I. Overarching:
   1. Pursue HIA Alternative 3 in order to increase safe pedestrian connectivity between east and west sides of I-805, increase pedestrian access to community resources east of I-805, and increase access to trolley station and BRT.
   2. Co-locate the BRT and trolley stop to ensure more seamless transfers between transit modes.
   3. Restrict private vehicles from BRT direct access on and off-ramps.

II. Pedestrian Environment:
   1. Make pedestrian access to the trolley and BRT safer and encourage transit ridership by improving walking environments to and around co-located stop. Potential approaches include: signalized and marked crosswalks, median islands, pedestrian scale lighting, public art and seating in streetscape, safe routes to schools, street trees and planters, street cleaning, signage for pedestrians, etc.
   2. Safely connect residential communities across arterials and identify and beautify walking routes through neighborhoods and to key destinations. See potential approaches in II.1. Prioritize improvements based on PEQI analysis (to be determined).
   3. Establish clearly demarcated and safe pedestrian paths to YMCA, local schools, and neighborhood parks. See potential approaches in II.1.
   4. Ensure access to the transit station from both directions east and west of I-805. If streets must be crossed, provide signalized crosswalks.
   5. Improve pedestrian safety on adjacent streets through traffic calming and management treatments, traffic safety enforcement, intersection, roadway and sidewalk design, design for pedestrians with disabilities, signals and signs, crime prevention techniques and improved lighting. See potential approaches in V.1. Prioritize improvements based on PEQI analysis (to be determined).
   6. Work with community residents to ensure that aesthetics are considered in all new construction.
   7. Work with appropriate municipal departments to ensure maintenance of all new facilities and improvements.
   8. Promote "Safe Routes to Schools" to decrease traffic and pollution, promote walking and biking to school, encourage greater enforcement of traffic laws, and create safer streets to improve the health of children and the community.

III. Bike Environment:
   1. Where bike access is allowed, employ techniques to ensure safe passage for both pedestrians and bicyclists – e.g., ensure bike have designated paths so that they do not have to ride on the sidewalks.
   2. Where appropriate, convert identified existing street parking “lanes” into bike lanes to improve neighborhood connectivity.
   3. Improve bicyclist safety through design strategies such as bike lane design, shared use paths, improved signs and markings, bicycle parking, traffic calming and management treatments, on-street facilities, and intersection design.
   4. Provide secure, covered, long-term bicycle parking at the co-located transit stop.
   5. Include bike racks or storage on BRT buses, and related educational materials to promote using them.
   6. Ensure access to the transit station from both directions east and west of I-805.
IV. Transit:
1. Provide sheltered, well-lit, publicly displayed real-time trolley and BRT arrival information at regular intervals. Include dedicated space to display schedules and routes, as well as information on alternative transportation options (e.g., bike lanes, car pooling).
2. Install and maintain attractive and effective signage to promote public safety, accessibility, and wayfinding.
3. Ensure that transit schedules (including BRT) are arranged to accommodate commuters and students going to and coming from local schools.
4. Discuss options with community-based organizations in the area on how to further subsidize transit fares for low-income transit riders in the community.

V. Auto Travel:
1. Implement traffic calming interventions to slow traffic speeds, reduce the risk of collisions, and increase pedestrian and bicycle walking and safety on prioritized street segments and intersections based on PEQI findings. 
   Potential approaches include: bollards, chicanes, gateway treatments, median islands, rumble strips, signal timing to reduce speeds, speed humps, speed limit signs, truck restrictions, and turn restrictions.

VI. Crime/Safety:
1. Use crime prevention design strategies such as Crime Prevention Through Environmental Design (CPTED) in the design of the co-located trolley and BRT station and in future area development. Increase natural surveillance and “eyes on the street” through following approaches: building doors/entrances and windows to look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; and adequate nighttime lighting.
2. Target improvements to high crime areas to be determined based on crime/safety data (to be determined).
3. Increase social connection and sense of community by providing appealing access to comfortable street environments, parks, and active open spaces for social networking, civic engagement, personal recreation, and other activities that create social bonds between individuals and groups.
4. Increase police patrols through the area.

VII. Access to Goods, Services, and Employment:
1. Conduct an assessment of where project area residents are employed to ensure that the BRT travels to employment locations that match the needs of local residents.
2. Identify and target pedestrian, bike and traffic improvements on routes between key community resources (identify based on discussion) and residential areas.
3. Coordinate with other project planning processes to promote transit access and compatible site design.

VIII. Housing:
1. Participate in other planning processes to encourage that new housing be built within the BRT/trolley walkshed.
2. Coordinate with other planning processes to mitigate any housing displacement from the project.

IX. Environmental Health:
1. Coordinate with other planning processes to ensure that cumulative impacts from projects in the area do not lead to overall air or noise levels in excess of limits, particularly near sensitive receptors.
2. Utilize natural gas bus vehicles to minimize pollution and air quality impacts.