



Chapter 1: INTRODUCTION

The Unincorporated Areas of Alameda County represent very diverse communities ranging from older, urbanized areas along the San Francisco Bay to suburban residential communities in the East Bay hills to the rural communities of East County and Sunol. In the urbanized areas of Ashland, Cherryland, and San Lorenzo and the suburban communities of Castro Valley and Fairview, residents have greater opportunities to bicycle and walk to schools, recreation, transit stops, employment centers, and commercial districts in their community. Shorter travel distances and connections to transit are more compatible with these modes; in addition, supportive infrastructure, such as bicycle lanes and sidewalks, are available. In the more rural areas of East County and Sunol, the distance to travel to destinations is longer and the infrastructure to support bicycling and walking is not as well-developed. Throughout most of the Unincorporated Areas, there are a significant number of regional recreation areas and trails including the San Francisco Bay Trail, Bay Area Ridge Trail, Anthony Chabot Regional Park, Lake Chabot Regional Park, Don Castro Regional Recreation Area, and Garin Regional Park, which provide ample opportunities for recreational bicycling and walking.

Overall, the residents of Alameda County currently bicycle and walk for many of their daily trips. Recent surveys⁴ show that two percent of trips in Alameda County are made by bicycle and almost 12 percent of trips are made by walking. This is higher than the regional average of one percent for bicycling and 10 percent for walking.

This plan covers unincorporated communities of Ashland, Cherryland, Castro Valley, El Portal Ridge, Fairview, Hillcrest Knolls, San Lorenzo, and Sunol as well as the large, rural area in the eastern part of the county referred to as East County. In addition, there are small communities/neighborhoods of Unincorporated Areas that are entirely surrounded by the cities of Dublin, Pleasanton, and Livermore which are also included in this plan. The Unincorporated Area is spread throughout Alameda County as shown in **Figure 1-1**.

⁴ Alameda Countywide Strategic Pedestrian Plan, 2006.

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Purpose of the Master Plan

Much has happened since the last updates of the Bicycle Master Plan (2007) and the Pedestrian Master Plan (2006) for the Unincorporated Areas of Alameda County including increased concerns for our health and the impacts of our carbon footprint on the environment. The efforts most notable in affecting how we perceive transportation, and in particular bicycling and walking, are the Alameda County Unincorporated Areas Community Climate Action Plan, the Americans with Disabilities Act Transition Plan for Unincorporated Alameda County, and the Complete Streets Act.

Community Climate Action Plan: In June 2011, the Alameda County Board of Supervisors approved the Alameda County Unincorporated Areas Community Climate Action Plan (CAP). The goal of the CAP is to reduce countywide greenhouse gas emissions 15% by the year 2020. Modifying transportation choices through bicycle infrastructure and transit improvements are key measure to meet the goals of the CAP.

Complete Streets Act: Complete Streets is a national movement to ensure that roadways are consistently designed and operated with all users in mind including bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities. In September 2008, the Complete Streets Act was signed into law in California that requires cities and counties to account for the needs of all roadway users when updating local general plans that address roadways and traffic flows. At the same time, Caltrans revised Deputy Directive 64, an internal policy document that embraces Complete Streets as the policy covering all phases of state highway projects, from planning and construction to maintenance and repair.

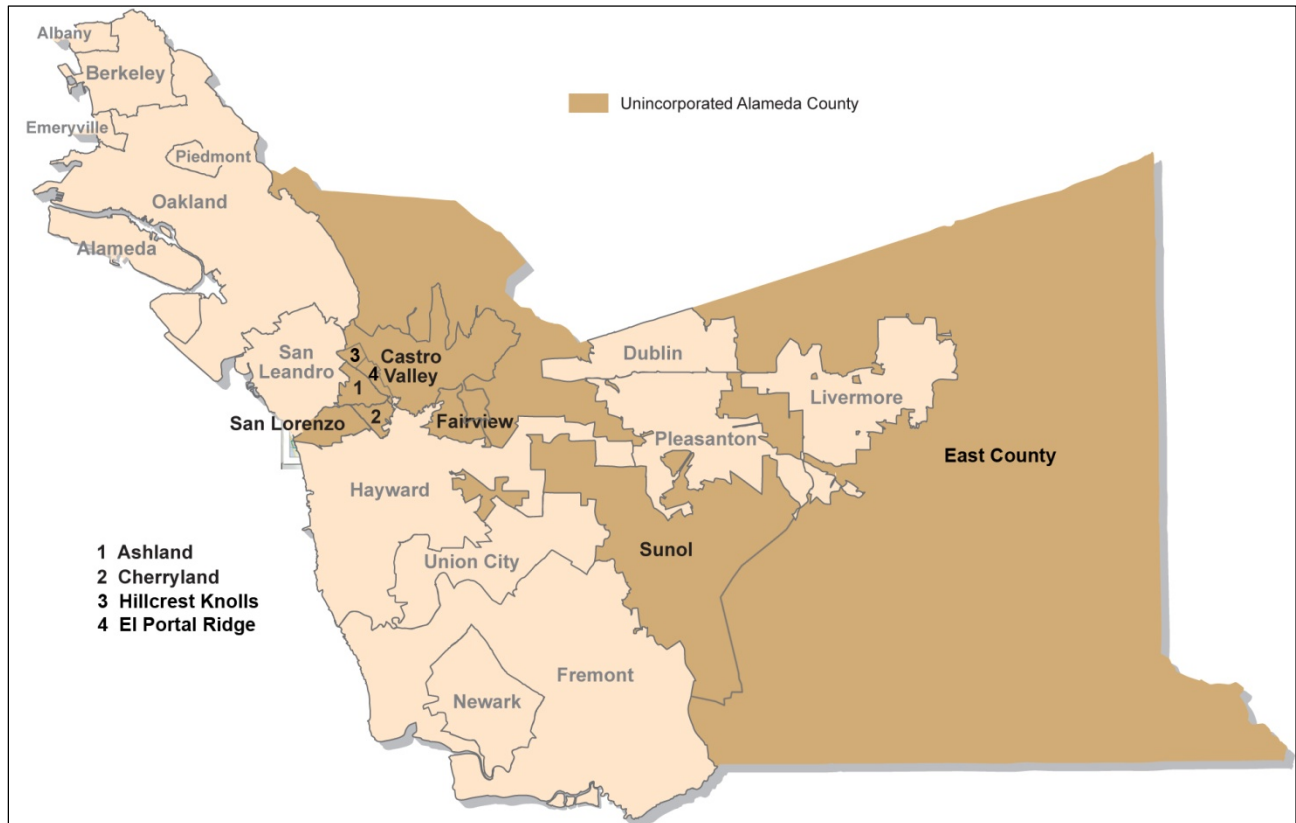
ADA Transition Plan: The Americans with Disabilities Act Transition Plan for Unincorporated Alameda County, prepared in 2008, addresses the barriers and improvements needed to ensure disabled access within the public rights-of-way. The Transition Plan further supports the concept of Complete Streets in making roadways usable for all.

In response to these and other concerns, this new plan will provide:

- An update of the current plans to reflect current bicyclist and pedestrians demands for healthy exercise, accessibility for all users, and non-polluting transportation in one easy to use resource;
- A vision of biking and walking in Alameda County to elevate the importance of alternative transportation modes to connect schools, parks, neighborhoods and commercial districts as part of the planning and development process;
- Bicycle and pedestrian improvement projects for a bicycle and pedestrian-friendly environment for all the communities in unincorporated Alameda County; and
- A competitive edge for the County to secure funding. Many grant providers prefer to award monies to local jurisdictions that have a well-developed process for selecting their projects. For example, the Bicycle Transportation Account (BTA) requires that a jurisdiction have a current (within five years) Bicycle Transportation Plan in place that meets Caltrans' checklist of requirements. This checklist can be found in **Appendix A**.

The overall goal of creating a bicycle and pedestrian-friendly environment for the Unincorporated Areas of Alameda County is to promote bicycle and pedestrian safety and access in more livable communities. This includes streets that are attractive to bicyclists and pedestrians with an increase in vitality and interaction among community members and local businesses. This first step of increasing bicycling and walking activity on local roadways can help bring a neighborhood together and greatly enhance the quality of life as well as ultimately increase the value of adjacent properties.

Figure 1-1: Unincorporated Alameda County



Benefits of Bicycling and Walking

Bicycling and walking are active, healthy, non-polluting, traffic reducing, and fun forms of transportation. Increased levels of walking and bicycling can help to alleviate some of the negative effects of growth, including traffic congestion, air pollution, energy consumption, noise pollution, and degradation of the environment.

The increasing public health concern over obesity has put bikable and walkable communities on the forefront of planning. County health statistics indicate that 18% of adults in Alameda County are obese and another 34% are overweight. A preponderance of evidence supports the link of physical activity and obesity with diabetes, heart disease, and stroke. Increased physical activity on a regular basis can lower risks of developing coronary heart disease, stroke, high blood pressure, and colon cancer by half.

Why Bike?

It is estimated⁵ that more than 50 percent of daily trips in the San Francisco Bay Area are less than three miles in length. This includes trips for work, school, shopping, and recreation. Bicycling offers a great

⁵ Metropolitan Transportation Commission, *Transportation 2035 Plan for the San Francisco Bay Area, Travel Forecasts Data Summary*, December 2008, Table D.6.

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alternative to driving for trips of three miles or less. Bicycling is especially valuable as a connection to transit, expanding the transit coverage area and number of potential riders. Bicycling is particularly suitable as an access mode to BART stations where auto parking is at a premium. A convenient and safe network of bicycle facilities will help make bicycling more attractive for these short trips.

The social, health, and economic benefits of bicycling are particularly valuable to commuters. Encouraging commuters to bicycle to work will provide them with healthy exercise while addressing the problems of vehicular congestion, fuel consumption, and rising transportation costs. The fostering of a bicycling culture among commuters requires the establishment of safe, direct, efficient, and attractive routes to business districts and employment centers.

Why Walk?

Walking is the most basic form of transportation. Most travelers walk during some portion of their journey whether it is for the whole trip from home to school or work, as a part of their trip to connect to transit, or to make the final connections from their car to final destination. Pedestrians have the same basic needs as all other travelers: direct, continuous, and safe routes to/from their destinations. Nevertheless, pedestrians do have unique needs such as shorter travel distances and personal security/safety.

Walkable neighborhoods also make communities more livable and improve the quality of life for all ages. As the roadways in Alameda County become more congested, walking provides an alternative to the automobile and supports public transit services. The walkable neighborhood is especially valuable to students who can then safely walk to school and to seniors who need better connections to transit and local destinations.

A complete pedestrian network of sidewalks, walkways, and trails provides an additional mobility option for residents of and visitors to the Unincorporated Areas. Individuals will be encouraged to walk as the convenience of walking increases. Consequently, individuals then will lead more active and healthy lives in a more safe and attractive environment.

Relationship to Other Plans

The purpose of reviewing other plans and policies for the study area and surroundings is to ensure that the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas is consistent with both the policy direction and physical networks established in these documents. This includes plans for areas within the Unincorporated Areas and for countywide and regional documents.

The current policy direction for bicycle and pedestrian planning for the Unincorporated Areas can be found in the Eden Area Livability Initiative, Redevelopment Agency plans, Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way, Alameda County Unincorporated Areas Community Climate Action Plan, and the Alameda County General Plan. As part of the General Plan, the County also conducted a number of specific plans for targeted areas such as Castro Valley and East County. Regional land use, transportation, and environmental planning efforts and processes were reviewed for possible coordination opportunities when developing this plan.

The Eden Area Livability Initiative has developed a set of principles to guide future planning efforts in the Eden Area. These principles provide a vision for the Eden Area, which includes all unincorporated communities between the San Francisco Bay, Castro Valley and Pleasanton Ridge.

The ADA Transition Plan for Unincorporated Alameda County addresses the barriers and improvements needed to ensure disabled access within the public rights-of-way. This Transition Plan specifically addresses sidewalks and curb ramps, giving priority to travel routes that serve facilities that contain government offices, transportations, places of public accommodations, and employers.

The Community Climate Action Plan (CAP) outlines a course of action to reduce community-wide greenhouse gas (GHG) emissions generated within the Unincorporated Areas of Alameda County. The CAP intends to provide clear guidance to County staff regarding when and how to implement key provisions of the plan, demonstrate Alameda County's commitment to comply with State GHG reduction efforts, and inspire residents and businesses to participate in community efforts to reduce GHG emissions

The Alameda County General Plan consists of a number of elements, both geographical and functional. Policies that relate to bicycle and pedestrian planning were typically found under Transportation or Circulation, Urban Design, Land Use, Open Space and Recreation, Resource Conservation, Open Space, and Agriculture Element (ROSA), and/or Public Utilities, Facilities and Services elements. Within the policy context, this Pedestrian Master Plan serves to develop pedestrian policies to make the General Plans consistent and develops one set of policies.

The Alameda County General Plan is geographically divided into the following three area plans that include land use and transportation:

- Castro Valley Plan, last amended April 4, 1985, draft revised plan dated July 2010.
- East County Area Plan, adopted May 5, 1994, last amended November 2000.
- Eden Area Plan, adopted November 3, 1983, draft revised plan dated March 2010.

Bicycle and pedestrian planning and implementation in the Unincorporated Areas are the responsibility of several County agencies. The Public Works Agency is responsible for the review and approval of bicycle and pedestrian facilities; however, the Community Development Agency and the Redevelopment Agency are responsible for planning. Inter- and intra-agency coordination will be a key part of the bicycle and pedestrian planning process.

There are several statewide and regional agencies and policies that also have an influence on bicycle and pedestrian planning in and around the Unincorporated Areas. These include:

- California Complete Streets Act⁶ which requires cities and counties to account for the needs of all road users when updating the part of a local general plan that addresses roadways and traffic flows.
- Caltrans Deputy Directive 64 (Complete Streets Program) which reflects changing priorities and challenges whereby Caltrans "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."
- Metropolitan Transportation Commission (MTC) which prepares regional bicycle and pedestrian plans, is responsible for the Complete Streets (Routine Accommodation) Program, and disburses Transportation Development Act (TDA) Article 3, Transportation for Livable Communities (TLC), Regional Bicycle Program (STP-CMAQ), Safe Routes to School, and Safe Routes to Transit funds.

⁶ Assembly Bill 1358 was signed into law on September 2008 and took effect on January 1, 2011.

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- Alameda County Transportation Commission (Alameda CTC) which prepares the Countywide Bicycle and Pedestrian Plans, addresses connectivity across jurisdictional lines within the County, and disburses the Measure B Bicycle and Pedestrian Safety passthrough and discretionary funds.
- East Bay Regional Park District (EBRPD) which manages 65 regional parks and 29 regional trails within Alameda and Contra Costa counties.
- Livermore Area Recreation & Park District (LARPD) which serves both the City of Livermore and surrounding Unincorporated Areas and is responsible for many trails both within and outside the city limits of Livermore.
- Hayward Area Recreation and Park District (HARD) which has several existing and proposed unpaved hiking/biking trails in the western Unincorporated Area.
- San Francisco Bay Trail which is charged with developing a 500-mile network of bicycling and hiking trails that will encircle San Francisco and San Pablo Bays.
- The Bay Area Ridge Trail Council whose mission is to create a continuous 550+-mile trail for hikers, mountain bicyclists, and equestrians along the ridgelines overlooking San Francisco Bay.

This bicycle and pedestrian plan has been coordinated with the existing plans of the adjacent cities and towns as well as the plans of Alameda County, and regional and multi-jurisdictional agencies. This coordination was done to identify where the bikeways and trails complement or conflict with the facilities proposed for the Unincorporated Areas. The existing and proposed bikeways and trails in these plans which overlap or connect to the Unincorporated Areas are shown in **Chapter 3** in **Figures 3-3a to 3-3f**.

A list of these plans is presented below:

Agency	Latest Plan
City of Dublin Bikeways Master Plan	2007
City of Hayward Bicycle Master Plan	2007
City of Livermore Bikeways and Trails Master Plan	2002 (under revision) Map 2011
City of Pleasanton Pedestrian and Bicycle Master Plan	2009
City of San Leandro Bicycle and Pedestrian Master Plan	2011
City of Union City Pedestrian and Bicycle Master Plan	2006
East Bay Greenway Study	2008
Alameda Countywide Bicycle Plan	2006
Alameda Countywide Strategic Pedestrian Plan	2006
East Bay Regional Park District Master Plan	1997 (under revision)
Hayward Area Recreation and Park District Master Plan	2006
Livermore Area Recreation & Park District Master Plan	2008
San Francisco Bay Trail Maps	2010
Bay Area Ridge Trail Project Maps	2009
MTC Pedestrian Districts Study	2006
Regional Bicycle Plan for the San Francisco Bay Area	2009

Community Involvement in Development of the Plan

On October 20, 2011, the DRAFT Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas was released for public review and staff conducted a very extensive public outreach process. The Plan was available for public review at the Alameda County Public Works Agency website at www.acgov.org/pwa. Copies of the draft plans were also available at the Dublin, Livermore, San Lorenzo and Castro Valley public libraries.

The Public Works Agency have conducted 12 public meetings over a four months period to gather comments from the communities on the Bicycle and Pedestrian Master Plan, before submitting the final plan and environmental document to the Board of Supervisors for approval. The Public Works Agency presented the Bicycle and Pedestrian Master Plan to the following groups:

- Alameda County Transportation Commission Bicycle Pedestrian Advisory Committee (Oct. 13, 2011)
- San Lorenzo Village Homeowners Association (November 17, 2011)
- Castro Valley Municipal Advisory Committee General (November 21, 2011)
- Tri-Valley Area / Rural Road Committee (Livermore) (November 30, 2011)
- Fairview Community Meeting (December 1, 2011)
- Valley Spokesmen (December 7, 2011)
- Ashland Community Meeting (December 8, 2011)
- Cherryland Homeowners Association (December 13, 2011)
- Tri-Valley Area / Rural Road Committee (Dublin) (December 14, 2011)
- Alameda County Transportation Commission Bicycle Pedestrian Advisory Committee (Dec 15, 2011)
- Unincorporated Services Committee (January 25, 2012)
- Transportation Planning Committee (February 16, 2012)

The County received over 100 public comments from residents, local businesses, schools, government agencies, elected officials and community groups throughout the County. The comments and responses are included in **Appendix G**.

Environmental Review of the Bicycle and Pedestrian Master Plan

The County prepared a Negative Declaration for the Bicycle and Pedestrian Master Plan for Unincorporated Areas. It was circulated on January 24, 2012 for public comment.

Based upon an Environmental Initial Study prepared pursuant to the California Environmental Quality Act (CEQA), the Public Works Agency concluded that no significant environmental impacts would result from the Bicycle and Pedestrian Master Plan.

The State Clearinghouse submitted the Alameda County Bicycle and Pedestrian Master Plan Negative Declaration to selected state agencies for review. The review period closed on February 22, 2012; no comments were received. The Bicycle and Pedestrian Master Plan complies with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (CEQA). The CEQA Negative Declaration is included in **Appendix H**.

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Setting

Land Use

The land use patterns in many of these urban communities support and encourage bicycling and walking. In Alameda County, the “3 Ds” – high residential densities, a diversity of uses, and transit-oriented design – converge mainly along the arterials, such as Hesperian Boulevard, East 14th Street, and Castro Valley Boulevard where commercial and office areas, transit routes, libraries, hospitals, and schools exist. These communities are served by the Castro Valley BART station, Bayfair BART station, and Hayward BART station.

Many of these communities are primarily residential with commercial uses along major transportation corridors, such as Mission Boulevard in Ashland and Cherryland, Castro Valley Boulevard in Castro Valley, Foothill Boulevard in El Portal Ridge and Hillcrest Knolls, Hesperian Boulevard in San Lorenzo, and East Avenue in Livermore. Most of these urbanized communities have local activity centers, such as schools, senior centers, and parks that draw from the surrounding neighborhood.

In East County and Sunol, the rural character with low residential densities and little or no public transit service results in longer walking distances and limited pedestrian facilities. However, these communities offer many opportunities for walking for recreation or for health and fitness.

While much of the western areas are developed, most of the eastern Unincorporated Areas have rural land uses, yet the roadways still experience significant use by both motor vehicles and bicyclists. The western Unincorporated Areas, particularly San Lorenzo and Castro Valley, are, in essence, suburbs with schools, employers, and housing tracts. The eastern areas are essentially on the periphery of Dublin, Pleasanton, and Livermore. The roadways serve the residents and employees of these communities as they are arriving and leaving as well as people residing elsewhere who come to the area by car or bike for its scenic qualities and recreational opportunities.

The Alameda County Public Works Agency (PWA) is responsible for maintaining and improving all roadways in the Unincorporated Areas. Thus, a complete street approach will help the PWA in its efforts to safely and equitably provide bicycle and pedestrian facilities as well as implement roadway projects that are community-friendly in a consistent manner throughout the Unincorporated Areas.

Attractors and Generators

The underlying purpose of the bicycle and pedestrian networks developed in this plan is to get people where they want to go. There are many destinations that we travel to on a daily or less frequent basis. Typically, the trip generator is the home. From home, trips are made to work, school, to run errands, visit with friends, or search out other places of entertainment. Residential neighborhoods are the key trip generators. Trip attractors are the places that we go to or, in other words, the destinations of our trips. The bicycle and pedestrian networks are designed to connect the trip generators and attractors.

There are numerous attractors of bicycle and pedestrian traffic within the study area. They are depicted in **Figures 3-3a to 3-3f** in **Chapter 3** and include major employment centers, major retail centers, colleges, schools, transit stations, libraries, and recreational facilities. In addition, due to the geographic configuration of the Unincorporated Areas, residents and visitors will want to bicycle and walk to attractors in adjacent jurisdictions such as California State University - East Bay, the Alameda County Offices, Chabot College, Southland Mall, and the many regional parks located in this part of Alameda County. Even though some of these destinations are outside the Unincorporated Areas, it is important that bicycle and pedestrian access is available.

Major Retail Areas

Major retail in the Unincorporated Areas is found along East 14th Street, Hesperian Boulevard, and Castro Valley Boulevard. There is also a concentration of retail at the Redwood Road/Grove Way intersection. The Bayfair Mall in San Leandro and Costco Business Center in Hayward are located directly adjacent to the Unincorporated Areas.

Major Employment Centers

The major employers or employment centers with more than 300 employees within or directly adjacent to the Unincorporated Areas of Alameda County are listed below.⁷ They include:

- Alameda County Medical Center Fairmont, Castro Valley
- Eden Hospital Medical Center, Castro Valley
- Castro Valley High School, Castro Valley
- Sara Lee Foods, San Lorenzo
- San Lorenzo Unified School District, San Lorenzo
- Hayward Executive Airport, Hayward
- Costco, Hayward
- FormFactor, Livermore
- Las Positas College, Livermore
- Costco, Livermore
- TechPark @ North Canyons, Livermore
- Marathon Business Park, Livermore
- VA Palo Alto Healthcare Systems, East County (south of Livermore)
- Lawrence Livermore National Laboratory, East County (east of Livermore)
- Sandia National Laboratory, East County (east of Livermore)

Schools

K-12 students in the Unincorporated Areas are served by six different public school districts including:

- | | |
|--|---------------------------------------|
| • Castro Valley Unified School District | • Pleasanton Unified School District |
| • Hayward Unified School District | • San Lorenzo Unified School District |
| • Livermore Valley Joint Unified School District | • Sunol Glen Unified School District |

The public schools, listed below in **Table 1-1**, serve students from the Unincorporated Areas and are located both within and adjacent to the Unincorporated Areas. There are three colleges in and near the Unincorporated Areas: California State University – East Bay in Hayward, Chabot College in Hayward, and Las Positas College in Livermore.

⁷ U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), 2009.

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Table 1-1: Public Schools Attended by Students in the Unincorporated Areas					
School	Location	School District	School	Location	School District
Elementary Schools			Middle Schools		
Alisal	Pleasanton	PUSD	Bohannon	San Lorenzo	SLUSD
Altamont Crk	Livermore	LVJUSD	Canyon	Castro Valley	CVUSD
Arroyo Seco	Livermore	LVJUSD	Christensen	Livermore	LVJUSD
Bay	San Lorenzo	SLUSD	Creskide	Castro Valley	CVUSD
Castro Valley	Castro Valley	CVUSD	East Avenue	Livermore	LVJUSD
Chabot	Castro Valley	CVUSD	Edendale	Ashland	SLUSD
Cherryland	Cherryland	HUSD	Harvest Park	Pleasanton	PUSD
Colonial Acres	San Lorenzo	SLUSD	High Schools		
Croce	Livermore	LVJUSD	Amador Valley	Pleasanton	PUSD
Del Rey	San Lorenzo	SLUSD	Arroyo	San Lorenzo	SLUSD
East Avenue	Fairview	HUSD	Castro Valley	Castro Valley	CVUSD
Fairview	Fairview	HUSD	East Bay Arts	San Lorenzo	SLUSD
Grant	San Lorenzo	SLUSD	Hayward	Hayward	HUSD
Hesperian	Ashland	SLUSD	Livermore	Livermore	LVJUSD
Hillside	Ashland	SLUSD	Redwood	Castro Valley	CVUSD
Independent	Castro Valley	CVUSD	Royal Sunset	San Lorenzo	SLUSD
Jensen Ranch	Castro Valley	CVUSD	San Lorenzo	Ashland	SLUSD
Junction Ave	Livermore	LVJUSD	Adult Education		
Lorenzo Manor	San Lorenzo	SLUSD	Amador Valley	Pleasanton	PUSD
Marshall	Castro Valley	CVUSD	Castro Valley	Castro Valley	CVUSD
Palomares	Castro Valley	CVUSD	Hayward	Hayward	HUSD
Proctor	Castro Valley	CVUSD	Livermore	Livermore	LVJUSD
Rancho Las Positas	Livermore	LVJUSD	San Lorenzo	San Lorenzo	SLUSD
Stanton	Castro Valley	CVUSD	CVUSD – Castro Valley Unified School District HUSD – Hayward Unified School District LVJUSD – Livermore Valley Joint Unified School District PUSD – Pleasanton Unified School District SLUSD – San Lorenzo Unified School District SGUSD – Sunol Glen Unified School District		
Strobridge	Castro Valley	HUSD			
Sunol Glen	Sunol	SGUSD			
Vannoy	Castro Valley	CVUSD			

Parks

Parks and recreational facilities in the Unincorporated Areas are managed by the Hayward Area Recreation & Park District (HARD), East Bay Regional Park District (EBRPD), Livermore Area Recreation & Park District (LARPD) and California State Parks Department.

The major regional parks are: Anthony Chabot Regional Park, Bethany Reservoir State Recreation Area, Brushy Peak Regional Preserve, Carnegie State Vehicular Recreation Area, Don Castro Regional Recreation Area, Cull Canyon Regional Recreation Area, Del Valle Regional Park, Five Canyons Open Space, Garin Regional Park, Hayward Regional Shoreline, Lake Chabot Regional Park, Lake Del Valle State Recreation Area, Mission Peak Regional Preserve, Pleasanton Ridge Regional Park, Shadow Cliffs Regional Recreation Area, and Sunol Regional Wilderness.

Local parks listed by community include:

Ashland	Ashland Park, Fairmont Linear Park, Edendale Park
Castro Valley	Bay Trees Park, Carlos Bee Park, Castro Valley Park and Community Center, Deerview Park, Earl Warren Park, Fairmont Terrace Park, Five Canyons Park, Greenridge Park, Hillcrest Knowles Park, Palomares Hills Park, Parsons Park
Cherryland	Cherryland Park, Meek Park
Fairview	East Avenue Park, Fairview Park, San Felipe Park, Sulphur Creek Park
San Lorenzo	Del Rey Park, Hesperian Park, Mc Conaghy Park, Mervin Morris Park, San Lorenzo Park and Recreation Center
East County	Augustin-Bernal Park, Rowell Ranch Rodeo Park, Sycamore Grove Park

Community/Senior Centers

Community and/or senior centers located in the Unincorporated Areas include the Adobe Art Center, Castro Valley Swim Center, and Aitken Senior and Community Center in Castro Valley; the San Lorenzo Community Center and Arroyo Swim Center in San Lorenzo; and the Hayward Area Senior Center. The Robert Livermore Community and Senior Center in Livermore is located in close proximity to the Unincorporated Areas.

Libraries

There are two branches of the Alameda County Library system located in the Unincorporated Areas: one in Castro Valley (on Norbridge Avenue between Castro Valley Boulevard and Redwood Road) and one in San Lorenzo (on Paseo Grande near Hesperian Boulevard). Other libraries in adjacent communities but in close proximity to the Unincorporated Areas include the Hayward Main Library, San Leandro South Branch Library, Dublin County Library, and three branches of the Livermore Public Library (Civic Center, Rincon, and Springtown).

Transportation

Public transportation service in the Unincorporated Areas is provided by Altamont Commuter Express (ACE), Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit District (BART), and Livermore Amador Valley Transit Authority (Wheels). When compared to other parts of Alameda County,

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transit service area coverage, service frequency, and hours of service are limited, particularly in the East County. Bicycling and walking provide valuable connections to transit while transit extends the range of the bicycling or walking trip. Consequently, these connections were considered in the development of this plan. Opportunities for bicycle parking and carrying bicycles onboard transit vehicles are included.

Altamont Commuter Express (ACE)

ACE provides commuter rail service between San Joaquin County and San Jose with service through Livermore and Pleasanton. While the ACE stations are not located in the Unincorporated Areas, the Vasco and Livermore stations are relatively close. Currently, ACE service is limited to weekday commute service with three trains in the morning commute to San Jose and three return trains to San Joaquin County in the evening. Bicycles can be carried on the trains with a capacity of 34 bicycles per train or left in one of the lockers provided on each platform.

Alameda-Contra Costa Transit District (AC Transit)

AC Transit buses serve the unincorporated communities of Ashland, Cherryland, San Lorenzo, Castro Valley, Fairview, and Hillcrest Knolls although the coverage area, service frequency and hours of service are limited. Bus stops are generally located every few blocks. However, bus pads and shelters are not common in these areas (there are currently 17 bus shelters in the Unincorporated Areas), providing many opportunities to improve access to and at bus stops. Although there are numerous bus stops in the Unincorporated Areas, there is no major AC Transit terminal or a multi-modal transfer station. All AC Transit buses have front-mounted racks with a capacity of two bicycles. The MCI commuter coaches used on select Transbay routes have the capacity for an additional two bicycles in the cargo bays when front racks are full. Provided that they do not block seats or aisles, folding bicycles are allowed onboard at any time. AC Transit does not explicitly allow non-folding bicycles onboard any buses, but does give the driver discretion to allow bikes onboard when the racks are full. Local, Transbay and All-Nighter bus service is provided via the routes described below in **Table 1-3**.

Amtrak

Capitol Corridor Amtrak service is available at the Hayward Amtrak Station located in close proximity to the Unincorporated Areas at Meekland Avenue and A Street. Capitol Corridor service connects Sacramento to San Jose with stops in other Bay Area communities along the way. Connections to BART can be made at the Richmond and Coliseum/Oakland Airport stations. Not all Capitol Corridor trains stop at the Hayward Station; however, seven trains per day (including weekends and holidays) provide service to Hayward in each direction from approximately 7 a.m. to 8 p.m. on weekdays and from 8am to 8 pm on weekends and holidays.

All Capitol Corridor trains are equipped with a limited number of bicycle racks (three per car) to bring a bicycle onboard as unboxed, carry-on baggage. Folding bicycles can also be carried onboard and stored in luggage storage areas at the end of the car.

Route #	Route Description	Headway (minutes)	Days of operation
32	Two-way loop service between Hayward and Castro Valley BART stations through Cherryland, Ashland, and Castro Valley	60	daily
48	Service between Hayward and Bay Fair BART stations through Castro Valley	60	weekday
85	Service between San Leandro and South Hayward BART stations through San Lorenzo	60	daily
89	Service between the San Leandro and Bay Fair BART stations with some connections to the Alameda County Juvenile Justice Center	60	daily
93	Two-way loop between Hayward and Bay Fair BART stations through San Lorenzo, Ashland, and Cherryland	60	daily
94	Service connecting Hayward BART, CSU East Bay and parts of Fairview	50	weekday peak hours
95	Service between Hayward BART and Fairview	30	daily
97	Service between Bay Fair and Union City BART stations with service in San Lorenzo	20-30	daily
99	Service between Bay Fair and Fremont BART stations on East 14 th Street/Mission Boulevard through Cherryland	30-40	daily
801	All-Nighter service on East 14 th Street/Mission Boulevard through Cherryland	60	daily
NX4	Transbay service in Castro Valley	30	weekday peak hours
S	Transbay service in San Lorenzo	30-60	weekday peak hour

Bay Area Rapid Transit District (BART)

BART service to the Unincorporated Areas is provided at the Castro Valley and Bay Fair BART stations. The Castro Valley BART Station is located in the center of Castro Valley near I-580 and Redwood Road. The Bay Fair BART Station is located off Hesperian Boulevard at the western edge of Ashland bordering with San Leandro. The Hayward BART and Dublin/Pleasanton BART stations are in close proximity to the Unincorporated Areas.

The Castro Valley BART Station is served by the Dublin/Pleasanton-Daly City Line with daily service at 20-minute headways. Bicycle racks and keyed bicycle lockers are available at the station; these lockers are for a single-user and require a rental agreement. Many stations have a wait list for these lockers. Bicycles can be carried onboard the trains during off-peak hours on weekdays and anytime on weekends where space permits. Bicycles are also allowed during peak commute hours in the reverse-commute direction. Bicycles are not allowed in the first car of the train. According to the 2008 BART Station Profile Study, approximately 14 percent of patrons walk to the station and 2 percent bicycle.

The Bay Fair BART Station is served by the Dublin/Pleasanton-Daly City, Fremont-Daly City, and Richmond-Fremont lines with daily service at 20-minute headways. Bicycle racks and keyed bicycle lockers are available at the station. On the Richmond-Fremont lines, bicycles can be brought onboard

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at anytime except on crowded trains. For the Dublin/Pleasanton-Daly City and Fremont-Daly City lines, bicycles can be brought onboard the trains during off-peak hours on weekdays and anytime on weekends where space permits. Bicycles are also allowed during peak commute hours in the reverse-commute direction. Bicycles are not allowed in the first car of the train. According to the 2008 BART Station Profile Study, approximately 16 percent of patrons walk to the station and 2 percent bicycle.

Wheels

Wheels bus service in the East County is provided by the Livermore Amador Valley Transit Authority. All Wheels buses have front-mounted racks with a capacity of two bicycles. If the bike racks are full, bicycles may be brought onboard at the discretion of the driver. Folding bicycles are welcome onboard at any time.

Wheels service in the East County is primarily focused on the Livermore and Vasco ACE Stations, Las Positas College, and Sandia/Lawrence Livermore National Labs (LLNL). Consequently, these routes do not travel in the Unincorporated Areas except for portions of Stanley Boulevard. The routes in close proximity and within the Unincorporated Areas are shown below in **Table 1-4**.

Route #	Route Description	Headway (minutes)	Days of operation
Tri-Valley Rapid	Service between Dublin/Pleasanton and West Dublin/Pleasanton BART stations and Sandia/LLNL	10-15	weekday
10	Service on Stanley Boulevard between the Dublin/Pleasanton BART Station and Sandia/LLNL	40	daily
11	Service connecting Livermore Transit Center to Greenville Road	Timed to ACE train in peak hour & 3 midday loops	weekday
12	Service connecting Dublin/Pleasanton BART Station to Las Positas College	30-weekdays/60-weekends	daily

Park and Ride

There are two park-and-ride lots in Castro Valley operated by Caltrans and served by the AC Transit Transbay NX4 bus line. These lots are located on John Drive near Foothill Boulevard and on Center Street near Grove Way. The Center Street lot has bicycle racks and lockers.

There are three park-and-ride lots in Livermore at varying distances from the Unincorporated Areas. The Livermore Park-and Ride Lot, operated by Caltrans, is located on Portola Avenue near Alviso Place. No transit connections or bicycle parking are provided. The park-and-ride lot at the Livermore ACE Station provides bicycle racks. Finally, the BART Park-and-Ride lot, located at East Airway Boulevard and Rutan Drive, is served by Wheels Route 12. No bicycle parking facilities are available.