 6.4-4** **Access to Transit Stations and Bus Stops.** Coordinate with BART and AC Transit to facilitate safe, efficient, and convenient access to transit stations and bus stops. See Figure 6-1 for areas of recommended implementation.
- Action 6.4-5** **Transit Access for Special Needs Passengers.** Work with public transportation agencies to ensure that public transit facilities and services are designed and operated to respond to special travel needs and problems of minorities, the elderly, young, handicapped and economically disadvantaged, and of other persons who do not have or are unable to use private automobiles.
- Action 6.4-6** **Funding for Transit Access Improvements.** Seek Safe Route to Transit and other funding to improve pedestrian access to bus stops along regional bus routes.
- Action 6.4-7** **BART Wayfinding Signage Program.** Develop wayfinding signage program from Castro Valley Boulevard to the Castro Valley BART station for pedestrians, bicyclists, and vehicles.
- Action 6.4-8** **Pedestrian Improvements on Wilbeam Avenue.** Improve sidewalks and add landscaping and lighting on Wilbeam Avenue to improve the comfort and safety of pedestrian access to the BART station.

- Action 6.4-9** **Commuter Check Program Participation.** Require participation in the existing Commuter Check program as a standard condition of approval for new large -scale non-residential projects.
- Action 6.4-10** **Transportation Demand Management Programs.** Facilitate the establishment of Transportation Demand Management (TDM) programs at new or expanded large-scale employment sites and shopping centers, including provision of preferential carpool parking, car share programs, bicycle lockers, BART shuttles, and other transit connection services.
- Action 6.4-11** **Shuttle Services from Neighborhoods to BART.** Work with homeowners' associations and neighborhood groups in Palomares Hills, Five Canyons, and other large residential developments to establish shuttle services to BART or initiate other feasible measures to promote alternatives to driving alone such as carpooling and shuttle services to major employment centers, commercial areas and transit areas.
- Action 6.4-12** **Incentives for Ridesharing.** As part of development project review, encourage preferential parking measures for carpool and vanpool vehicles, guaranteed ride home services and other incentives to employees choosing transportation modes other than driving.
- Action 6.4-13** **Employer-Supported BART Shuttle Service.** Establish shuttle service between BART and County facilities at Fairmont. Evaluate feasibility of requiring all businesses with over 200 employees at a single location, or large scale new development over 100,000 square feet, to contribute to the cost of providing shuttle service from central employment locations to BART.
- Action 6.4-14** **BART Shuttle Service to Hospitals.** Establish a shuttle service for employees and patients between the Castro Valley BART station and medical facilities on the Fairmont Campus and at Eden Medical Center.
- Action 6.4-15** **Bus Shelters.** Identify locations for additional bus shelters, particularly at major stops and transfer points, and work with transit agencies or private businesses to have them installed.
- Action 6.4-16** **Financial Incentives for Transite Use and Ridesharing.** Promote regional and local ridesharing organizations and advocate legislation to maintain and expand incentives for transit use such as tax deductions and tax credits.



Additional bike lanes and other bike facilities are needed to provide safe routes for bicycle travel in Castro Valley.

6.5 BICYCLE CIRCULATION

Castro Valley is at a key location within the regional trail system, located at the juncture of Lake Chabot Regional Park, Cull Canyon Regional Park, and Don Castro Park. An updated Alameda Countywide Bicycle Plan was adopted by the Alameda County Congestion Management Agency in October 2006. The plan identifies key regional bikeway corridors in Castro Valley. The community's existing bikeway network is mapped in Figure 6-5.

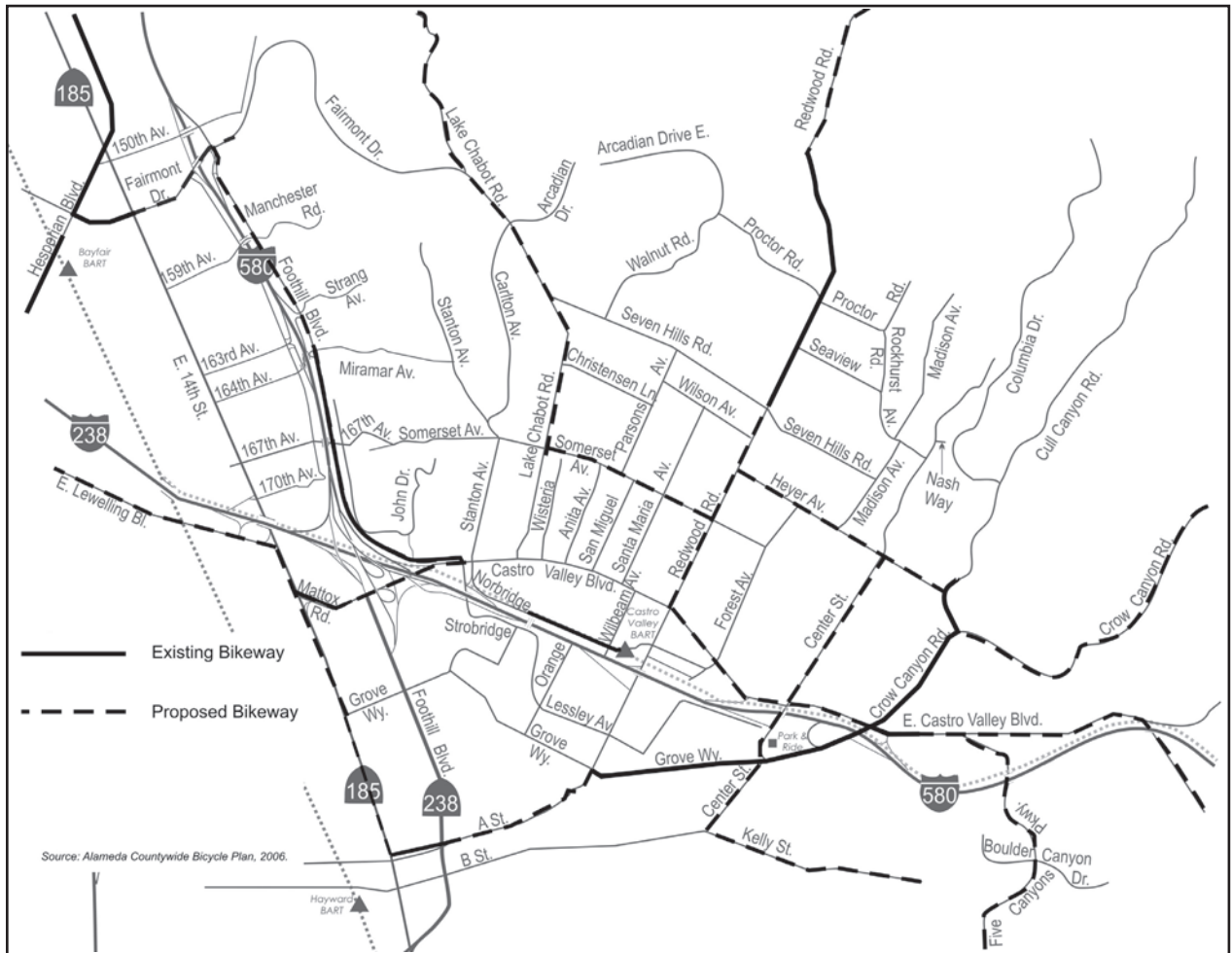
The bicycle circulation system in Castro Valley is comprised of trails and on-street bicycle lanes. Bicycle facilities are defined as the following three classes, according to Chapter 1000 of the Caltrans Highway Design Manual:

- Class I: Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- Class II: Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
- Class III: Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

Castro Valley currently has about eight miles of Class II bikeways along portions of Redwood Road (1.6 miles), Foothill Boulevard (1.3 miles), Grove Way (1.0 mile), Norbridge Avenue (0.5 miles), East Castro Valley Boulevard (1.3 miles), Five Canyons Road/Parkway (1.3 miles), Crow Canyon Road (0.5 miles), and Cull Canyon Road (0.5 miles). The topography of the East Bay hills creates a circuitous street pattern in many of the residential neighborhoods as development has moved into the hillside and canyons, where the diversity and use of alternative transportation modes are limited. In addition, existing roadway and traffic conditions are not conducive to biking. Therefore, the existing bicycle network in Castro Valley is limited and disconnected.

The 2006 Countywide Bicycle Plan proposes the addition of several bike paths in Castro Valley that would provide improved connectivity to the existing network. Additional Class II and Class III bicycle facilities are proposed along Redwood Road, Castro Valley Boulevard, Somerset Avenue, Lake Chabot Road, Foothill Boulevard, Heyer Avenue, and Grove Way.

Figure 6-5 **Bicycle Network**



BICYCLE CIRCULATION GOAL

- GOAL 6.5-1** **Expand and improve local bikeway connections and provide a safe environment for bicycle travel throughout the community.**

BICYCLE CIRCULATION POLICIES

- Policy 6.5-1** **Comprehensive Bikeway System.** Provide a comprehensive bikeway system that is coordinated with existing and planned major destinations, community activity centers, transit stations, and schools in Castro Valley and adjoining communities.
- Policy 6.5-2** **Regional Bicycle Corridors.** Implement the regional bicycle corridors identified in the Alameda County Bicycle Master Plan for Unincorporated Areas and the Countywide Bicycle Plan.
- Policy 6.5-3** **Bicycle Safety and On-Street Parking.** Balance on-street parking needs with bicycle safety considerations.
- Policy 6.5-4** **Bicycle Accommodations on Transit.** Encourage transit operators to provide adequate bicycle accommodations.

BICYCLE CIRCULATION ACTIONS

- Action 6.5-1** **Revise County Road Standards for Bicycles.** Review and, as required, revise County road standards to accommodate bicycle routes consistent with this Plan and the Countywide Bicycle Plan.
- Action 6.5-2** **Bike Lanes on Castro Valley Boulevard.** Implement bike lanes on Castro Valley Boulevard as part of the Redevelopment Strategic Plan.

- Action 6.5-3** **Bicycle Parking and Storage.** Consider amending the County Zoning Ordinance to include regulations regarding the provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, secure short-term parking for bicycles, and to the extent feasible encourage provision of showers and lockers for employees at worksites.
- Action 6.5-4** **Funding for Bicycle Plan Improvements.** Identify a funding source and schedule for implementing those high priority projects in the Countywide Bicycle Plan that would improve conditions for cyclists within the community including widening curb lanes and/or constructing shoulders as necessary to provide bike lanes on Lake Chabot Road, and Crow Canyon Road.
- Action 6.5-5** **Development Review Guidelines for Bicycle Access.** Establish guidelines to be used when reviewing development proposals to ensure that site plans and facilities are designed to encourage bicycle use and do not create unsafe conditions for bicyclists.
- Action 6.5-6** **Implement Countywide Bicycle Plan Design Standards.** Use the Alameda Countywide Bicycle Plan’s design guidelines and best practices or comparable criteria when designing the streetscape improvements.



Improving pedestrian, bicycle, and auto circulation is a top priority in order to ensure the safety of children and promote accessibility.

6.6 PEDESTRIAN CIRCULATION

The pedestrian circulation system in Castro Valley is comprised of trails, sidewalks, and walkways. There are numerous recreational opportunities and trails in close proximity to the community. However, the street environment is primarily automobile-oriented with wide roadways, high levels of traffic, and discontinuous sidewalks, and is not conducive to walking.

In the downtown area, pedestrian facilities include sidewalks, marked crosswalks, and curb ramps; however, the sidewalk network is not comprehensive. There is a strong desire in the community to make central Castro Valley a more pedestrian-friendly retail environment, and to change the character and image of Castro Valley Boulevard. There are also opportunities to better connect the BART Station to surrounding properties, the central shopping area, and residential neighborhoods, in order to make BART transit more convenient and accessible. Another proposed improvement for the downtown area is a pedestrian link from Castro Valley Boulevard along Castro Valley Creek to Norbridge Avenue.

In the residential neighborhoods, the pedestrian facilities are limited in part due to the topography that limits the construction of sidewalks and the desirability of walking. Access to bus stops in residential areas is also problematic. Sidewalks are discontinuous and parked cars often impede walkways for pedestrians. In addition, automobile traffic conflicts with pedestrian circulation on Somerset Avenue in the vicinity of Stanton Elementary School, Center Street in the vicinity of Creekside Middle School, Heyer Avenue, and Redwood Road. Heyer Avenue in particular is a problem due to its inconsistent street and sidewalk layout, lack of space for pedestrians, and limited visibility, all on a major east-west circulation corridor.

The Alameda County Pedestrian Master Plan for Unincorporated Areas, which was adopted in July 2006, addresses many pedestrian-related issues in Castro Valley. The plan identifies key pedestrian activity corridors in Castro Valley, which include Castro Valley Boulevard, Redwood Road, Lake Chabot Road, Center Street, Seven Hills Road, Somerset Avenue, Heyer Avenue, Anita Avenue, Foothill Boulevard, Miramar Avenue, and Fairmont Drive. Numerous priority projects are listed in the Master Plan. The 2006 Pedestrian Master Plan's priority projects are categorized by type in Table 6.6-1 and illustrated on Figure 6-1.

Table 6.6-1: 2006 Master Plan Pedestrian Projects by Project Type

Project Name	Project Location	Project Extent	Project Description
Streetscape Projects			
Castro Valley Blvd. Streetscape Improvements	Castro Valley Blvd.	Lake Chabot Rd. to Redwood Rd.	Landscape, crosswalk enhancements, medians, trees, bike lanes and bulb-outs
Heyer Ave. Driveway Bulb-out Project	Heyer Ave.	Center St. to Cull Canyon Rd.	Parking bays
Sidewalk/Walkway Gap Closures			
Stanton Ave. Sidewalk	Stanton Ave.	Somerset Ave. to Castro Valley Blvd.	Construct sidewalk
Lake Chabot Rd. Sidewalk	Lake Chabot Rd.	Various locations	New curb, gutter and sidewalk
Orange Avenue Sidewalk (Curb & Gutter) Installation along one side	Orange Ave.	Grove Way and Interstate 580	New curb, gutter and sidewalk
Somerset Ave. Sidewalk	Somerset Ave.	Lake Chabot Rd. to Redwood Rd.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Anita Ave.	Anita Ave.	Somerset Ave. to Castro Valley Blvd.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Heyer Ave.	Heyer Ave.	Center St. to Redwood Rd.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – San Miguel Ave.	San Miguel Ave.	Somerset Ave. to Castro Valley Blvd.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Santa Maria Ave.	Santa Maria Ave.	Lorena Ave. to Wilson Ave.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Mabel Ave.	Mabel Ave.	Redwood Rd. to Santa Maria Ave.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Christensen Ln.	Christensen Ln.	Parsons Ave. to Lake Chabot Rd.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Marshall St.	Marshall St.	Omega Ave. to Veronica Ave.	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Proctor Rd.	Proctor Rd.	Walnut Rd. to Camino Alta Mira	Construct sidewalk
Sidewalk Construction Program for Planning Area 2 – Stanton Ave.	Stanton Ave.	Somerset Ave. to Sheffield Rd.	Construct sidewalk

Table 6.6-1: 2006 Master Plan Pedestrian Projects by Project Type

Project Name	Project Location	Project Extent	Project Description
Crossing Improvements			
Traffic Signal Timing Project – Castro Valley Blvd.	Castro Valley Blvd.	Redwood St. to Marshall St.	Traffic signal timing study to reduce peak period car delay – includes study of pedestrians?
Traffic Signal – Lake Chabot Rd. @ Laurel Grove Hospital	Lake Chabot Rd.	Between Castro Valley Blvd. and Somerset Ave.	Mid-block traffic signal – pedestrian accommodations?
Traffic Signal and Median Project – Redwood Rd. @ Vegas Ave.	Redwood Rd.	At Vegas Ave.	Remove existing signal and extend median across intersection – pedestrian issues addressed?
Castro Valley Blvd./Redwood Rd. Intersection Improvements	Castro Valley Blvd.	At Redwood Rd.	Improve safety for pedestrians
Traffic Signal Project – Castro Valley Blvd. @ Wisteria St./Rutledge Rd.	Castro Valley Blvd.	At Wisteria St./Rutledge Rd.	Install traffic signals. Pedestrian accommodations?
Traffic Signal Project – Redwood Rd. @ Mabel Ave.	Redwood Rd.	At Mabel Ave.	Install traffic signals. Pedestrian accommodations?
Traffic Signal Project – Somerset Ave. @ Santa Maria Ave.	Somerset Ave.	At Santa Maria Ave.	Install traffic signals. Pedestrian accommodations?
Traffic Signal Project – Stanton Ave. @ Strobridge Ave.	Stanton Ave.	At Strobridge Ave.	Install traffic signals. Pedestrian accommodations?
Traffic Signal Timing Project – Castro Valley Blvd. @ Crow Canyon Rd./Center St./Grove Way	Castro Valley Blvd.	At Crow Canyon Rd., Center St. and Grove Way	Current
Safe Routes to School Projects			
Safe Routes to School – Marshall Elementary School	20111 Marshall St. @ Omega Ave.	TBD	New curb, gutter and sidewalk, textured crosswalks, bulb-outs, textured pavement, raised crosswalk, improved street lighting
Safe Routes to School – Castro Valley High School	19400 Santa Maria Ave. @ Mabel Ave.	TBD	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting
Safe Routes to School – Chabot Elementary School	19104 Lake Chabot Rd. @ Christensen Ln.	TBD	New curb, gutter and sidewalk, textured crosswalks, improved street lighting
Safe Routes to School – Redwood Christian School (private)	4200 James Ave. @ Redwood Rd	4200 James Ave. @ Redwood Rd	4200 James Ave. @ Redwood Rd

Table 6.6-1: 2006 Master Plan Pedestrian Projects by Project Type

Project Name	Project Location	Project Extent	Project Description
Safe Routes to School – Stanton Elementary School	2644 Somerset Ave. @ Stanton Ave.	TBD	Construct sidewalks and textured crosswalks
Safe Routes to School – Castro Valley Elementary School	20185 San Miguel Ave. @ Jeanine Way	TBD	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramp, improved street lighting
Safe Routes to School – Jensen Ranch Elementary School	20001 Carson Ln. @ Kit Ln.	TBD	Textured crosswalks
Safe Routes to School – Our Lady of Grace (private)	19920 Anita Ave. @ Castro Valley Blvd.	TBD	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramps, improved street lighting
Safe Routes to School – Camelot School (private)	2330 Pomar Vista @ Rolando Ave.	TBD	New curb, gutter and sidewalk, textured crosswalks, raised crosswalks, pedestrian ramp, improved street lighting
Safe Routes to School – Canyon Middle School	19600 Cull Canyon Rd. @ Heyer Ave.	TBD	Construct sidewalks and textured crosswalks, improved street lighting
Safe Routes to School – Independent Elementary School	21201 Independent School Rd. @ Castro Valley Blvd.	TBD	New curb, gutter and sidewalk, textured crosswalks, pedestrian ramps, improved street lighting
Safe Routes to School – Proctor Elementary School	17520 Redwood Rd. @ Proctor Ave.	TBD	Textured crosswalks, improved street lighting
Safe Routes to School – Strobridge Elementary School	21400 Bedford Dr. @ Grove Way	TBD	Textured crosswalks, pedestrian ramps, improved street lighting
Safe Routes to School – Vannoy Elementary School	5100 Vannoy Ave. @ Center St.	TBD	Textured crosswalks, improved street lighting
Safe Routes to School – Montessori Elementary School (private)	16292 Foothill Blvd. @ Miramar Ave.	TBD	New curb, gutter and sidewalk, textured crosswalks, improved street lighting
Transit Access Projects			
AC Transit Castro Valley Transbay Bus Stop Access Improvements	Center Street, Seven Hills Rd., Lake Chabot Rd.	TBD	Bus stop improvements

Table 6.6-1: 2006 Master Plan Pedestrian Projects by Project Type

Project Name	Project Location	Project Extent	Project Description
Castro Valley BART Station Pedestrian Wayfinding	Castro Valley BART Station	TBD	Signage, maps
Traffic Calming Project			
Grove Way Bulb-out and Refuge Island Project	Grove Way	Redwood Rd. to Center St.	Traffic calming – bulb outs, refuge islands
Hillcrest Knolls Walkability Study	Hillcrest Knolls	Hillcrest Knolls neighborhood streets	Community-based planning process to improve walking access
Bicycle/Pedestrian Ramp/Shoulder Improvement Projects			
Crow Canyon Rd. Safety Improvements – Phase I (Environmental Assessment & Preliminary Engineering)	Crow Canyon Road	E. Castro Valley Blvd. and Alameda/Contra Costa County line	Widen shoulders, roadway safety measures
E. Castro Valley Blvd. Bike Lanes and Shoulder Widening – Phase I, from Villareal Dr. to Dublin Canyon Rd.	E. Castro Valley Blvd.	Villareal Dr. to Palo Verde Rd./Dublin Canyon Rd.	Widen shoulders, Class 2 bike lanes
E. Castro Valley Blvd. Bike Lanes and Shoulder Widening – Phase II, from Jensen Rd. to Villareal Dr.	E. Castro Valley Blvd.	Jensen Rd. to Villareal Dr.	Widen shoulders, Class 2 bike lanes
Crow Canyon Rd. Safety Improvements – Phase II (Construction)	Crow Canyon Rd.	E. Castro Valley Blvd. and Alameda/Contra Costa County Line	Widen shoulders, roadway safety measures

Source: Alameda County Public Works Agency, Pedestrian Master Plan for Unincorporated Areas, 2006.

PEDESTRIAN CIRCULATION GOAL

- GOAL 6.6-1** **Provide a safe and attractive walking environment accessible for all users, particularly disabled users, seniors, transit users, and children.**



Instill curbs, gutters, and sidewalks to improve pedestrian safety on key streets like Somerset Avenue and Heyer Avenue.

PEDESTRIAN CIRCULATION POLICIES

- Policy 6.6-1** **Implement the Alameda County Pedestrian Master Plan.** Implement the Alameda County Pedestrian Master Plan for Unincorporated Areas policies and actions for enhanced pedestrian environments in Castro Valley.
- Policy 6.6-2** **Safe Routes to Schools.** Develop Safe Routes to Schools programs to encourage walking and bicycling to schools as well as manage vehicular circulation to provide a safe environment for school children.
- Policy 6.6-3** **Improve Pedestrian Facilities on Busy Streets.** Provide safe and attractive pedestrian facilities along arterials and collectors particularly those that are part of the Pedestrian Activity Corridors, as identified in the Alameda County Pedestrian Master Plan for Unincorporated Areas.
- Policy 6.6-4** **Maintain Pedestrian Facilities.** Pedestrian facilities and amenities shall be routinely maintained as funding and priorities allow. The highest priority shall be given to facilities that are used to provide access to transit, public facilities, senior facilities, and schools.
- Policy 6.6-5** **Increased Enforcement for Pedestrian Safety.** Improve street design and traffic enforcement to increase pedestrian safety.
- Policy 6.6-6** **New Development to Incorporate Pedestrian Facilities.** Design new development and redevelopment projects to facilitate pedestrian access and address any impacts to the pedestrian safety, access, and circulation.
- Policy 6.6-7** **Pedestrian Priority for Sidewalk Space.** When dealing with competing demands for sidewalk space, pedestrian needs shall have the highest priority.

Policy 6.6-8 **Downtown Pedestrian Connections.** Create an attractive pedestrian-friendly circulation system to serve and to provide attractive connections linking the Central Business District’s pedestrian core, downtown residential areas, the BART station, the library, and parking areas. Design the pedestrian system to incorporate and enhance Castro Valley Creek.

Policy 6.6-9 **Pedestrian-Friendly Downtown Development.** Design Downtown projects to balance the needs of automobiles with pedestrian comfort and scale and to include pedestrian amenities that will create comfortable and pleasant places to walk.

PEDESTRIAN CIRCULATION ACTIONS

Action 6.6-1 **Capital Improvement Program.** Prepare and implement a capital improvement program over the next 20 years that eliminates sidewalk gaps and improves substandard conditions in identified Pedestrian Activity Corridors within Castro Valley, prioritizing Heyer, Mable, Santa Maria, San Miguel, Anita, Orange, and Stanton Avenues; Proctor Road; Christensen Lane; and Marshall Street.

Action 6.6-2 **Pedestrian Improvement Projects.** Install curbs, gutters, sidewalks, pedestrian crossing improvements and/or landscaping improvements along Somerset Avenue, Stanton Avenue, Miramar Avenue, 167th Avenue, Seven Hills Road, upper Lake Chabot Road, Heyer Avenue, and Center Street.

Action 6.6-3 **Downtown Pedestrian Routes.** Improve pedestrian routes in the following locations:

- Castro Valley Boulevard to Norbridge along Castro Valley Creek – Add trail and landscaping improvements;
- Wilbeam from Castro Valley Boulevard to the BART Station – Improve sidewalks, add lighting and street trees;
- Connection east-west from Anita Avenue to San Miguel Avenue – Create a continuous pathway past the Adobe Center and through the park to improve access between residences and the pedestrian core of downtown; and
- Connections to and from the Castro Valley Library.

- Action 6.6-4** **Streetscape Improvements and Priorities.** Provide streetscape improvements to add pedestrian refuges in medians, bulb-outs, or other features that improve pedestrian comfort and safety along Castro Valley Boulevard west of Strobridge and Grove Way.
- Action 6.6-5** **Pedestrian Crosswalk Safety.** Consider installing pedestrian crosswalk “runway” lights in the pavement at heavily-used and dangerous pedestrian crossings.
- Action 6.6-6** **Pedestrian Walkways**
- Continue to require installation of sidewalks and physically-demarcated walkways in new development.
 - Exceptions may be allowed in hillside neighborhoods where the character of the neighborhood and width of street cannot accommodate sidewalks. In these areas, determine and implement adequate safety measures for pedestrians.
- Action 6.6-7** Implement the Castro Valley Boulevard Streetscape Plan to widen sidewalks, provide bike lanes, landscaping, and other improvements to upgrade the Boulevard’s appearance and make it more attractive to pedestrians.
- Action 6.6-8** Ensure that traffic signals are set to provide sufficient time for pedestrians and those with impaired mobility to safely cross Castro Valley Boulevard.
- Action 6.6-9** Study the feasibility of developing a pedestrian and bicycle path linking the new Castro Valley Library to surrounding commercial and residential areas along Castro Valley Creek.