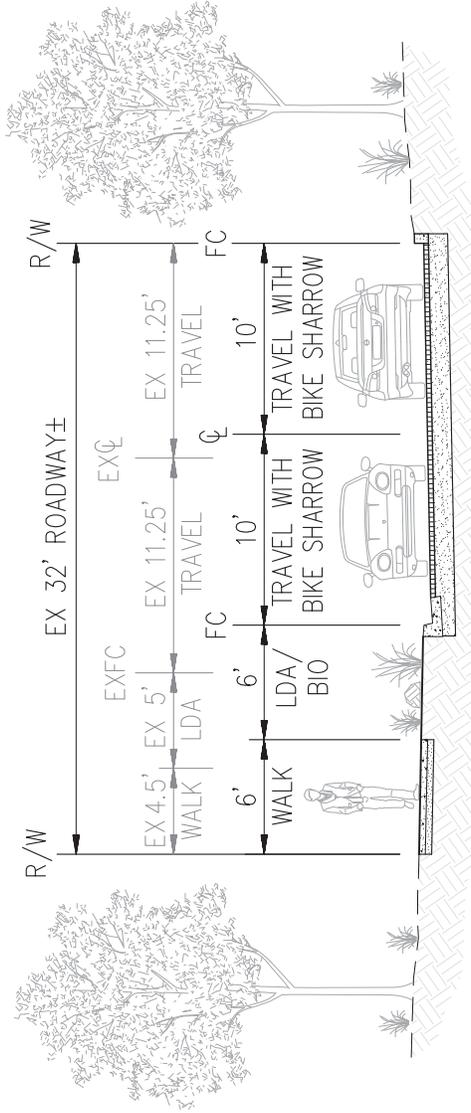


STREET CLASSIFICATIONS

- LOCAL STREET
- CLASS 3B BIKE FACILITY



EXISTING CONDITIONS



RETROFITTED CROSS-SECTION

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**FIGURE 24
 BIG WHITES
 REUSE AREAS**



2. Proposed On-Site Bicycle Facilities

The proposed street system facilitates bicycles as a viable mode of transportation. The proposed bicycle priorities for the proposed street system include Classes I, II and III facilities throughout the Project Site. The proposed bike facilities may include bike lanes, buffered bike lanes, protected bikeways or cycle tracks and sharrows depending on adjacent land uses. The proposed bicycle facilities extend those within the other areas of Alameda, providing cross-island bicycle access to Alameda Point. Additionally, the construction of the perimeter Class I facility, Bay Trail, will enhance the recreational bicycle opportunities for the entire Alameda community. For purposes of the MIP, the following designations are used to delineate the various types of bike facilities planning throughout the Project Site.

Table 6 - Bike Facilities

	Class I	Class II*	Class III
A	Biking and walking are separated	Cycle with buffer (CT is between curb and parking)	Bike boulevard
B	Biking and walking are shared	Buffered bike lane - buffer is pavement markings	Sharrows and signage
C		Bike lanes - just a stripe	Signage only

* Walking facility is sidewalk

See Figure 25 depicting the bicycle facilities proposed as art of the Alameda Point street system.

3. Proposed On-Site Truck Route

The proposed street system includes provisions for a truck route. The proposed truck route will limit the number of streets that through truck traffic is allowed. The proposed truck route will provide sufficient intersection design to allow for truck turning movements and address conflicts with pedestrians and bicycles. Additionally, the travel lane widths within the truck route may be widened up to 11 or 12-feet to accommodate trucks. See Figure 26 depicting the truck route proposed as art of the Alameda Point street system.

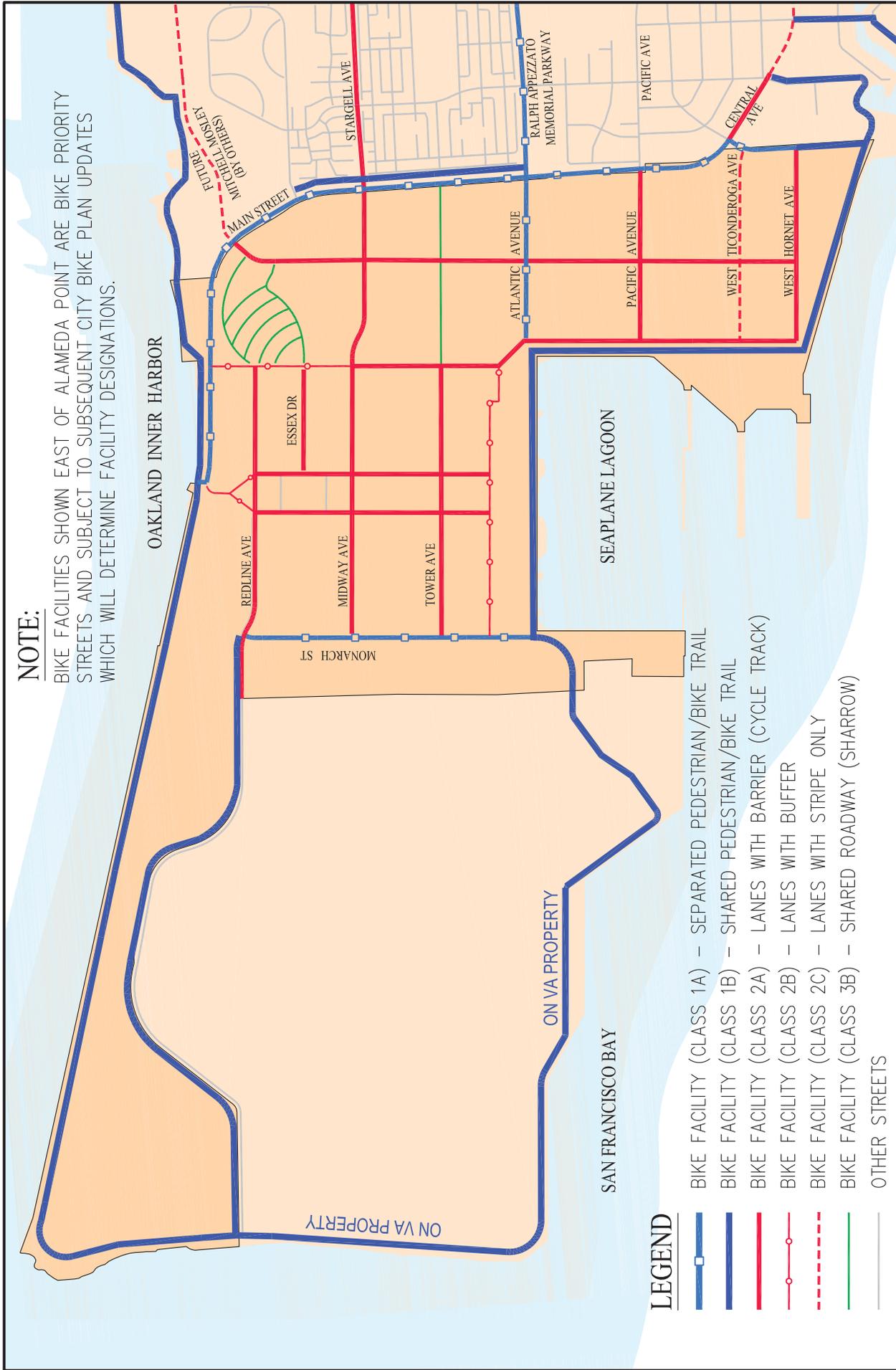
C. Proposed Transit System

1. Existing Transit Systems

There are two existing transit options at Alameda Point. There is existing bus service to portions of Alameda Point. Currently, AC Transit operates Line 31 which provides daily bus service through the central portions of Alameda Point. The destinations of this bus route include MacArthur and the Oakland Civic Center BART Stations. Additionally, the Alameda Ferry Terminal is located on the north side of Main Street adjacent to the northeastern portion of the Project Site. Water Emergency Transportation Authority (WETA) operates daily commuter and excursions ferry service from this terminal to San Francisco Ferry Building and Pier 41. Limited commuter service to South San Francisco is also provided.

2. Proposed Transit Systems

Alameda Point is a transit-oriented community designed to maximize the transit options for the community. Reliable and efficient transit service that connects to the regional transit system is critical for the redevelopment of Alameda Point. The transit options must be attractive to the residents and employees at Alameda Point. Transit will be effective if it is comparable or even faster than vehicles. A range of



NOTE:
BIKE FACILITIES SHOWN EAST OF ALAMEDA POINT ARE BIKE PRIORITY STREETS AND SUBJECT TO SUBSEQUENT CITY BIKE PLAN UPDATES WHICH WILL DETERMINE FACILITY DESIGNATIONS.

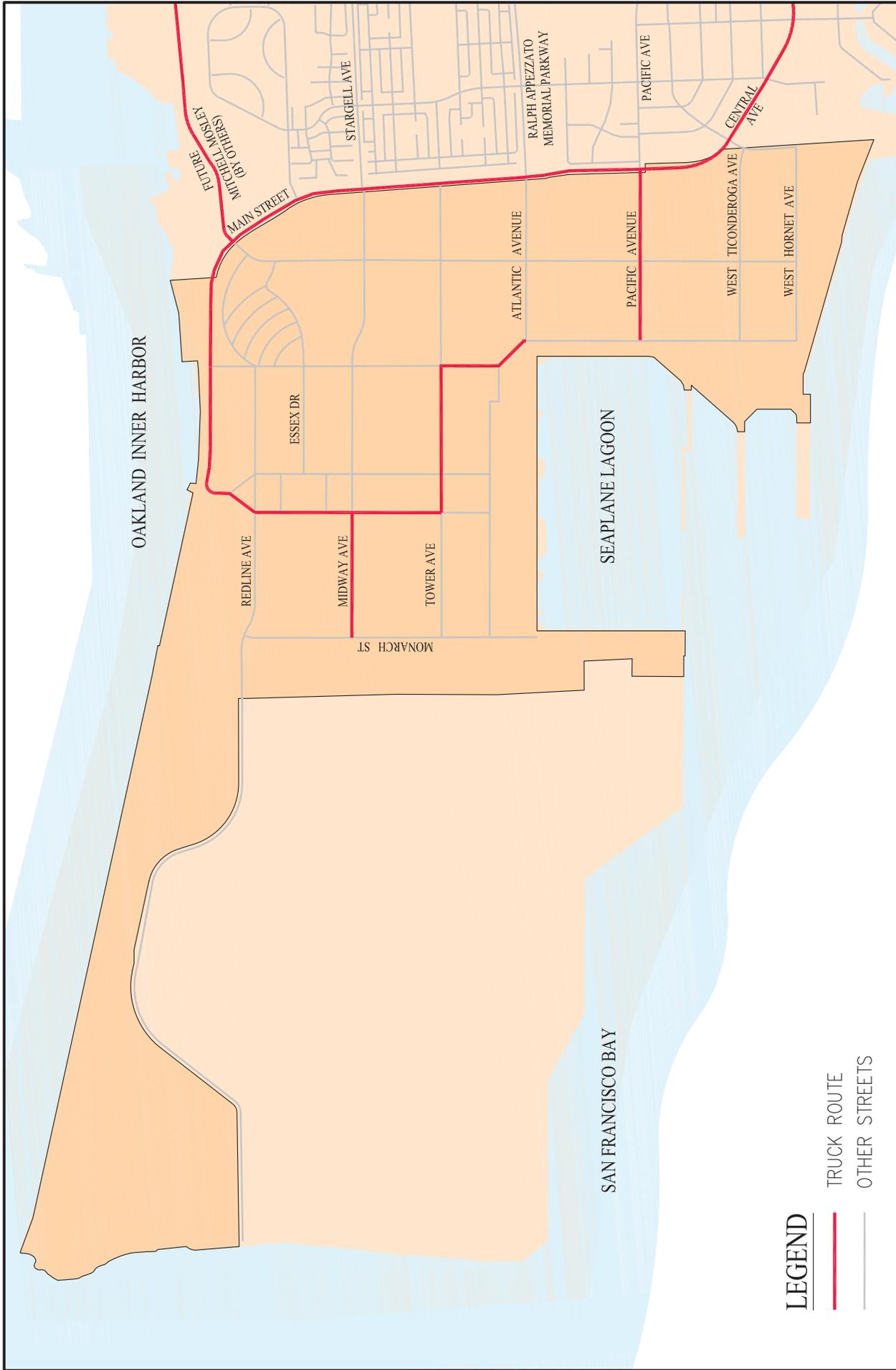
LEGEND

- BIKE FACILITY (CLASS 1A) – SEPARATED PEDESTRIAN/BIKE TRAIL
- BIKE FACILITY (CLASS 1B) – SHARED PEDESTRIAN/BIKE TRAIL
- BIKE FACILITY (CLASS 2A) – LANES WITH BARRIER (CYCLE TRACK)
- BIKE FACILITY (CLASS 2B) – LANES WITH BUFFER
- BIKE FACILITY (CLASS 2C) – LANES WITH STRIPE ONLY
- BIKE FACILITY (CLASS 3B) – SHARED ROADWAY (SHARROW)
- OTHER STREETS

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FIGURE 25 PROPOSED BIKE FACILITIES





LEGEND

- TRUCK ROUTE
- OTHER STREETS

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**FIGURE 26
PROPOSED TRUCK ROUTE**

transit strategies, measures and services will be combined into a comprehensive program that will be continually monitored and maintained to remain effective and beneficial to the community.

The proposed transit system includes an on-site Multi-Modal Transit Center, Shuttle Service, street improvements to facilitate Bus Rapid Transit (for west end Alameda), enhanced Ferry Service, and a Transportation Demand Management Plan. See Figure 27 depicting the proposed locations of the components of the proposed transit system.

a. Multi-Modal Transit Center

The proposed Multi-Modal Transit Center will be located near West Atlantic Avenue, within the Waterfront Town Center Sub-District. The Transit Center could include parking areas, car-sharing services, bicycle-sharing services, and connections to the multi-modal components of the proposed street system. Other elements of the Transit Center may include taxi stand, casual carpool loading area, travel information, way-finding signage, and a transportation management center.

b. Shuttle Service

As part of the initial development phases at Alameda Point, a shuttle will be implemented between Alameda Point and the 12th Street BART Station in Downtown Oakland. This shuttle will provide a high frequency transit option for residents and employers at Alameda Point. This shuttle would originate at the Multi-Modal Transit Center, potentially stop at other locations within the Project Site as well, and then utilize the Ralph Appezato Memorial Parkway (RAMP) / Webster Street corridor to reach Downtown Oakland. The shuttle service is anticipated to evolve with each phase of development. Implementation and operation of the shuttle service will be flexible so that it can quickly adapt to development patterns guided by market forces.

c. Bus Rapid Transit

The City of Alameda is actively preparing and processing a Regional Transit Access Study. This study evaluates opportunities to enhance transit service to connect the City of Alameda, including Alameda Point, with regional BART transit facilities. The Study provides recommendations and findings for the proposed Bus Rapid Transit (BRT) improvements for Alameda Point. The study also provides information for the proposed Rapid Bus service improvements for northern central Alameda. The draft proposed BRT improvements are summarized as follows:

The BRT will originate at the proposed Multi-Modal Transit Center. The BRT will connect Alameda Point to the 12th Street BART station and Downtown Oakland. Exclusive transit lanes will be provided in both eastbound and westbound directions along W. Atlantic Ave and RAMP, from the Multi-Modal Transit Center to the intersection with Webster Street. For outbound (eastbound) traffic, the BRT will provide a dedicated bus-only lane from the Transit Center at West Atlantic Avenue to eastbound RAMP, and northbound Webster Street. The dedicated lane will end at Stargell Avenue and the BRT will then operate in mixed flow (transit and automobiles) from Stargell Avenue to Downtown Oakland/BART. The inbound traffic will operate in mixed flow from Downtown Oakland/BART to RAMP. A dedicated bus-only lane will be provided westbound on RAMP, from Webster Street to the Transit Center. The BRT will also incorporate measures to increase the bus operating speed. These measures will include traffic signal priority measures, bus queue jump lanes and enhanced boarding. The BRT will utilize the RAMP / Webster Street corridor. Improvements at the intersections of Webster Street / RAMP and Webster Street / Stargell Avenue will be required to improve the bus operating speed. Enhanced bus stops will also be provided at the Multi-Modal Transit Center, RAMP/Main Street, RAMP/Poggi Street and RAMP/Webster

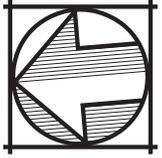
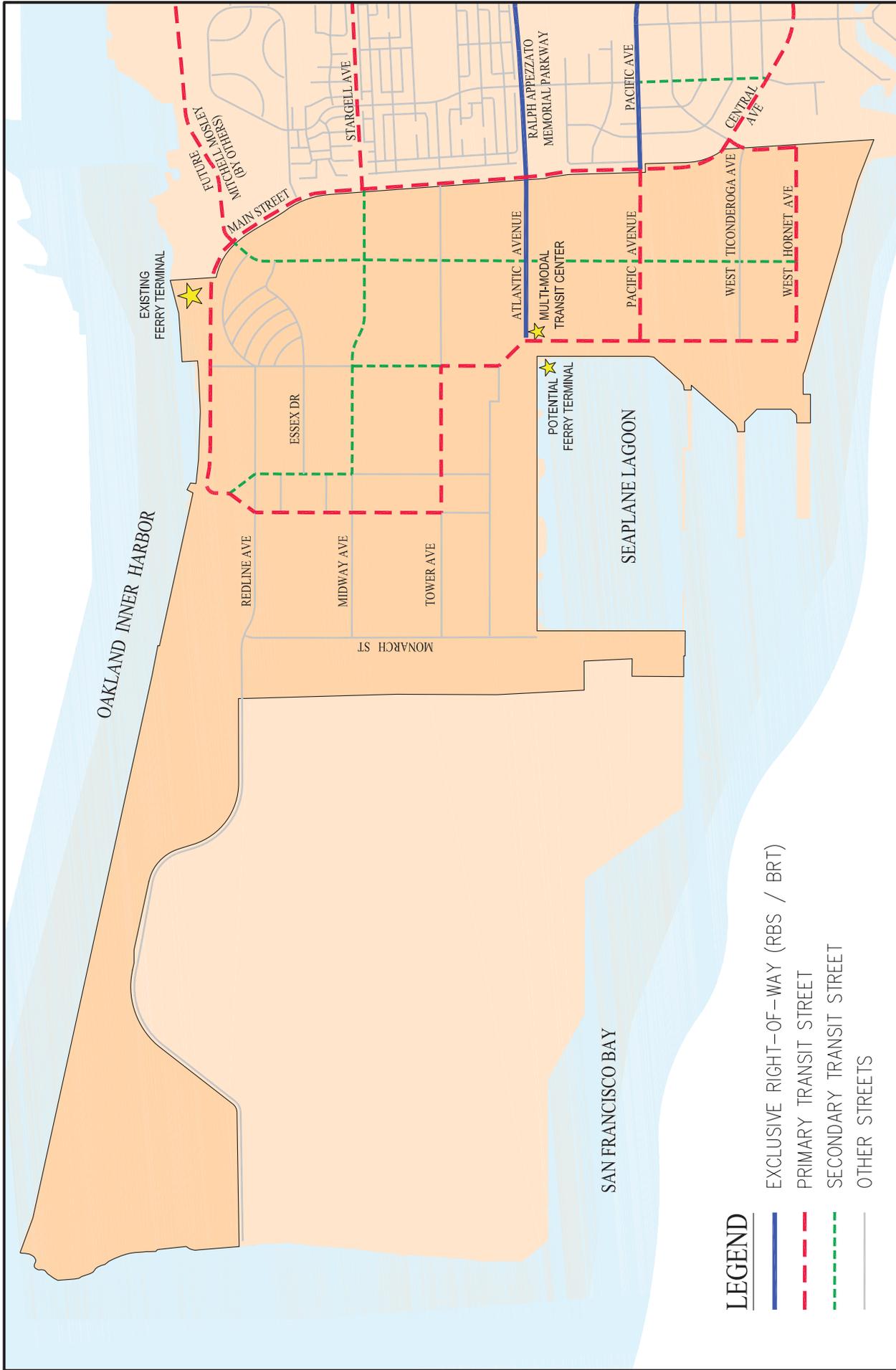


FIGURE 27 PROPOSED TRANSIT SYSTEMS

LEGEND

- EXCLUSIVE RIGHT-OF-WAY (RBS / BRT)
- - - PRIMARY TRANSIT STREET
- - - SECONDARY TRANSIT STREET
- OTHER STREETS

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Street intersections. The proposed route of the BRT within Downtown Oakland will include shared travel lanes on the following streets:

- North of Harrison Street to 14th Street
- West of 14th Street to Clay street
- East on 12th Street
- South on Broadway
- East on 7th Street
- South on Webster Street (return to Alameda)

Transit signal enhancement will be incorporated at the following intersections within Downtown Oakland:

- Harrison Street and 14th Street
- 14th Street and Clay Street
- Clay Street and 12th Street
- Broadway and 7th Street

Similarly, up to four enhanced bus stops are contemplated within Downtown Oakland at the following locations:

- 14th Street and Broadway
- 12th Street and Broadway
- Northbound stop on Harrison Street
- Southbound stop on 7th Street or Webster Street

It is anticipated that these improvements will result in BRT approximate travel time of 12 minutes from Alameda Point to the 12th Street BART Station.

The Alameda Point Project will construct transit improvements within West Atlantic Avenue and RAMP corridor to facilitate the implementation of the BRT. The actual implementation of the BRT is subject to coordination between the City of Alameda and local public transit agencies and providers.

d. Ferry Service

Ferry service for Alameda Point will be provided either at the existing Alameda Ferry Terminal along the northern shoreline of Alameda Point, or at a new ferry terminal located in the Seaplane Lagoon near the Multi-Modal Transit Center. Either location will provide the Project Site with frequent, high-speed ferry service between Alameda and San Francisco.

e. Transportation Demand Management Plan

A Transportation Demand Management Plan (TDMP) with an annual monitoring and reporting requirement will be prepared for Alameda Point to continuously evaluate the effectiveness of the proposed transit system and other transportation demand management strategies. Based on the monitoring results, the TDMP will refine the transit strategies and demand management programs to minimize project impacts, reduce congestion, and meet vehicle miles travel reduction goals.

D. Proposed Off-Site Street Improvements

The transportation planning for Alameda Point will also include improvements to off-site streets and intersections located in the surrounding areas of Alameda to address project impacts outlined as mitigation measures in the EIR. These are in addition to the transit improvements discussed above and will either be constructed by Alameda Point or Alameda Point will make a fair-share contribution towards the construction by others. See Figure 28 depicting the locations of the off-site street improvements associated with Alameda Point. The proposed off-site street and intersection improvements may include the following items or others as specified by the EIR:

- Project Improvements - Vehicle Improvements
 - Fernside Boulevard / Otis Drive - Intersection and Signal Improvements
 - Main Street / Pacific Avenue - Signal Improvements
 - Webster Street / RAMP - Signal Improvements
 - Park Street / Otis Drive - Signal Improvements
 - Broadway / Tilden Way - Signal Improvements
 - High Street / Fernside Boulevard - Signal Improvements
 - Atlantic Avenue / Constitution Way - Signal Modification

- Project Improvements - Bicycle Improvements
 - Stargell Avenue Class I Trail - Main Street to 5th Street
 - Main Street Class I Trail - RAMP to Pacific Avenue
 - Central Avenue Class I and II Trail - Pacific Avenue to 4th Street

- Project Contributions (Pro-Rata Share) - Vehicle Improvements
 - Park Street / Clement Avenue - Intersection Improvements
 - Park Street / Encinal Avenue - Intersection Improvements
 - Broadway / Otis Drive - Intersection Improvements
 - Tilden Way / Blanding Avenue / Fernside Boulevard - Intersection Improvements
 - High Street / Fernside Boulevard - Intersection Improvement
 - High Street / Otis Drive - Intersection Improvements
 - Island Drive / Otis Drive / Doolittle Drive - Intersection Improvements
 - Fernside Boulevard / Otis Drive - Signal Modification
 - Park Street / Blanding Avenue - Intersection Improvements
 - Challenger Drive / Atlantic Avenue - Signal Improvements
 - Park Street / Lincoln Avenue - Signal Improvements

- Project Contributions (Pro-Rata Share) - Pedestrian Improvements
 - Main Street / Pacific Avenue - Signal Improvements
 - Webster Street / RAMP - Signal Improvements
 - High Street / Fernside Boulevard - Intersection Improvements
 - Atlantic Avenue / Constitution Way - Signal Modification



LEGEND

-  OFF-SITE IMPROVEMENTS
-  OFF-SITE IMPROVEMENT CONTRIBUTIONS
-  FUTURE BRT ROUTE & BUS STOP
-  OTHER MAJOR ROADWAYS
-  EXISTING BART STATION

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**FIGURE 28
OFF-SITE STREETS & TRANSIT**



- Project Contributions (Pro-Rata Share) - Transit Improvements
 - Park Street Transit Signal Priority - Blanding Avenue to Otis Drive
 - RAMP Transit Corridor Improvements - Main Street to Webster Street (including transit Signal priority, exclusive transit lane eastbound)
 - Stargell Avenue Queue Jump Lanes - Main Street and 5th Street Intersection

- Project Contributions (Pro-Rata Share) - Bicycle Improvements
 - Stargell Avenue Class I Trail - Main Street to 5th Street
 - Main Street Class I Trail - RAMP to Pacific Avenue
 - Central Avenue Class I and II Trail - Pacific Avenue to 4th Street
 - Oak Street Bicycle Boulevard - Santa Clara Avenue to Central Avenue