Contact Name	Rochelle Wheeler
Email Address	rwheeler@alamedaca.gov
Contact Phone Number	510-747-7442
City/Jurisdiction/Agency (If your option is not listed, select "Other")	Alameda
County	Alameda
Is your project seeking regional discretionary funds or an endorsement?	Regional discretionary funding
Please include the name of the regional discretionary funding program that this project is seeking.	2025 Regional Active Transportation Program Cycle 7
Project Name/Title	Willie Stargell Ave Safety Improvements Project
Project Area/ Location	West Alameda
Project Area Map (Attach if applicable) Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.	StargellAve_City of Alameda_ProjectAreaMap_2022
Project Description (2000 character limit). You may also attach additional project documents, cross sections, plan views or other supporting materials.	Stargell Avenue is a narrow, two-lane collector road for the half mile between Main Street and Fifth Street in the City of Alameda, with high speeds and traffic volumes, in an equity priority community. There are only sharrows along the roadway, and no sidewalk exists on the north side of the street. Two unsignalized crossings, which connect students to 6 local schools, are feared by the residents due to safety concerns. Fronting and bordering this roadway segment are multiple affordable housing communities, Coast Guard housing and market-rate housing. The project will close a half mile gap in the bicycle and pedestrian networks and slow traffic speeds by constructing a new Class I bicycling path and sidewalk in vacant land on the north side of Stargell, narrowing travel lanes, adding pedestrian refuges and RRFBs at the two school

	crossings, and adding a short segment of Class IV facility to improve connectivity to Mariner Square Loop on the east side of the project area. The City is in the Planning phase now, and seeking funding for the environmental, design and constructions phases.
Please choose the project phase(s).	PE ENV ROW CON
Project Supporting Material (Upload if applicable) Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.	StargellAve_CityofAlameda_Concept Plan_2022
Do you think your project qualifies for a Statement of Exception?	No

Topic: Bicycle, Pedestrian and Transit Planning

Does the project implement relevant plans, or other locally adopted recommendations?	Yes
Please provide details on plan recommendations affecting the project area, if any, with Plan adoption date. If the project is inconsistent with adopted plans, please provide explanation.	The City's Active Transportation Plan (2022) recommends adding a Class I multi-use shared path to Stargell from Main to Fifth. this project will add a separate Class I bicycling path and sidewalk to the street. The City's Vision Zero Action Plan (2021) prioritizes implementing safety improvements on High Injury Corridor streets (like Stargell) and at High Collision Intersections (like Stargell/Main). The Alameda County Community-Based Transportation Plan (2020) includes "Willie Stargell Bus Priority and Multimodal Safety Corridor", which this project will partially implement.
Does the project area contain segments of the regional Active Transportation (AT) Network? [See MTC's AT Network map here]	Yes

If yes, describe the how project adheres to the National Association of City Transportation Official's (NATCO's) "Designing for All Ages & Abilities Contextual Guidance for High-Comfort Bicycle Facilities" and/or the Architectural and Transportation Barriers Compliance Board's "Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way."	While NACTO would recommend Class IV bikeways here, there is no roadway space for them, and this project will construct Class I facilities in vacant public right of way, which is also a low stress facility.
Is the the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?	Yes
Please summarize the traffic safety conditions and describe the project's traffic safety measures. The Bay Area Vision Zero System may be a helpful resource.	Stargell is a Tier 2 High Injury Corridor (HIC) for All modes, and a Tier 1 (highest) HIC for Autos in Alameda's Vision Zero Action Plan. It is under-utilized by people on bike and foot, since the travel lanes are narrow, speeds are high, and there are only sidewalks on the south side of the street. The project will add separate biking and walking paths on the north side of the street, RRFB's and pedestrian refuges at the two uncontrolled intersections, and narrow the travel lanes to 12' from 14', to slow vehicles.
Does the the project seek to improve conditions for people biking, walking and/or rolling? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analysis conducted?	Yes
Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.	Yes, the primary purpose of the project is to improve both bicyclist and pedestrian safety and comfort. Project will provide low-stress facilities in form of Class I pathway for people biking, separate sidewalk for people walking, and a short Class IV segment.

A. Are there existing public transit facilities (stop or station) in the project area?	No
If yes, list transit facilities (stop, station, or route) and all affected agencies.	While there are currently no transit facilities within the project limits, AC Transit is considering adding a bus line to this section of Stargell, via its in-progress Realign planning effort. If this new line is ultimately recommended, transit stops and supporting infrastructure will be added to the project, in consultation with AC Transit. As well, the Main Street Ferry Terminal is less than a mile from the western terminus of the project, and AC Transit's Lines 19 and 96 stops on Mariner Square Loop, at the eastern terminus of the project, and trunkline and transbay buses run along Webster Street, which is a short distance from the eastern terminus of the project.
B. Have all potentially affected transit agencies had the opportunity to review this project? If yes, please save the email from transit operator(s) below.	Yes
Please save the file with the project name and the jurisdiction submitting checklist. Add the name of the file being uploaded below. Then Click Here to upload your file.	StargellAve_CityofAlameda_ACTransitSupportLetter_2022
C: Is there a MTC Mobility Hub (map) within the project area?	No
If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).	New sidewalks, pedestrian refuge islands, and RRFB's will be constructed. The City will use it's own standards and CA MUTCD for the design.
If applicable, please provide the class designation for bikeways included in the project and cite the design standards used.	Both a Class I bike-only path and Class IV separated bike lanes are being implemented. The City will use CA MUTCD, CA Highway Design Manual and the NACTO Urban Bikeway Design Guide for the design.

Will the project improve active transportation in an Equity Priority Community (EPC)?	Yes
Please list census tracts that are designated as EPCs and affected by this project.	428700
Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The Checklist will begin MTC review once the BPAC meeting has occurred.	The submission of this checklist will be reviewed by the BPAC.
Please provide the meeting date(s).	May 22, 2024
Compliance and Exemption	
Please check below if Yes. If no, complete the Statement of Exception. If Yes, this Checklist is complete and the rest of the form can be skipped. If No, please fill out the Statement of Exception section.	Yes
Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this Checklist? The CS Checklist will begin review once the BPAC meeting notes are included in this form.	The Checklist is being submitted to send to the BPAC for review.

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PROJECT LOCATION MAP: WILLIE STARGELL AVE SAFETY IMPROVEMENTS

CITY OF ALAMEDA

Service Development Department
1600 Franklin Street, Oakland CA 94612

Robert del Rosario
Director of Service Development & Planning

June 8, 2022

Dirk Brazil
Interim City Manager, City of Alameda
2263 Santa Clara Ave, Room 300
Alameda, CA 94501

Re: Support for the City of Alameda's "Willie Stargell Avenue Safety Improvements" Project

Dear Mr. Brazil:

On behalf of AC Transit, I would like to extend our strong support for the City of Alameda's Willie Stargell Avenue Safety Improvements project, for which the City is seeking grant funding.

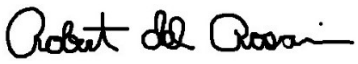
The City's project will close the one-half mile gap in the bicycle and pedestrian networks along Stargell Avenue, between Main Street and Fifth Street, transforming the current motor-vehicle-oriented street into a multi-modal, complete street. By constructing new walking and bicycling trails in the vacant land on the north side of Stargell and adding crossing safety enhancements and traffic calming features at four intersections, it will improve the safety and comfort of walking and biking both along and across this corridor. Closing this critical active transportation network gap will connect the immediate community to five local schools, jobs, essential services and transit; and provide a safe corridor for all Alameda residents and workers to access the Main Street Ferry Terminal, Alameda Point jobs and commercial services, Webster Street bus lines and downtown Oakland/BART, among other destinations. By providing low-stress facilities for people bicycling and safer crossings for people walking, the project will encourage people to use these active modes and discourage solo driving.

Currently, Stargell Avenue is a busy, narrow, two-lane road between Main Street and Fifth Street, with high traffic speeds and volumes. There are only sharrows along the roadway for people bicycling, meaning that many people avoid biking here, or bike on the sidewalk. There are no sidewalks on the north side of the street, which forces residents living on this side to cross Stargell twice to access the nearby shopping center. The two unsignalized crossings, at Mosley Avenue and Coral Sea Street, which connect students to five local schools, are unsafe to cross and speeding cars frequently don't yield to pedestrians. This project will support our community by making safety improvements and encouraging greater use of active transportation and transit options. AC Transit will continue to collaborate with the City of Alameda to ensure that the infrastructure improvements proposed within the project will provide safe access for all road users and enable the deployment of reliable, high-quality transit when bus service is implemented along the corridor.

For all of these reasons, AC Transit strongly supports the proposed improvements in the City's Stargell Avenue grant application and looks forward to contributing towards the refinement of the designs once the project is funded.

Thank you for your consideration of the City's grant application, and please do not hesitate to contact me directly at (510) 326-9654 or via email at rdelrosa@actransit.org.

Sincerely,



Robert del Rosario
Director of Service Development & Planning