V. STREET SYSTEM

The City of Alameda adopted a Transportation Element of the General Plan in 2009. The Transportation Element describes various classifications for the street system within Alameda Point based upon the existing street system framework. The MIP proposes a street system framework to enhance the integration of Alameda Point with the circulation and multi-modal elements within the rest of Alameda's street system. The following describes the updates to the Transportation Element to reflect the proposed street system at Alameda Point.

A. Existing On-Site Street System

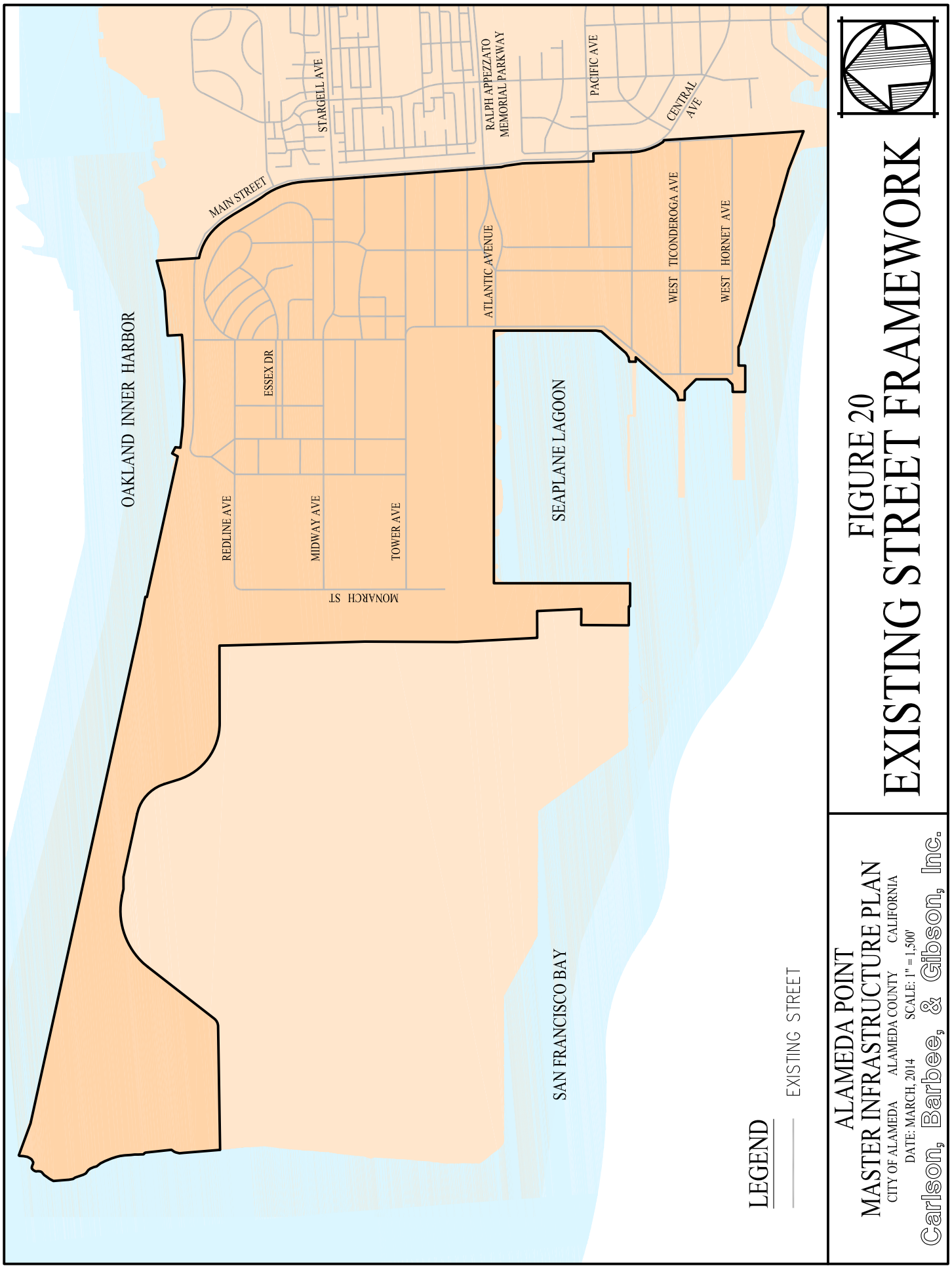
The existing street system at Alameda Point includes a variety of street types. Street types range from industrial serving streets to residential streets. The framework of the existing streets has multiple connections to Main Street, a regional arterial. The existing system also extends three east-west island arterials into Alameda Point, including Stargell Avenue, West Atlantic Avenue (the MIP uses the current street name for W. Atlantic Avenue, but it is anticipated to be officially changed to Ralph Appezzato Memorial Parkway similar to the east) and Pacific Avenue. The framework of the existing system ranges from circuitous areas in the northeast portion of the Project Site to a grid system in the northwest and southeast portions of the site. See Figure 20 depicting the existing street framework within Alameda Point.

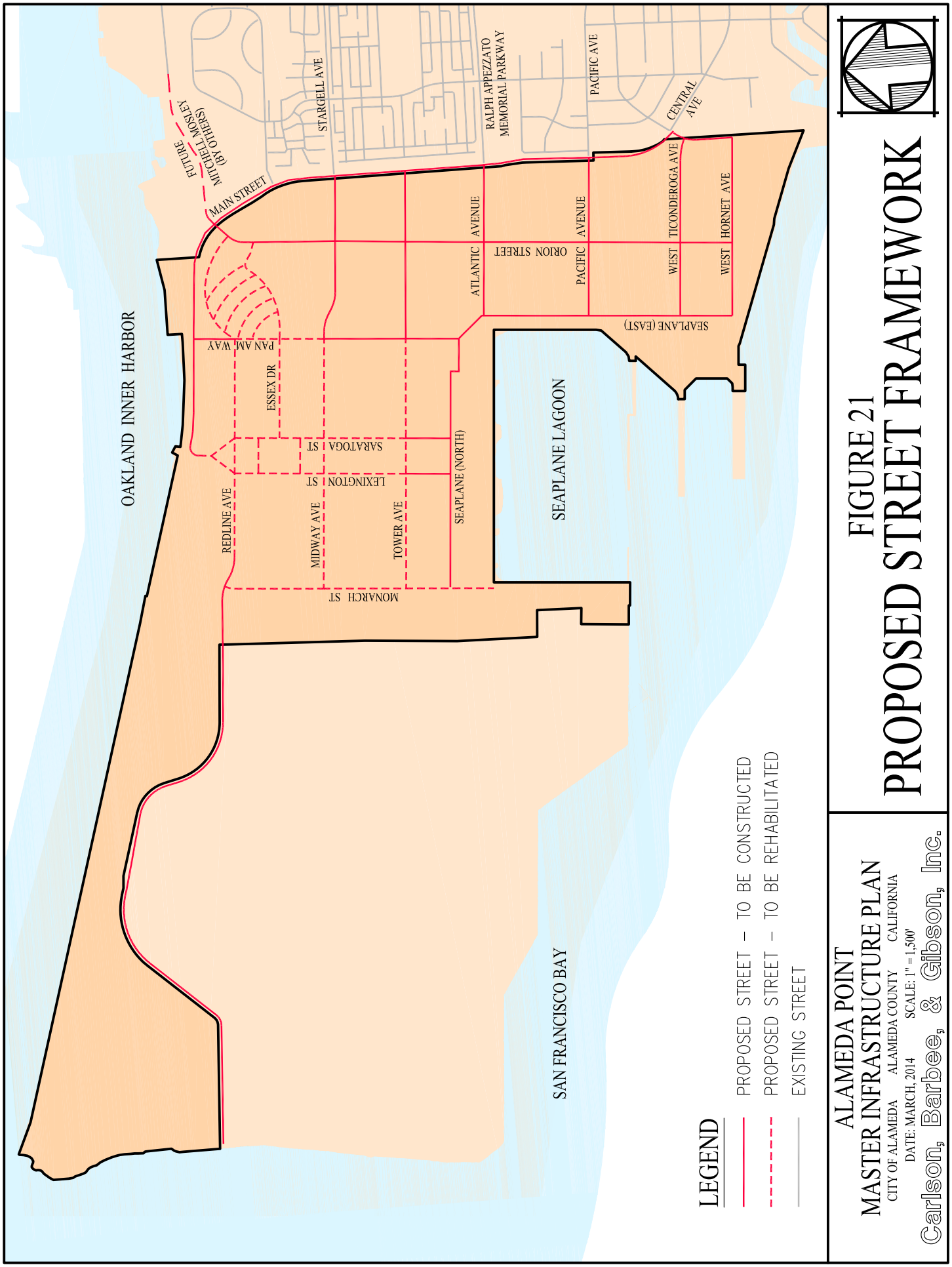
The existing streets were designed by the Navy with expansive areas of pavement for the movement of large airplanes, trucks and materials. Accordingly, the existing street system does not easily facilitate pedestrian and bicycle uses. Not all existing streets include sidewalks and where sidewalks do exist, they are generally narrower than current City standards. In some locations, sidewalks are in poor condition with obvious effects of settlement, resulting in non-accessible paths of travel.

The existing paved portions of the streets are usable, but in varying levels of need for rehabilitation. The existing streets have evidence of wear beyond the pavement service life. There are also areas of abandoned rail line crossings that have not been removed or improved. The existing streets require rehabilitation or reconstruction to extend the service life and usability. An important additional consideration is that the existing streetscape and alignments within the Historic District of the Project Site contribute to the historic quality of this resource.

B. Proposed On-Site Street System

The redevelopment of Alameda Point as a proposed transit-oriented community is designed to provide a comprehensive, integrated transportation network that promotes all modes of transportation, emphasizing walking, bicycling and direct and convenient access to high quality transit options. The proposed street system at Alameda Point will de-emphasize the automobile, provide protective bikeways and will be consistent with the City's Complete Street Ordinance (Resolution 14763) to provide for safe, comfortable and convenient travel for all transportation users. The proposed street system facilitates the integration of the historical Reuse Areas within Alameda Point to the surrounding street system in the adjacent portion of Alameda. The proposed street system includes the construction of new streets within the Development Areas and the rehabilitation / reconstruction of existing streets within the Reuse Areas. The proposed framework will maintain the east-west system of island arterials, including Stargell Avenue, Atlantic Avenue, Pacific Avenue and Central Avenue. The proposed street framework is a grid pattern extending the City's street network into the Project Site. See Figure 21 depicting the proposed on-site backbone street system framework within Alameda Point. This figure does not depict the additional in-tract / on-site streets that will be constructed within each development block.


OAKLAND INNER HARBOR
MAIN STREET
STARGELL AVE
RALPH APPEZZATO MEMORIAL PARKWAY
PACIFIC AVE
CENTRAL AVE
ESSEX DR
ATLANTIC AVENUE
WEST TICONDEROGA AVE
WEST HORNET AVE
REDLINE AVE
MIDWAY AVE
TOWER AVE
MONARCH ST
SEAPLANE LAGOON
SAN FRANCISCO BAY
LEGEND
EXISTING STREET
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 1,500'
Carlson, Barbee, & Gibson, Inc.
FIGURE 20
EXISTING STREET FRAMEWORK
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_20_EX STREET FRAMEWORK.DWG


OAKLAND INNER HARBOR
SAN FRANCISCO BAY
SEAPLANE LAGOON
FUTURE MITCHELL MOSLEY (BY OTHERS)
MAIN STREET
STARGELL AVE
RALPH APPEZZATO MEMORIAL PARKWAY
PACIFIC AVE
CENTRAL AVE
PAN AM WAY
ESSEX DR
SARATOGA ST
LEXINGTON ST
MONARCH ST
REDLINE AVE
MIDWAY AVE
TOWER AVE
SEAPLANE (NORTH)
ATLANTIC AVENUE
ORION STREET
PACIFIC AVENUE
WEST TICONDEROGA AVE
WEST HORNET AVE
SEAPLANE (EAST)
LEGEND
PROPOSED STREET – TO BE CONSTRUCTED
PROPOSED STREET – TO BE REHABILITATED
EXISTING STREET
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 1,500'
Carlson, Barbee, & Gibson, Inc.
FIGURE 21
PROPOSED STREET FRAMEWORK
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_21_PROPOSED STREET FRAMEWORK.DWG

The alignment and configuration of Orion Street north of the Town Center Sub-District is subject to future planning efforts during the preparation and processing of the Main Street Neighborhood Master Plan.

The proposed street system includes the reconstruction of Main Street, reducing from 4 travel lanes to 3 travel lanes and incorporating a protected bikeway and widened pedestrian trail. As part of the Main Street improvements, the Main Street / Pacific Avenue / Central Avenue intersection will be reconfigured to eliminate the significant offset in the north-south direction. The intersection reconfiguration will either include the construction of a round-about or the realignment of Central Avenue to the west in alignment with Main Street.

Additionally, as the proposed street improvements for Central Avenue extend to the southeast, the intersection of Central Avenue / Lincoln Street / West Ticonderoga Avenue will also need to be reconfigured. This intersection also has an offset due to Encinal High School's facilities. This intersection is anticipated to be reconfigured to align the intersection at the existing Lincoln Street / Central Avenue intersection or as accepted by the Public Works Director. This will require acquisition of right-of-way from the Alameda Unified School District (AUSD). The feasibility of these intersection realignments will require further evaluation and coordination with various stakeholders, including the surrounding residences, AUSD and adjacent proposed developments. See Figure 28.1 depicting a conceptual alignment of Main Street, Central Avenue and the intersection configurations described above. This Conceptual Plan is for cost estimating purposes only and it does not represent a proposed design.

The proposed street system includes a variety of street classifications. The street classifications are based on those defined in the Transportation Element for the City of Alameda.

1. Street Classifications

The proposed street system includes a Regional Arterial, Island Arterials, Island Collectors and Local Streets. See Figure 22 depicting the proposed street classifications within Alameda Point. The street classifications are established to provide a street system with adequate traffic capacity, bike facilities, transit facilities and truck routes. The street sections of each of these individual street classifications will be finalized through the future planning processes of each Sub-District within Alameda Point. The MIP has prepared street sections as depicted on Figure 23 and Figure 24 to present the transportation components required within each street segment and the proposed widths. The final street sections shall be substantially consistent with these presented in the MIP, but may be adjusted to meet the needs of the City and overall project. The final street sections for each street segment will be approved with each respective development. The existing street pattern within the Reuse Areas will be maintained in order to preserve the historic street grid and streetscapes. The street sections have been designed consistent with "complete streets" principles to facilitate a range of transportation uses as well as maintaining compliance with the current Fire Codes. Also, traffic calming features will be provided to improve and promote the pedestrian and bicycle experience.

New streets will be constructed within the Development Areas. This new system of streets will be tree-lined and designed to mirror the patterns and appearance of historic Alameda. See Figure 23 depicting draft conceptual cross sections for the various street classifications within the Development Areas, including Main Street, West Atlantic Ave, Pacific Ave and Orion Street.

The proposed street system will maintain the historic character of the existing streets within the Reuse Areas of the Project Site. The pavement areas will be repurposed to achieve the objectives of the Project Site street system. Generally, existing travel lanes will be narrowed in order to accommodate protected bike facilities. See Figure 24 depicting the conceptual street sections for the existing streets within the Reuse Areas. These streets will be rehabilitated including pavement resurfacing, pavement section replacement, sidewalk replacement and accessibility improvements. The rehabilitation of the streets within the Reuse Areas will be completed over time as described in the Phasing and Implementation Section Figure 28.1.

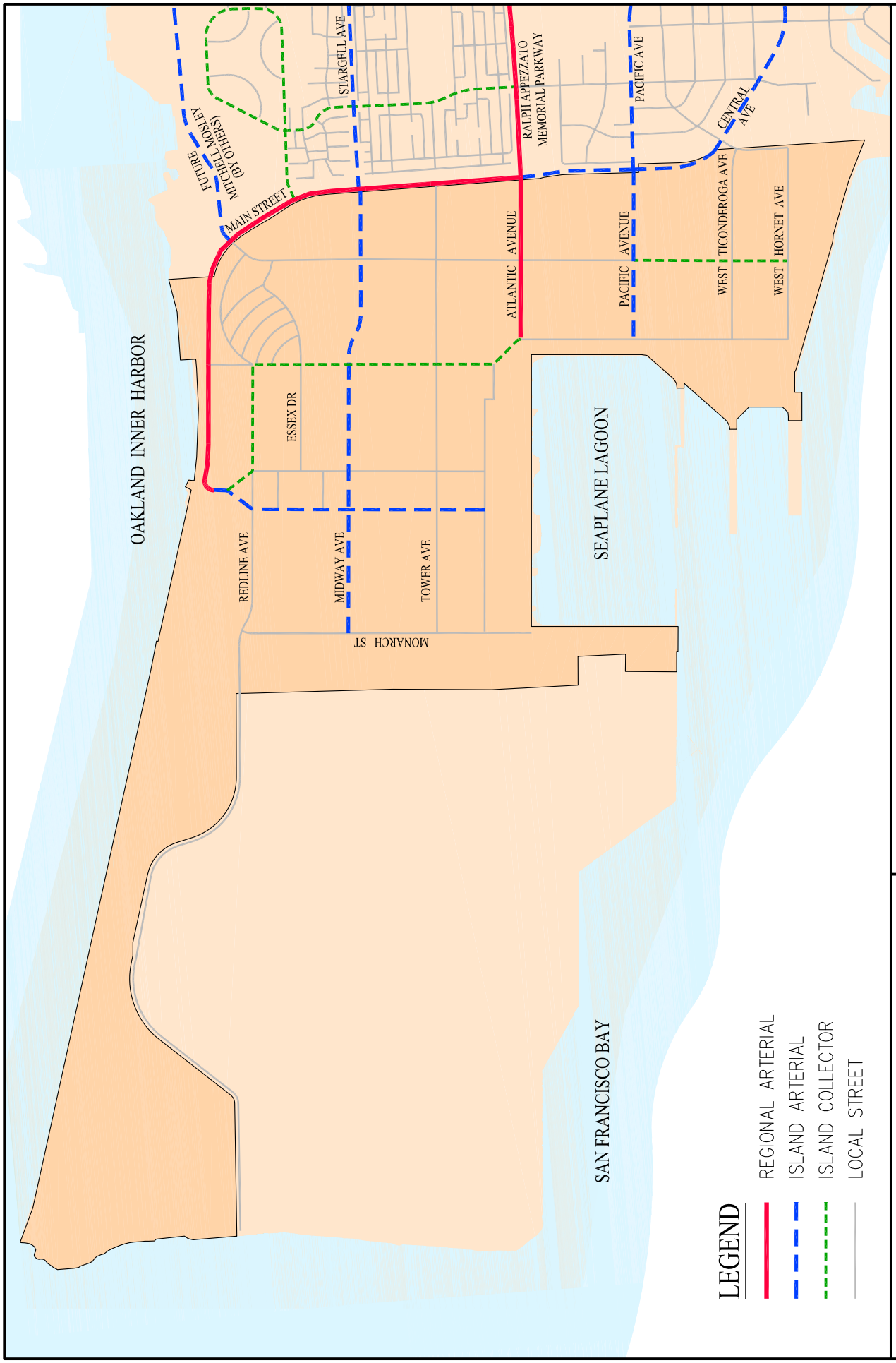


FIGURE 22
PROPOSED STREET CLASSIFICATIONS

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 1,500'
Carlson, Barbee, & Gibson, Inc.

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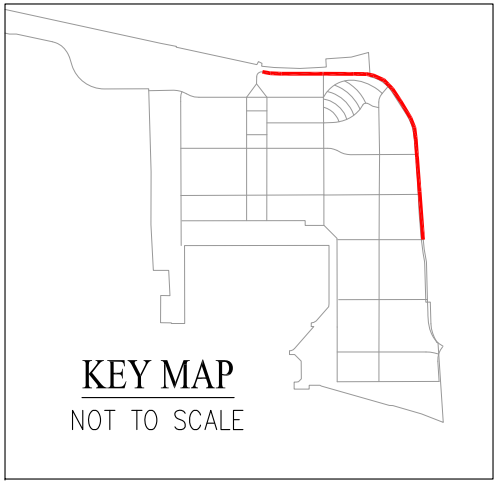
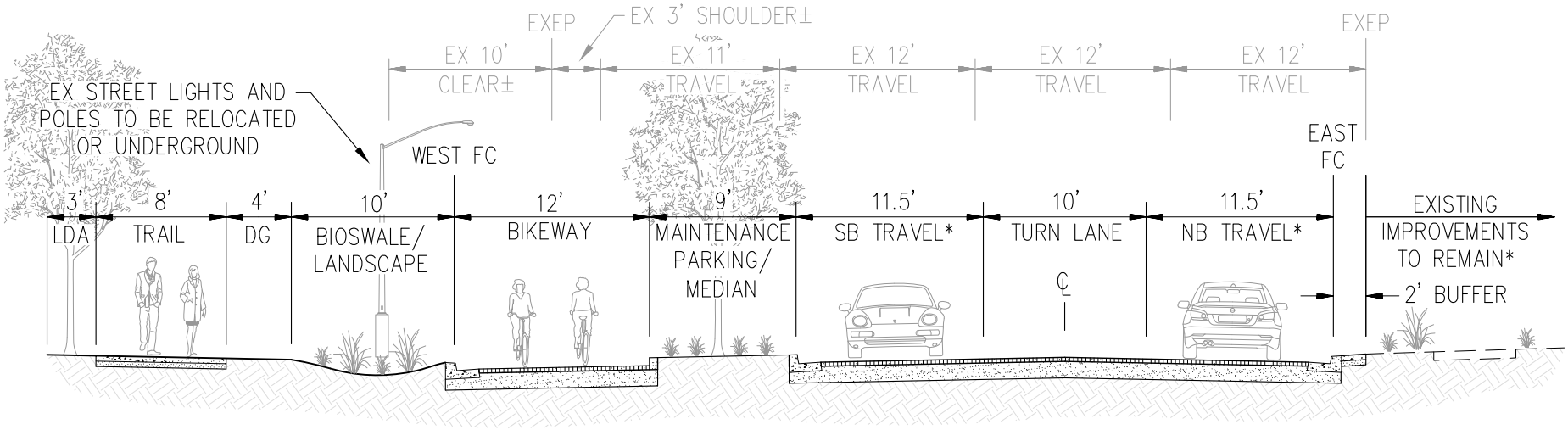
STREET CLASSIFICATIONS

- REGIONAL ARTERIAL
- PRIMARY TRANSIT
- TRUCK ROUTE
- CLASS 1A BIKE FACILITY





TRAVEL LANE NOTE:

11.5' TRAVEL LANES TO BE 12' WIDE AT HORIZONTAL CURVES.

MAIN STREET

ATLANTIC TO MAIN GATE

EXISTING IMPROVEMENTS NOTE:

THERE IS AN EXISTING LINEAR PARK INCLUDING CLASS I TRAILS ON THE EAST SIDE OF MAIN STREET FROM ATLANTIC TO SINGLETON AVENUE.

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.

FIGURE 23
MAIN STREET
DEVELOPMENT AREAS

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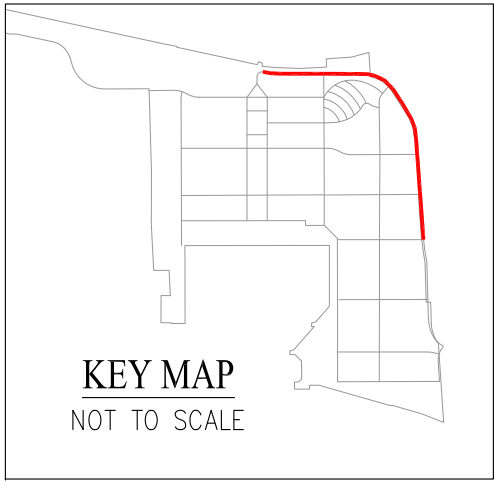
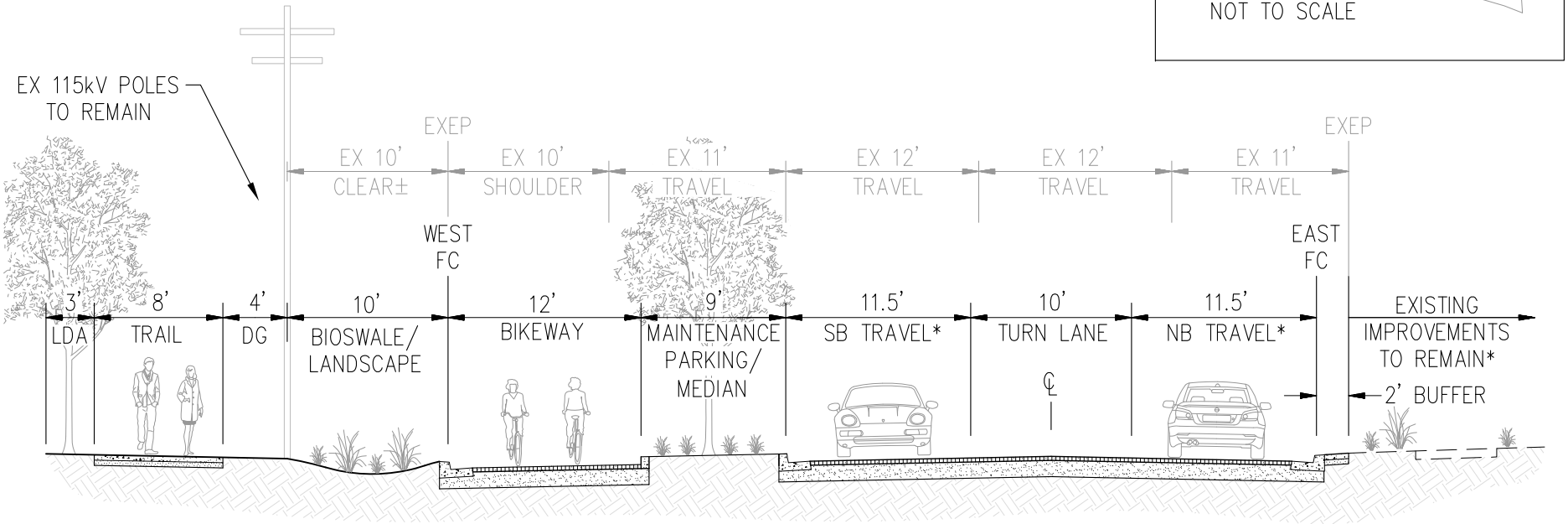
STREET CLASSIFICATIONS

- REGIONAL ARTERIAL
- PRIMARY TRANSIT
- TRUCK ROUTE
- CLASS 1A BIKE FACILITY





TRAVEL LANE NOTE:

11.5' TRAVEL LANES TO BE 12' WIDE AT HORIZONTAL CURVES.

MAIN STREET

ATLANTIC TO MAIN GATE
(WITH 115kV POLES)

EXISTING IMPROVEMENTS NOTE:

THERE IS AN EXISTING LINEAR PARK INCLUDING CLASS I TRAILS ON THE EAST SIDE OF MAIN STREET FROM ATLANTIC TO SINGLETON AVENUE.

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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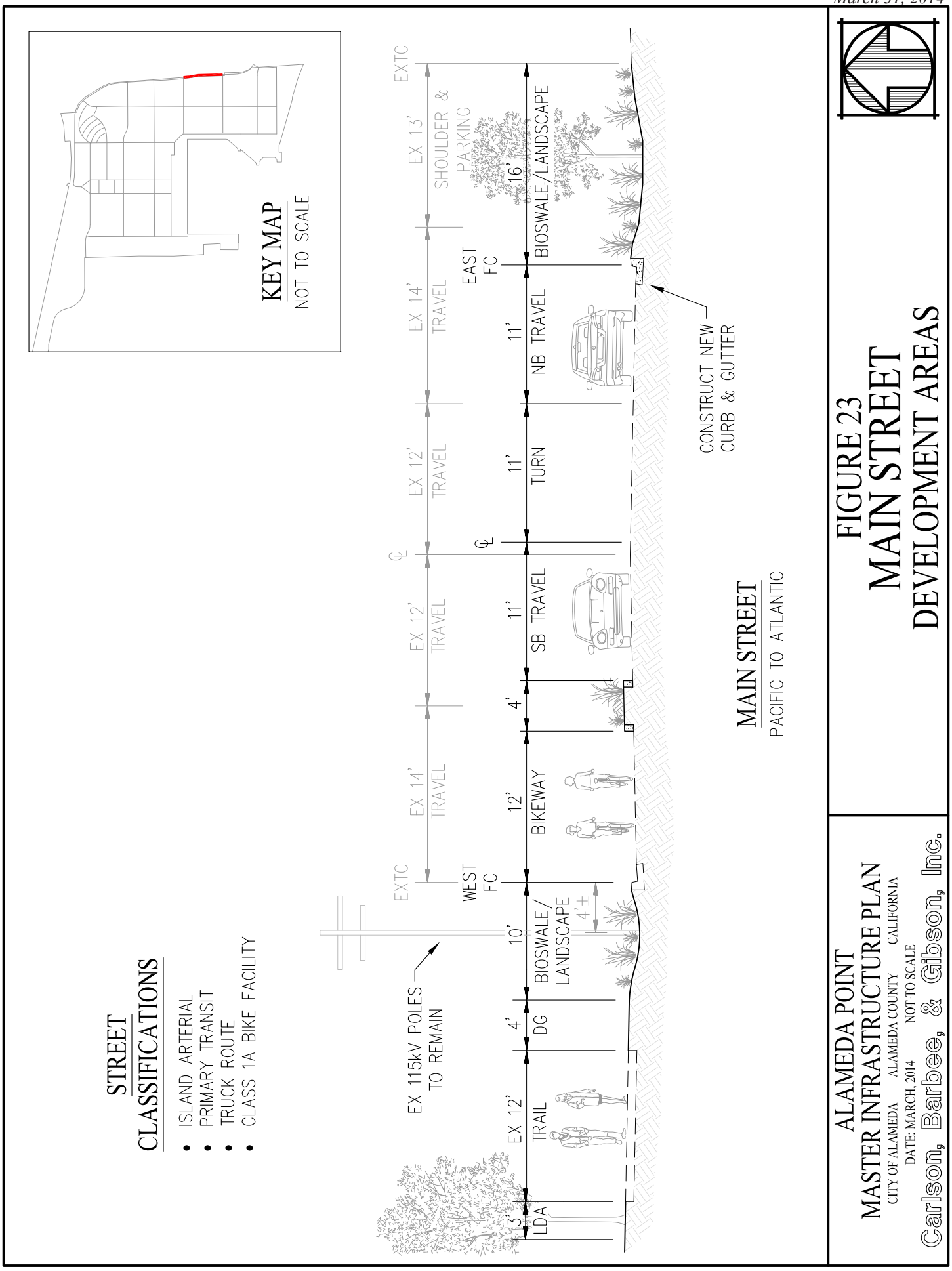
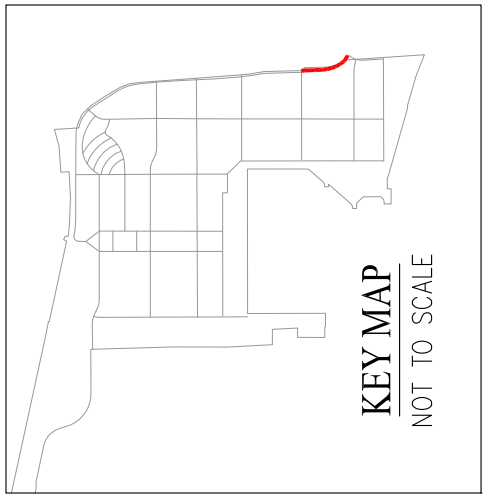
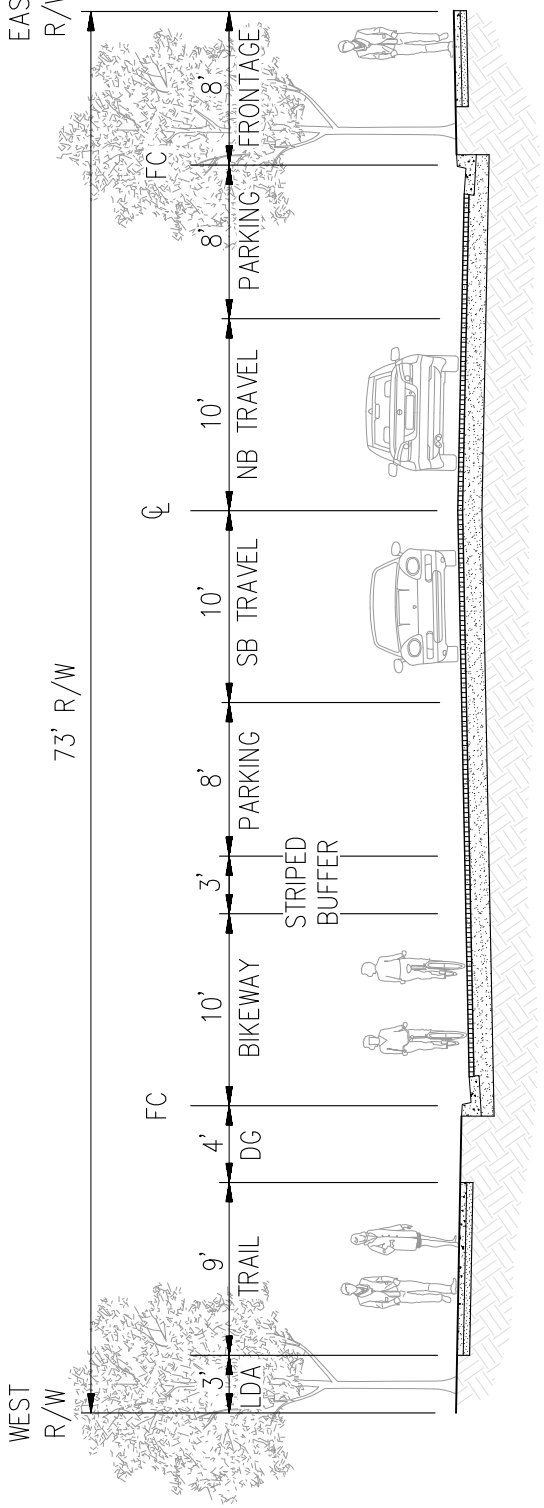
FIGURE 23
MAIN STREET
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG


KEY MAP
NOT TO SCALE
STREET CLASSIFICATIONS
• ISLAND ARTERIAL
• PRIMARY TRANSIT
• TRUCK ROUTE
• CLASS 1A BIKE FACILITY
EXTC
EX 13'
SHOULDER & PARKING
16'
BIOSWALE/LANDSCAPE
EAST FC
EX 14'
TRAVEL
11'
NB TRAVEL
CONSTRUCT NEW CURB & GUTTER
EX 12'
TRAVEL
11'
TURN
℄
EX 12'
TRAVEL
11'
SB TRAVEL
4'
EX 14'
TRAVEL
12'
BIKEWAY
EXTC
WEST FC
10'
BIOSWALE/ LANDSCAPE
4'±
EX 115kV POLES TO REMAIN
EX 12'
TRAIL
4'
DG
3'
LDA
MAIN STREET
PACIFIC TO ATLANTIC
FIGURE 23
MAIN STREET
DEVELOPMENT AREAS
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG





STREET CLASSIFICATIONS

- ISLAND ARTERIAL
- PRIMARY TRANSIT
- TRUCK ROUTE
- CLASS 1A BIKE FACILITY

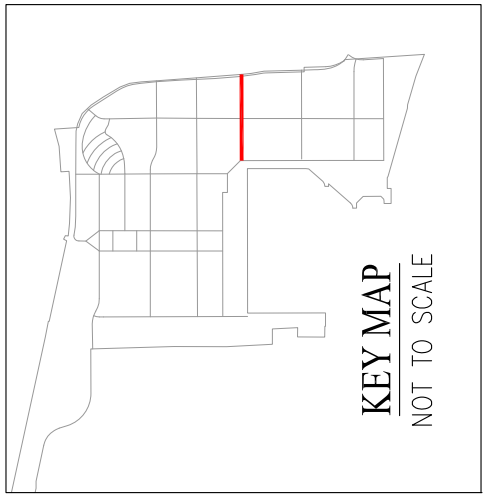
CENTRAL AVENUE

MATCH EXISTING CONDITION AT LINCOLN TO PACIFIC

FIGURE 23
CENTRAL AVENUE DEVELOPMENT AREAS

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG



NOTE:
THIS SECTION IS SUBJECT TO CHANGE BASED ON THE TOWN CENTER AND WATERFRONT PRECISE PLAN.

STREET CLASSIFICATIONS
- REGIONAL ARTERIAL
- EXCLUSIVE RIGHT-OF-WAY (RBS / BRT)
- CLASS 1A BIKE FACILITY

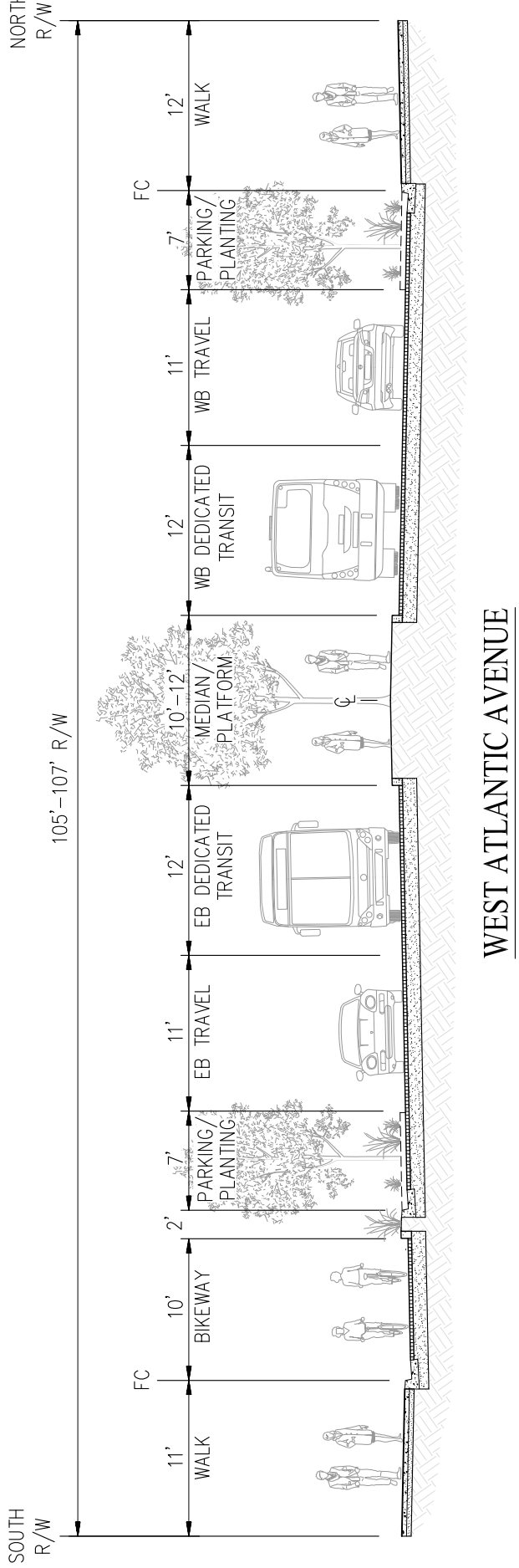


FIGURE 23
WEST ATLANTIC AVENUE
DEVELOPMENT AREAS

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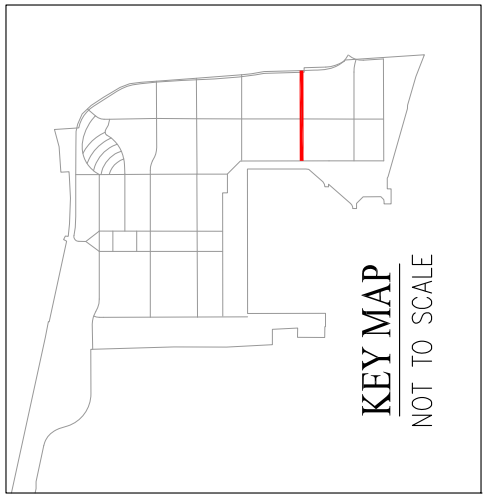
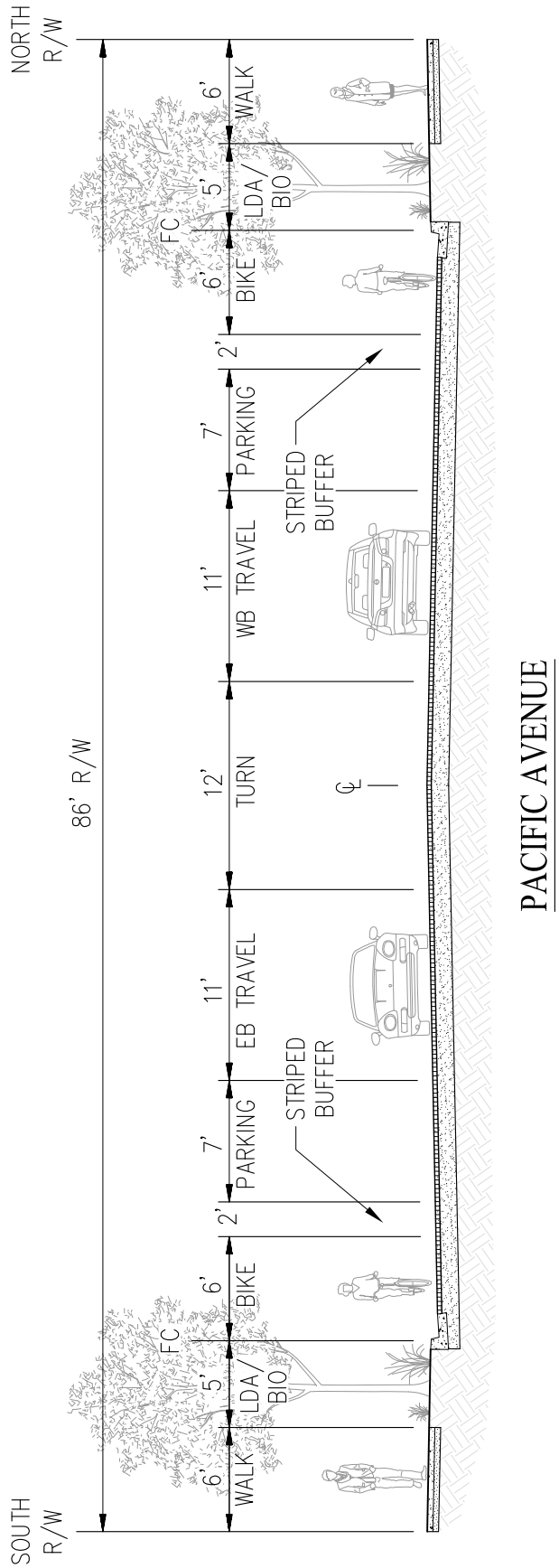
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.





STREET CLASSIFICATIONS

- ISLAND ARTERIAL
- PRIMARY TRANSIT
- TRUCK ROUTE
- CLASS 2A BIKE FACILITY

FIGURE 23
PACIFIC AVENUE DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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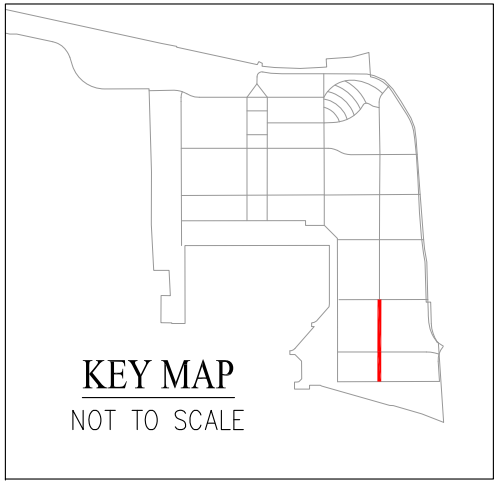
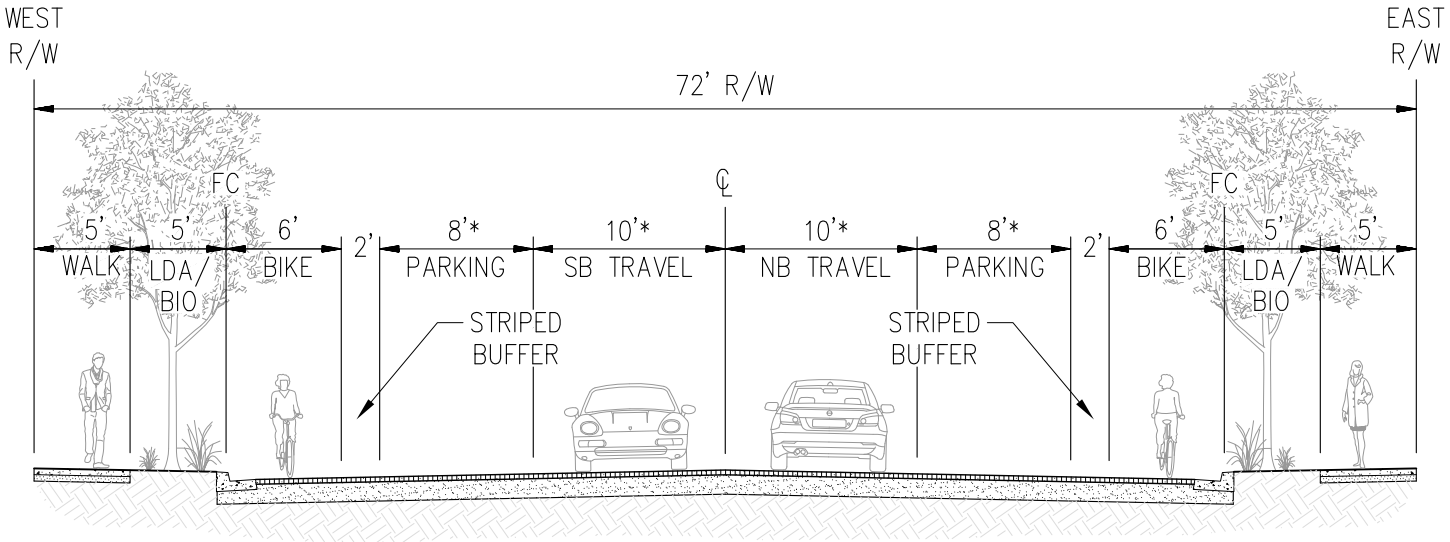
STREET CLASSIFICATIONS

- ISLAND COLLECTOR
- SECONDARY TRANSIT
- CLASS 2A BIKE FACILITY





PARKING NOTE:

WHEN TRAVEL LANES ARE GREATER THAN 10' WIDE, PARKING MAY BE REDUCED TO 7'.

TRAFFIC CALMING NOTE:

TRAFFIC CALMING MEASURES (I.E. CURB BULB-OUTS) TO BE INCORPORATED.

ISLAND COLLECTOR BIKE LANES

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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FIGURE 23
ISLAND COLLECTOR - BIKE LANES
DEVELOPMENT AREAS

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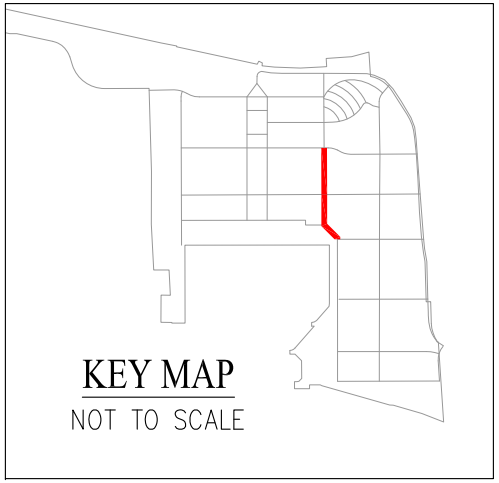
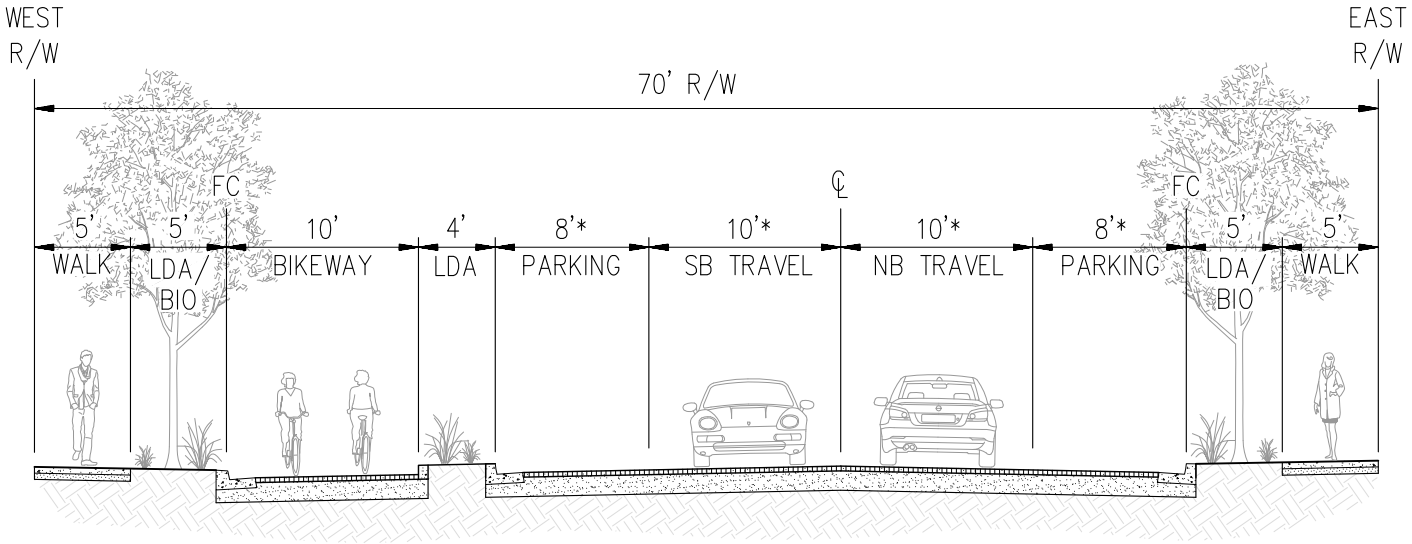
STREET CLASSIFICATIONS

- ISLAND COLLECTOR
- PRIMARY/SECONDARY TRANSIT (VARIES)
- TRUCK ROUTE (VARIES)
- CLASS 2A BIKE FACILITY





PARKING NOTE:

WHEN TRAVEL LANES ARE GREATER THAN 10' WIDE, PARKING MAY BE REDUCED TO 7'.

TRAFFIC CALMING NOTE:

TRAFFIC CALMING MEASURES (I.E. CURB BULB-OUTS) TO BE INCORPORATED.

ISLAND COLLECTOR BIKEWAY

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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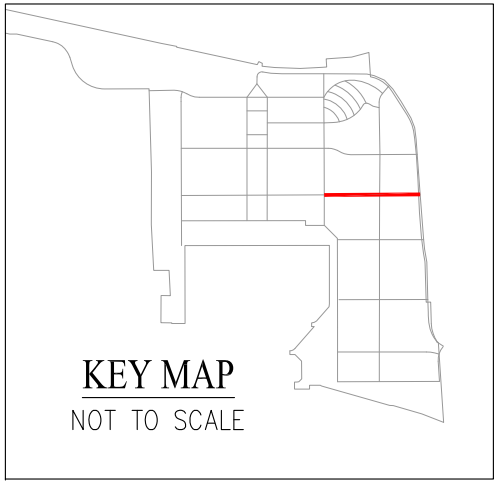
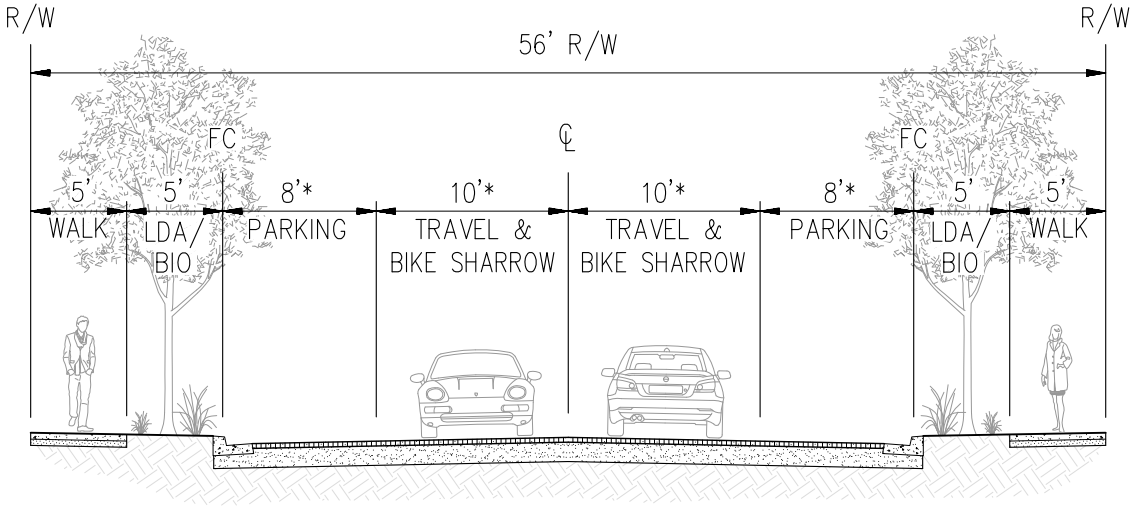
FIGURE 23
ISLAND COLLECTOR - BIKEWAY
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

STREET CLASSIFICATIONS

- LOCAL STREET
- CLASS 3B BIKE FACILITY





LOCAL STREETS SHARROWS

PARKING NOTE:

WHEN TRAVEL LANES ARE GREATER THAN 10' WIDE, PARKING MAY BE REDUCED TO 7'.

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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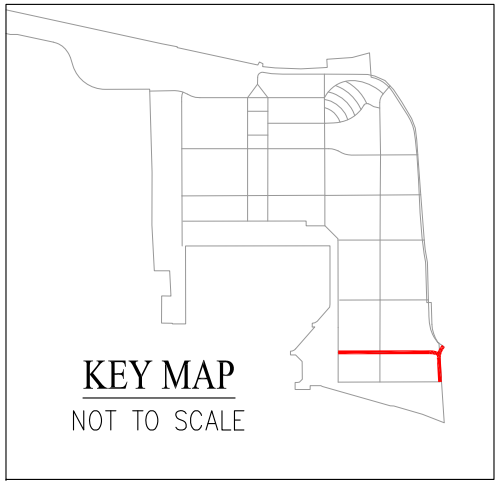
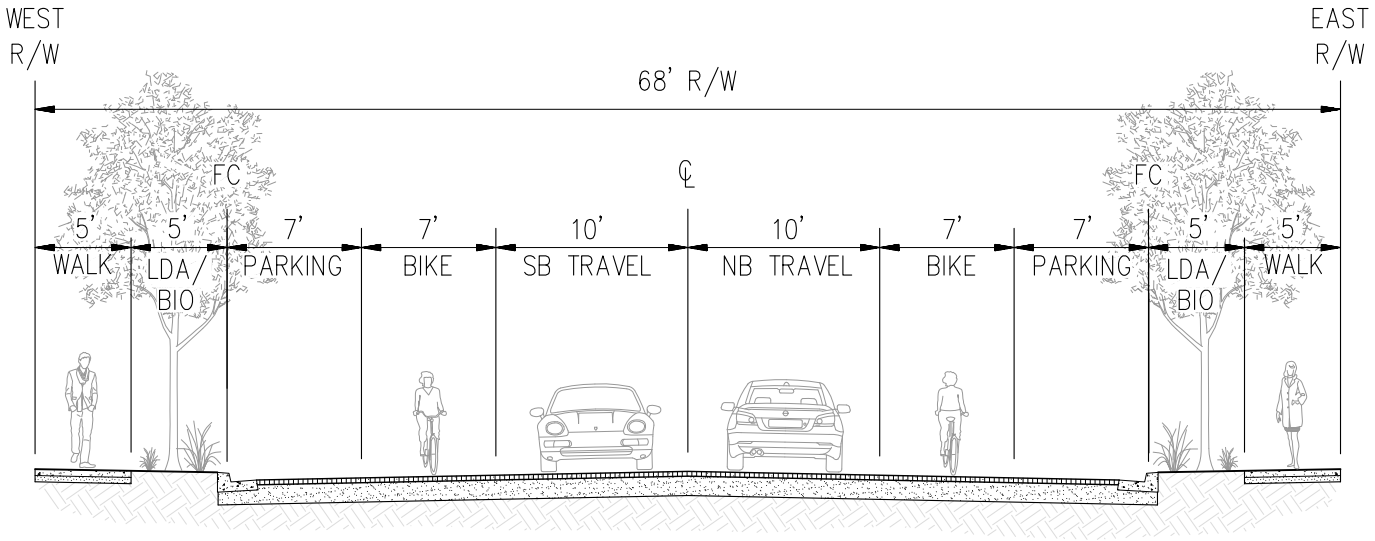
FIGURE 23
LOCAL STREETS - SHARROWS
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

STREET CLASSIFICATIONS

- LOCAL STREET
- PRIMARY/OTHER TRANSIT (VARIES)
- CLASS 2C BIKE FACILITY





LOCAL STREETS
BIKE LANES

NOTE:
NORTH–SOUTH STREET INCLUDES CLASS 1A FACILITY ALONG WEST SIDE.

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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FIGURE 23
LOCAL STREETS - BIKE LANES
DEVELOPMENT AREAS

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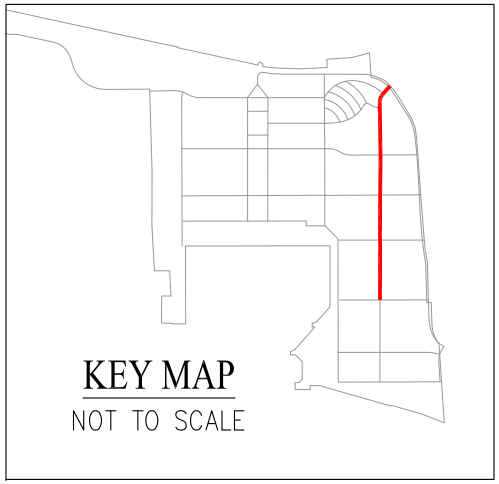
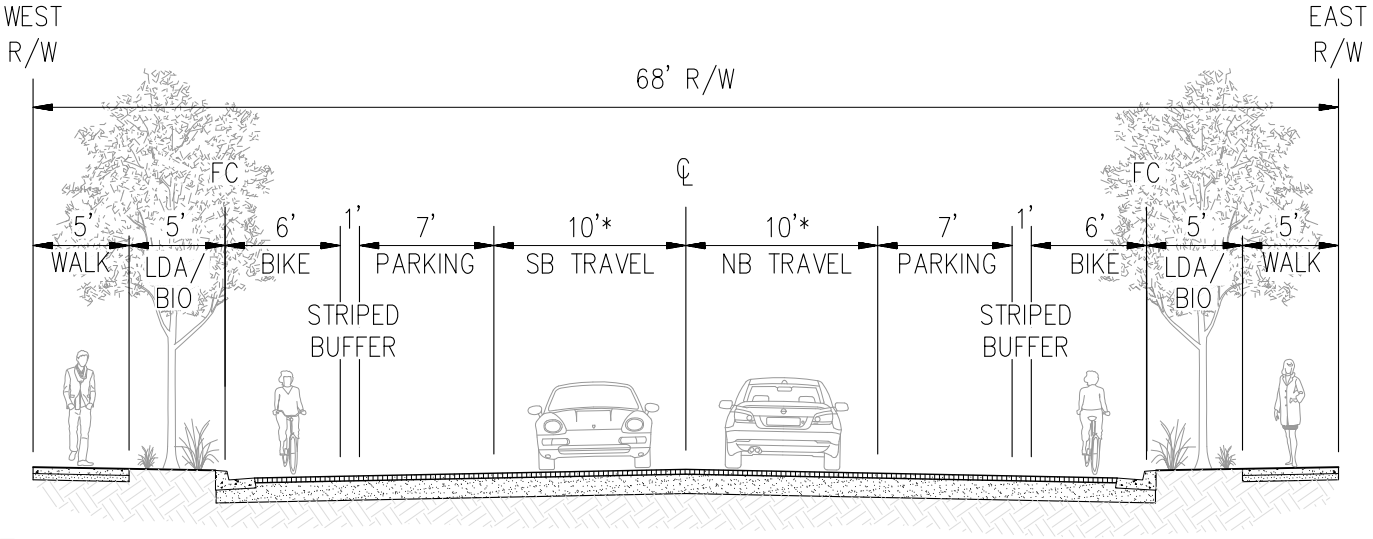
STREET CLASSIFICATIONS

- LOCAL STREET
- SECONDARY TRANSIT STREET
- CLASS 2A BIKE FACILITY





TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.

LOCAL STREET
PROTECTED BIKE LANES

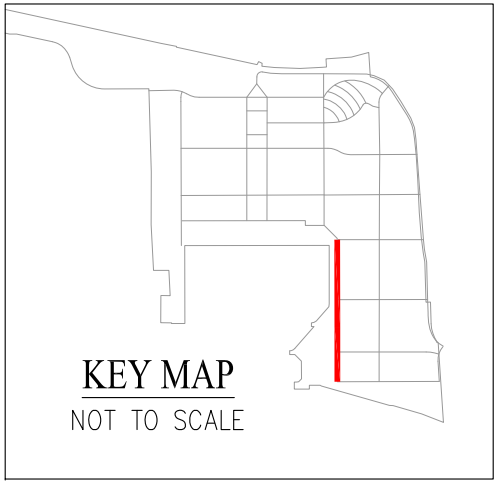
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.

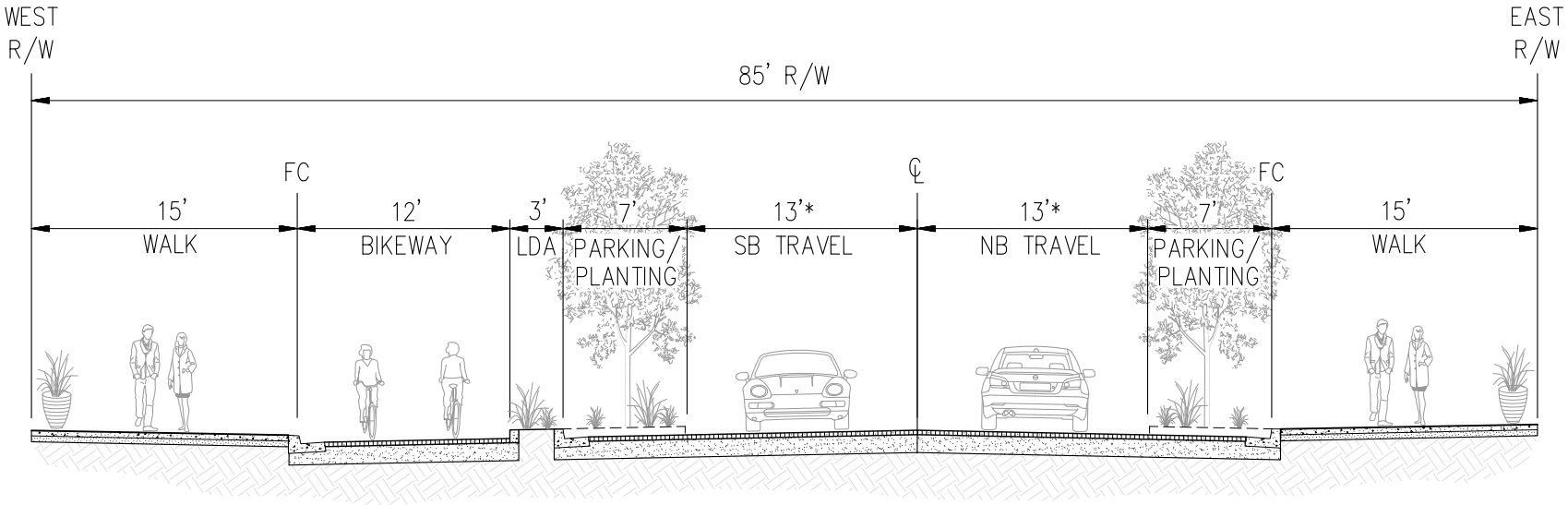
FIGURE 23
LOCAL STREETS - PROTECTED BIKE LANES
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

STREET CLASSIFICATIONS

- LOCAL STREET
- PRIMARY TRANSIT
- CLASS 2A BIKE FACILITY





SEAPLANE (EAST)

TRAVEL LANE NOTE:

13' TRAVEL LANES SHALL BE STRIPED AS 10' LANES.

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
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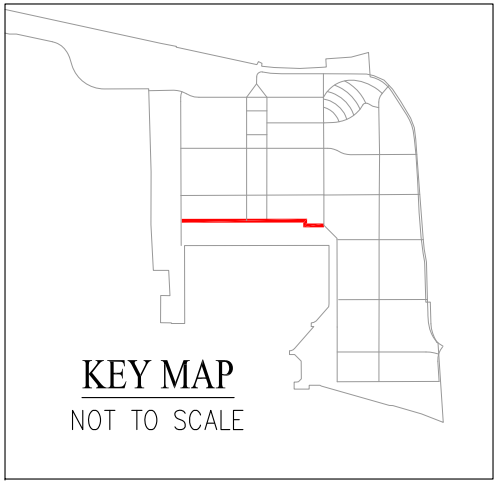
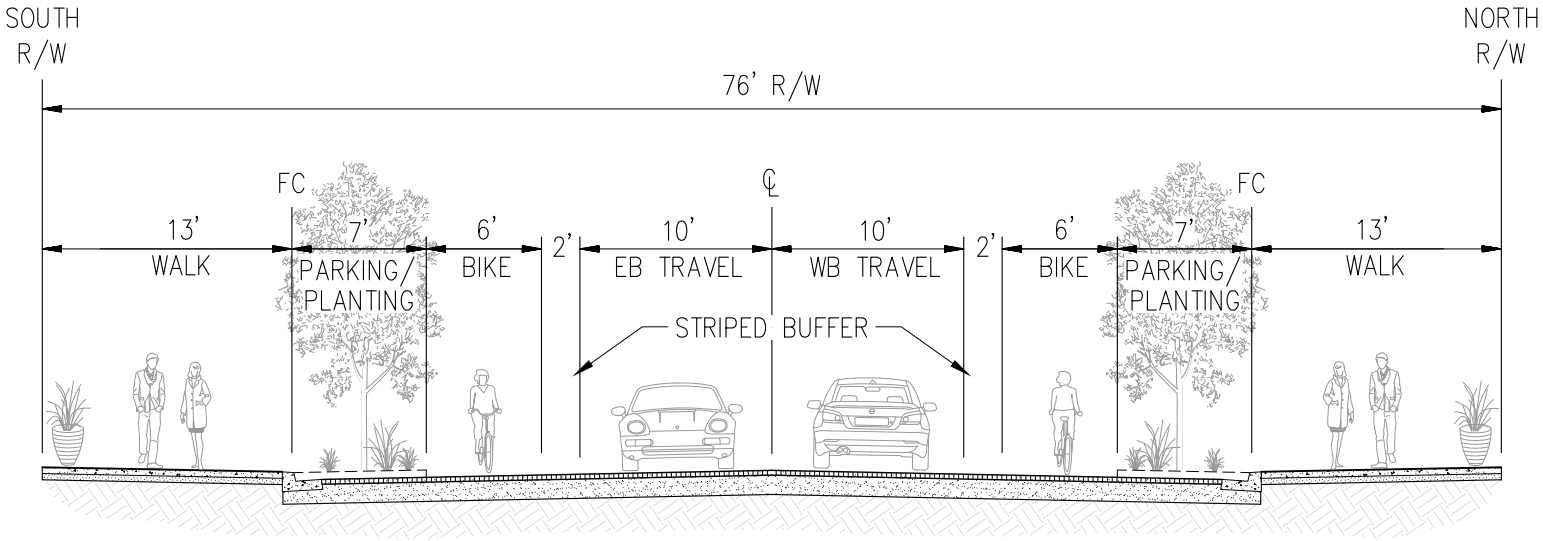
FIGURE 23
SEAPLANE (EAST)
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

STREET CLASSIFICATIONS

- LOCAL STREET
- CLASS 2B BIKE FACILITY





SEAPLANE (NORTH)

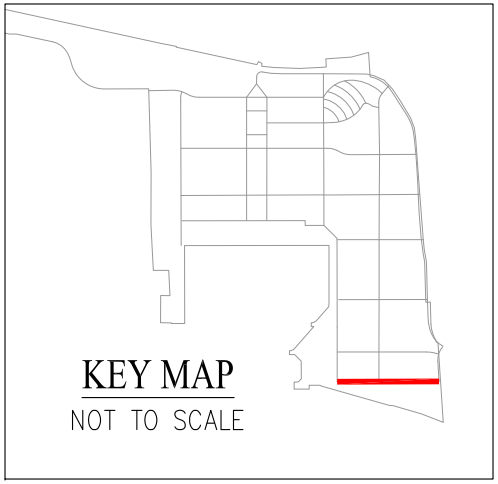
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.

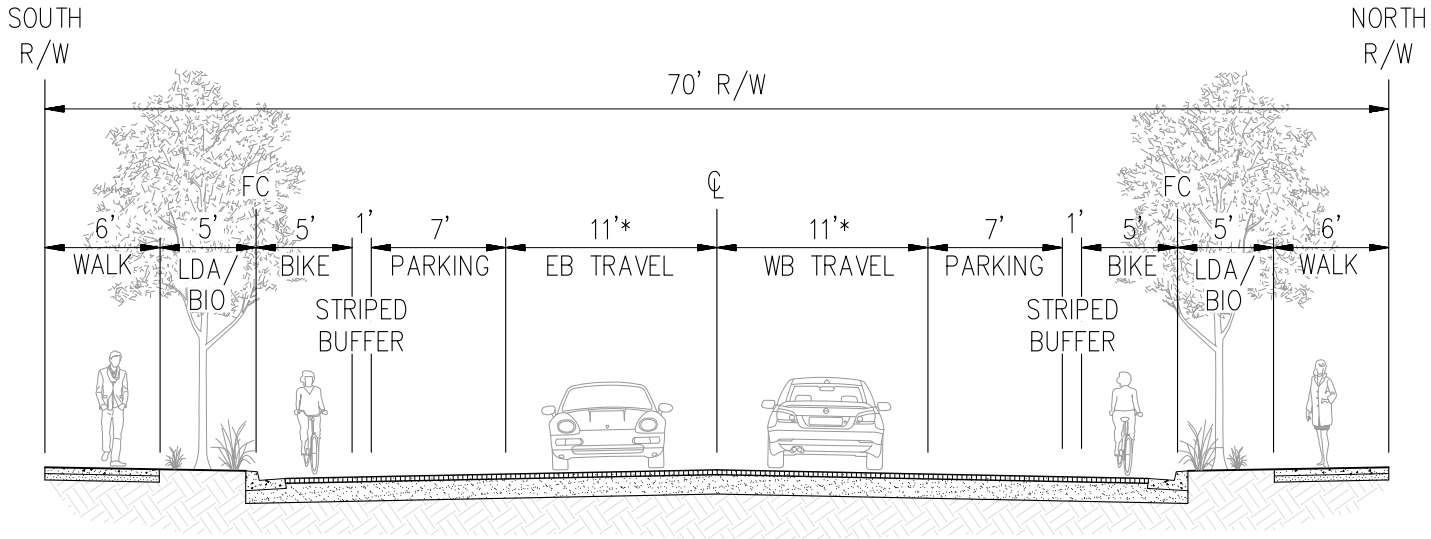
FIGURE 23
SEAPLANE (NORTH)
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

STREET CLASSIFICATIONS

- LOCAL STREET
- PRIMARY TRANSIT
- CLASS 2A BIKE FACILITY





TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 11' LANES.

WEST HORNET AVENUE

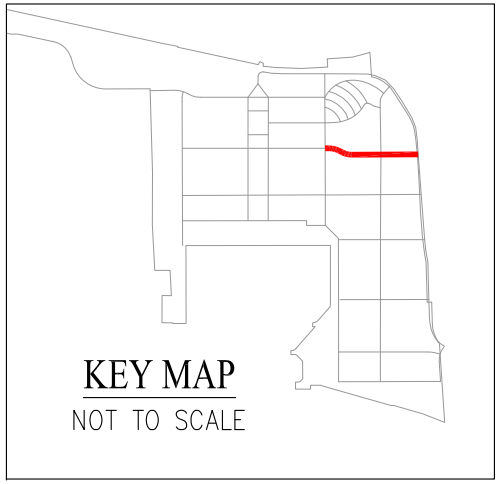
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.

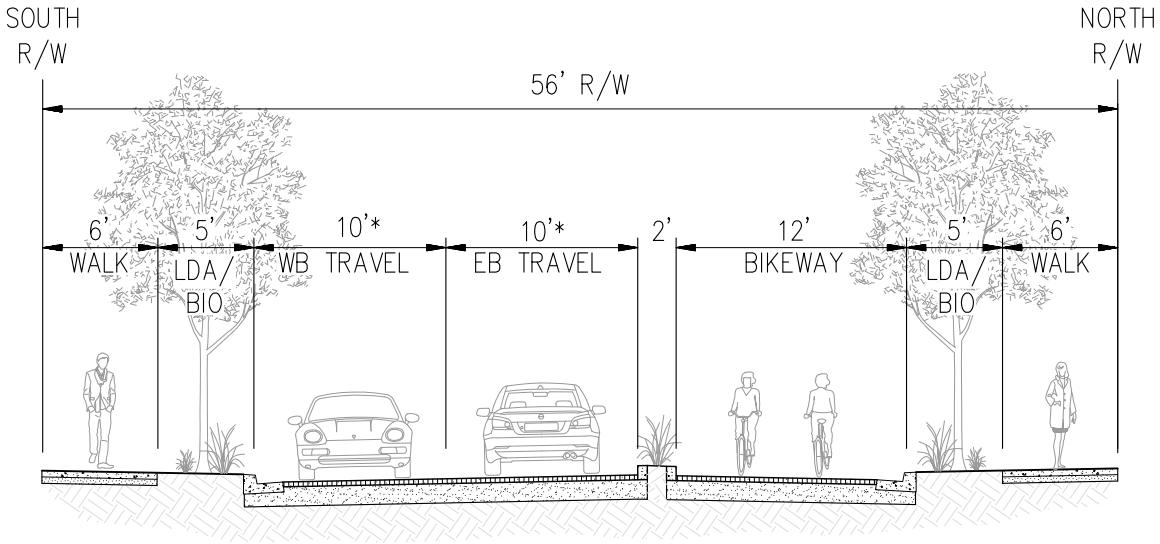
FIGURE 23
WEST HORNET AVENUE
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

STREET CLASSIFICATIONS

- ISLAND ARTERIAL
- SECONDARY TRANSIT
- CLASS 2A BIKE FACILITY





TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.

WEST MIDWAY AVENUE

ALAMEDA POINT
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CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
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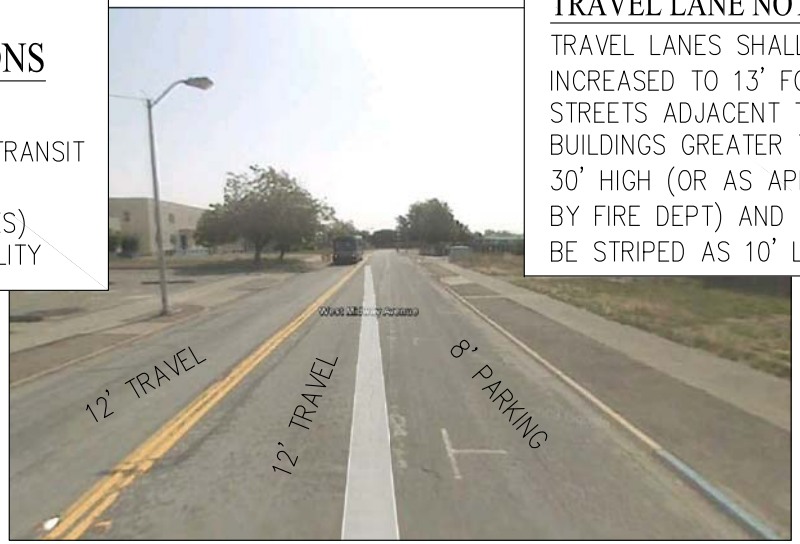
FIGURE 23
WEST MIDWAY AVENUE
DEVELOPMENT AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_23_STREET SECTIONS (DEVELOPMENT).DWG

EXISTING CONDITIONS (WEST)

STREET CLASSIFICATIONS

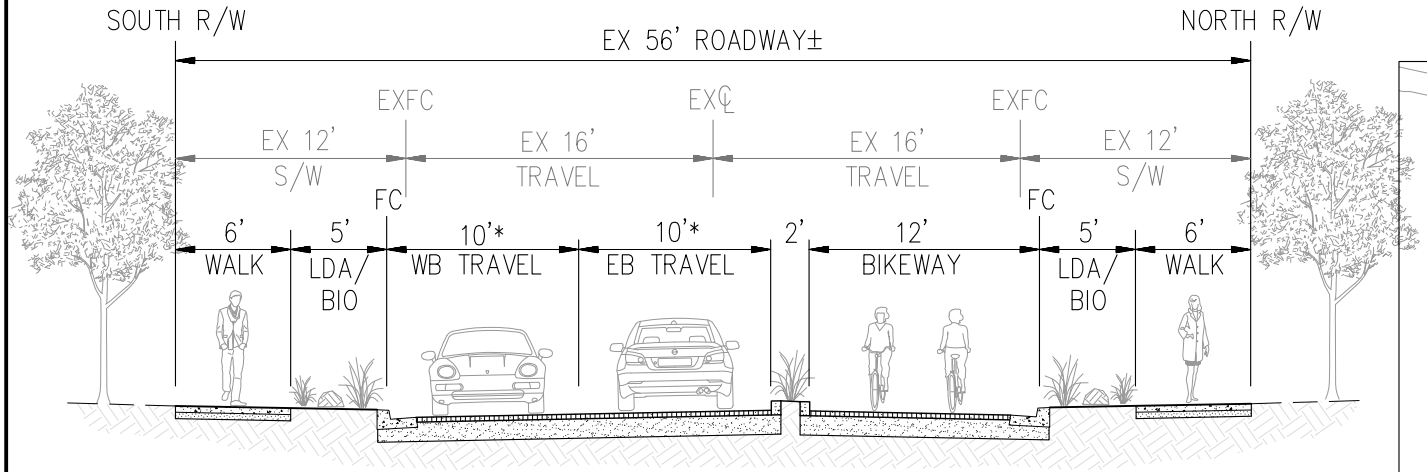
- ISLAND ARTERIAL
- SECONDARY/OTHER TRANSIT STREET (VARIES)
- TRUCK ROUTE (VARIES)
- CLASS 2A BIKE FACILITY



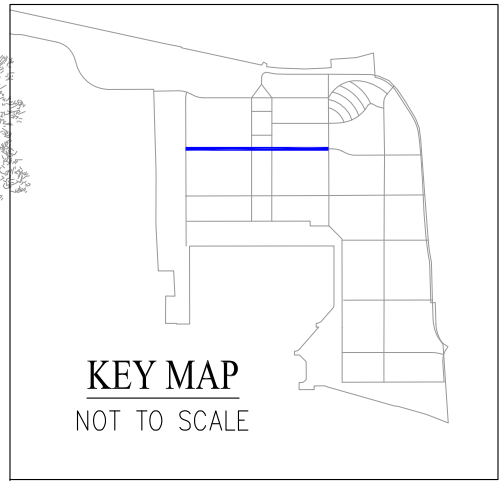
EXISTING CONDITIONS (EAST)

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.



RETROFITTED CROSS-SECTION



TRUCK ROUTE NOTE:

AT TRUCK ROUTE, 10' TRAVEL IS INCREASED TO 11'

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MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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FIGURE 24
WEST MIDWAY AVENUE
REUSE AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

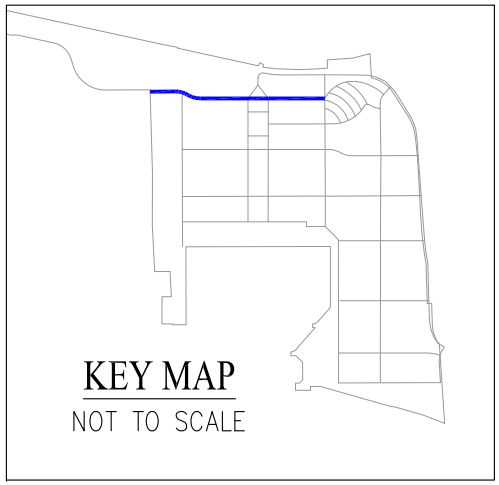
STREET CLASSIFICATIONS

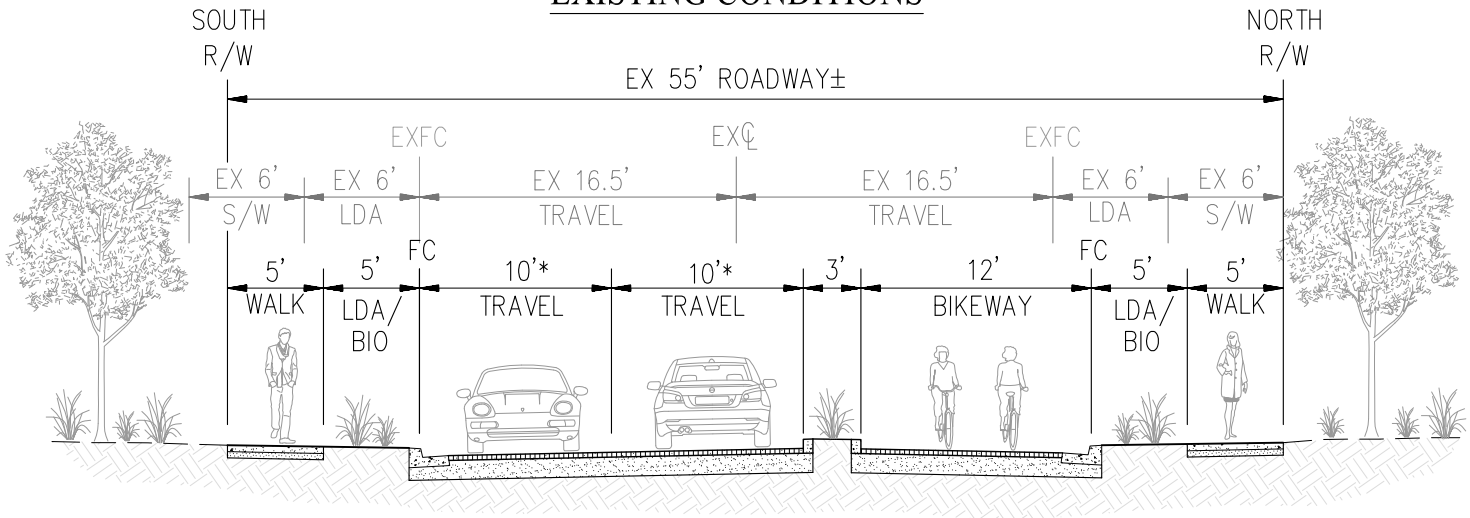
- ISLAND COLLECTOR/LOCAL STREET
- CLASS 2A BIKE FACILITY

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.

EXISTING CONDITIONS





RETROFITTED CROSS-SECTION

O-CLUB NOTE:

ADD LOADING BAY IN FRONT OF EXISTING O-CLUB.

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FIGURE 24
WEST REDLINE AVENUE
REUSE AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

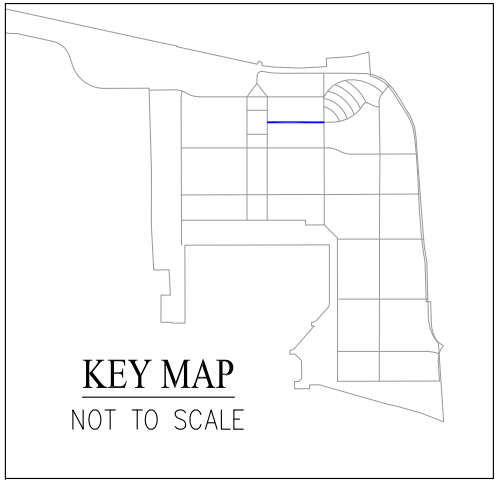
STREET CLASSIFICATIONS

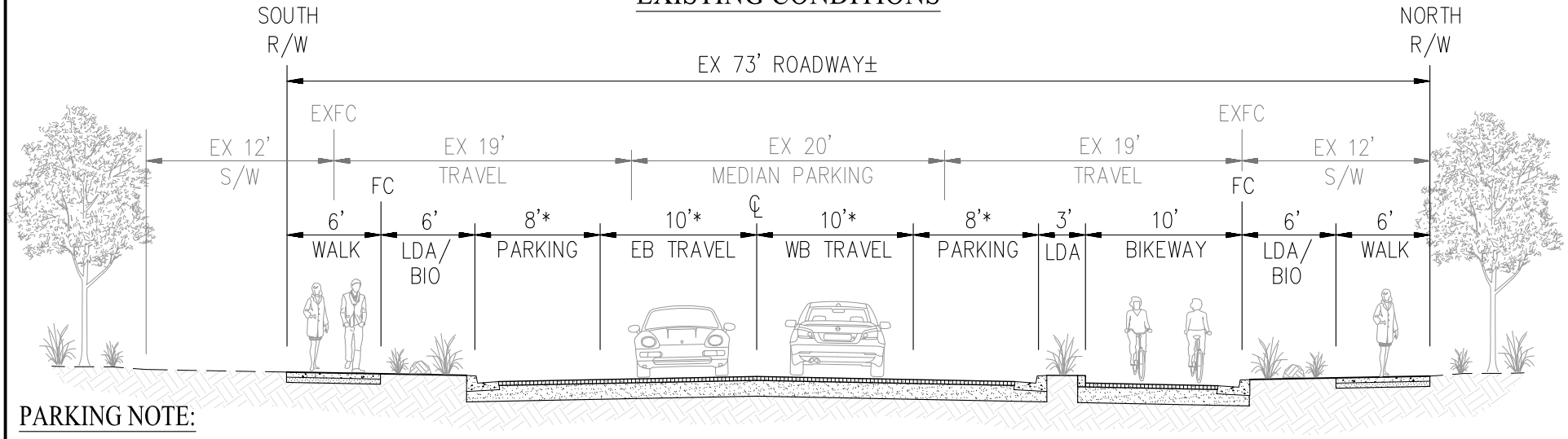
- LOCAL STREET
- CLASS 2A BIKE FACILITY

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.

EXISTING CONDITIONS





PARKING NOTE:

WHEN TRAVEL LANES ARE GREATER THAN 10' WIDE, PARKING MAY BE REDUCED TO 7'.

RETROFITTED CROSS-SECTION

ALAMEDA POINT
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CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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FIGURE 24
ESSEX DRIVE
REUSE AREAS

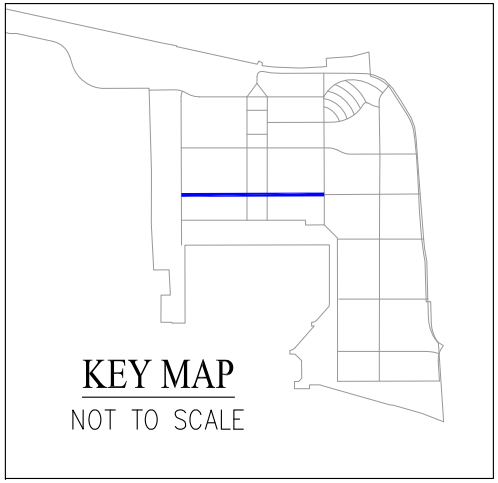
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

STREET CLASSIFICATIONS

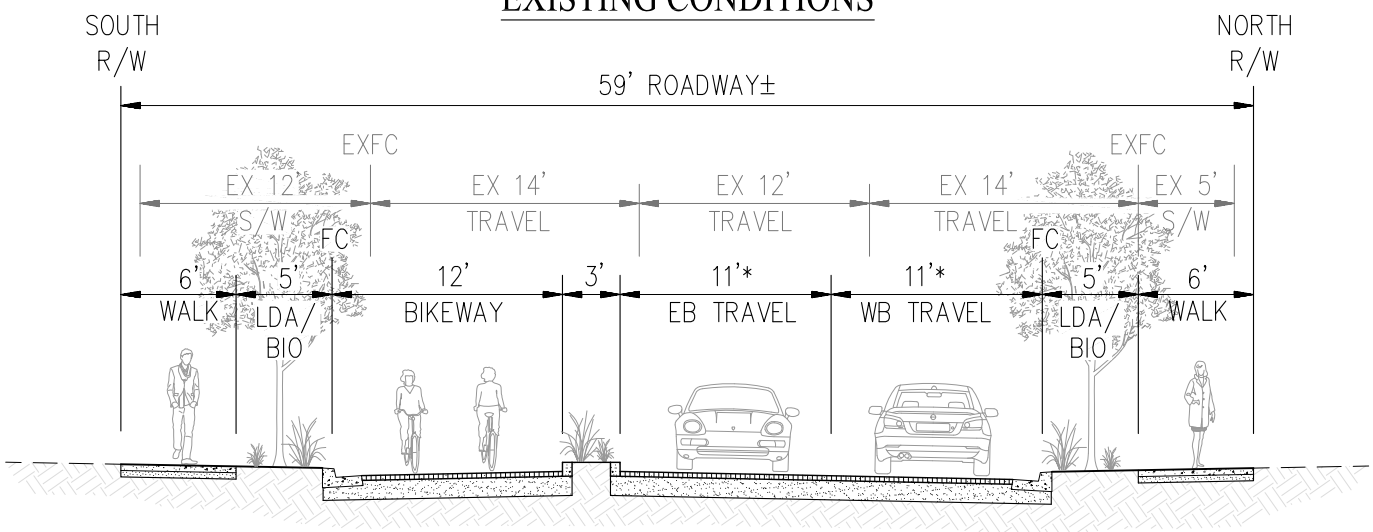
- LOCAL STREET
- PRIMARY/OTHER TRANSIT STREET (VARIES)
- TRUCK ROUTE (VARIES)
- CLASS 2A BIKE FACILITY

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 11' LANES.



EXISTING CONDITIONS



RETROFITTED CROSS-SECTION

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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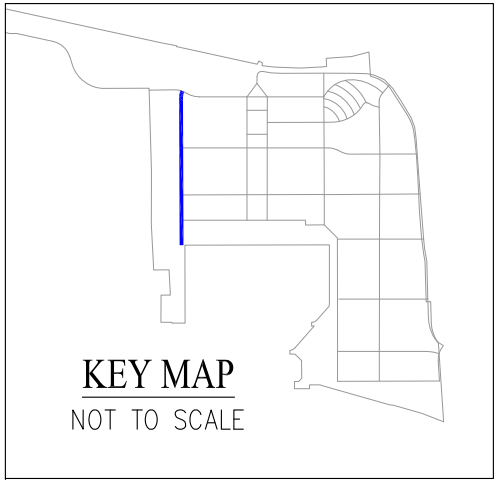
FIGURE 24
TOWER AVENUE
REUSE AREAS

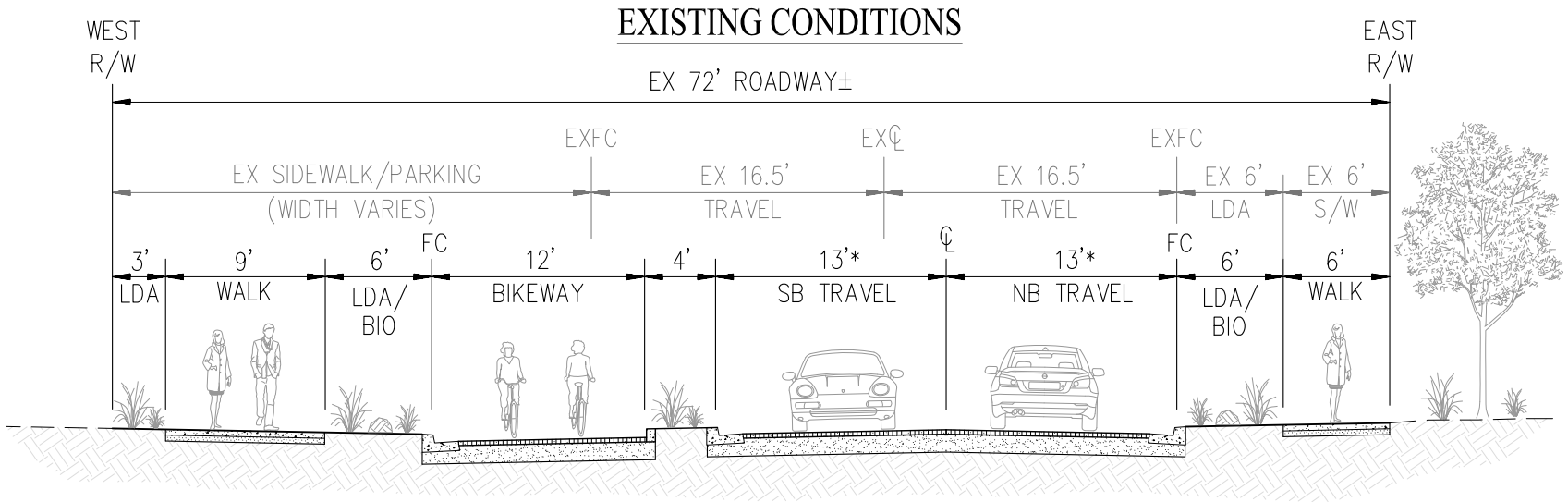
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

STREET CLASSIFICATIONS

- LOCAL STREET
- CLASS 1A BIKE FACILITY

EXISTING CONDITIONS





RETROFITTED CROSS-SECTION

TRAVEL LANE NOTE:

13' TRAVEL LANES SHALL BE STRIPED AS 10' LANES.

ALAMEDA POINT
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CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
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FIGURE 24
MONARCH STREET
REUSE AREAS

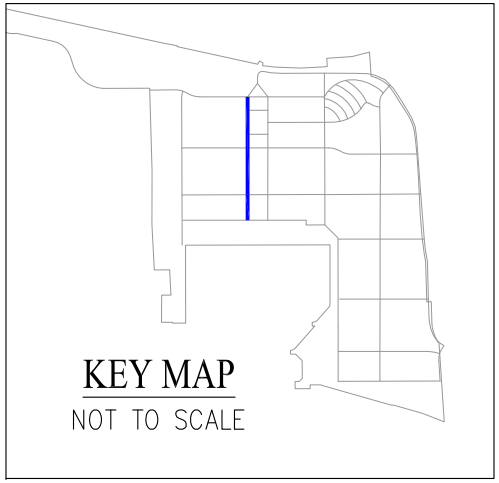
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

STREET CLASSIFICATIONS

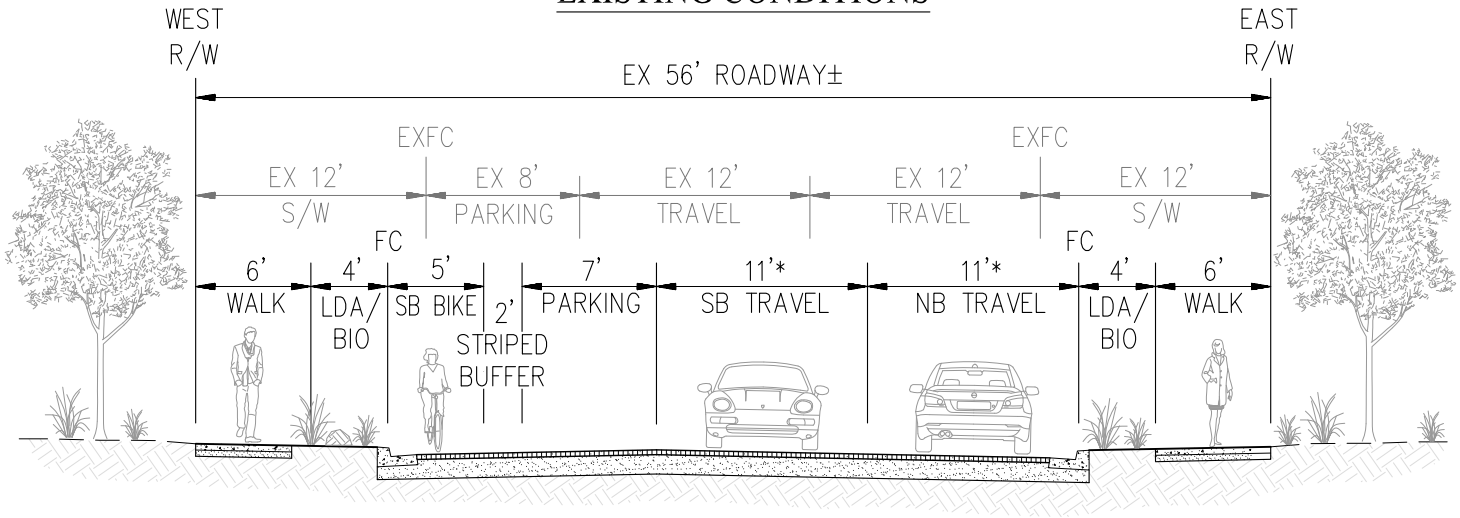
- ISLAND ARTERIAL
- PRIMARY/OTHER TRANSIT STREET (VARIES)
- TRUCK ROUTE (VARIES)
- CLASS 2A BIKE FACILITY

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 11' LANES.



EXISTING CONDITIONS



RETROFITTED CROSS-SECTION

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.

FIGURE 24
LEXINGTON STREET
REUSE AREAS

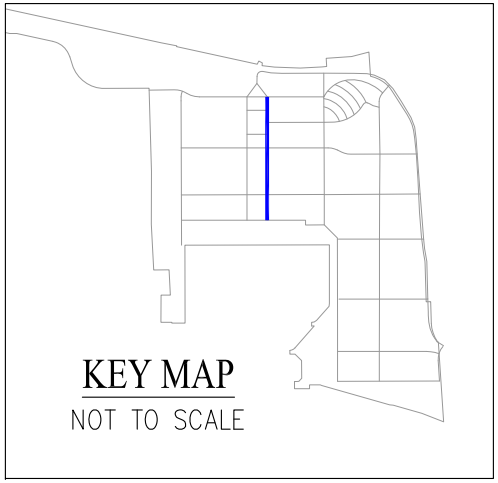
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

STREET CLASSIFICATIONS

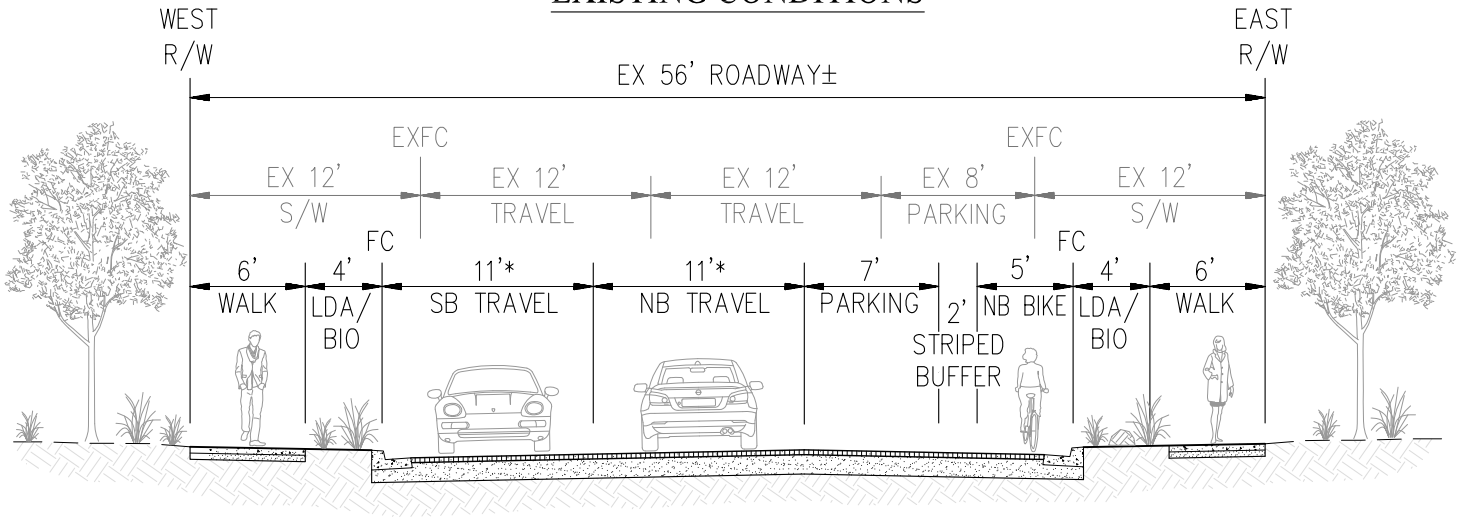
- LOCAL STREET
- SECONDARY/OTHER TRANSIT STREET (VARIES)
- CLASS 2A BIKE FACILITY

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 11' LANES.



EXISTING CONDITIONS



RETROFITTED CROSS-SECTION

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
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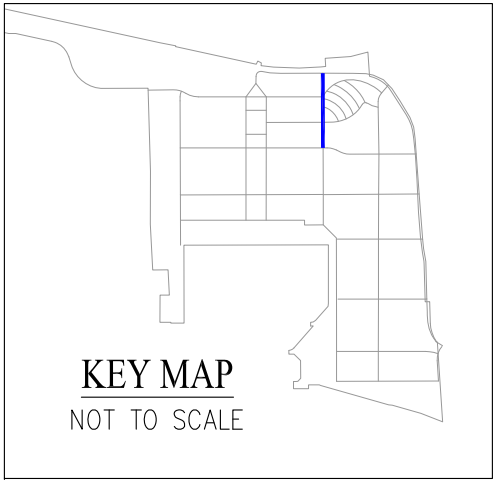
FIGURE 24
SARATOGA STREET
REUSE AREAS

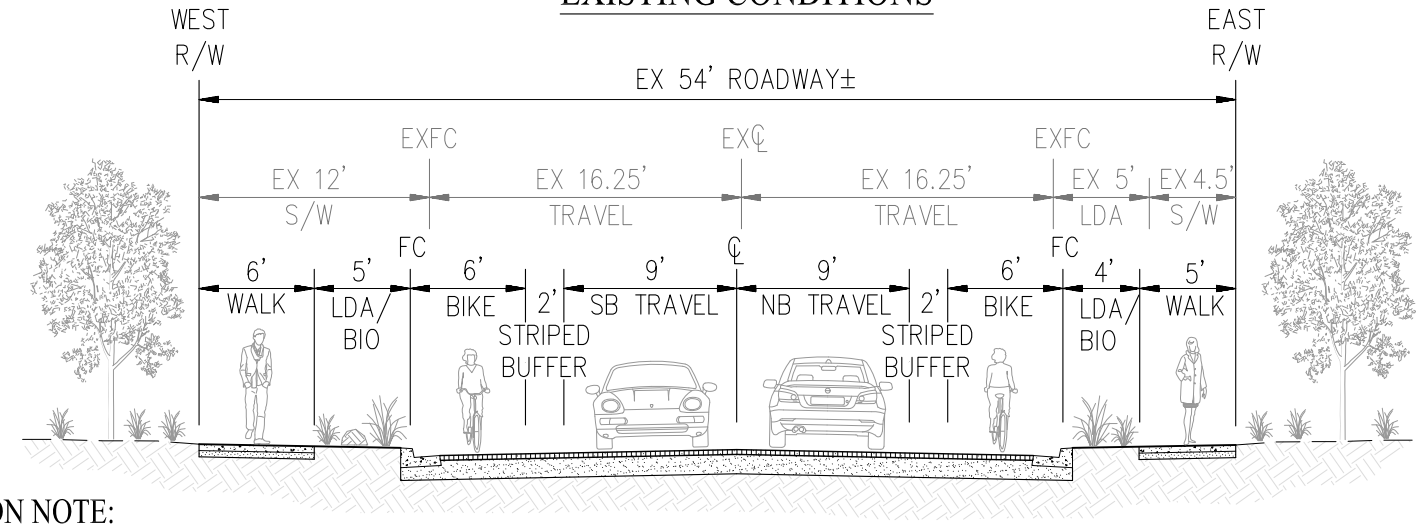
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

STREET CLASSIFICATIONS

- ISLAND COLLECTOR/LOCAL STREET
- CLASS 2B BIKE FACILITY

EXISTING CONDITIONS





RETROFITTED CROSS-SECTION

CONSTRUCTION NOTE:

REHAB EX PAN AM WAY FROM MIDWAY TO REDLINE.
NEW CONSTRUCTION FROM REDLINE TO MAIN STREET.

ALAMEDA POINT
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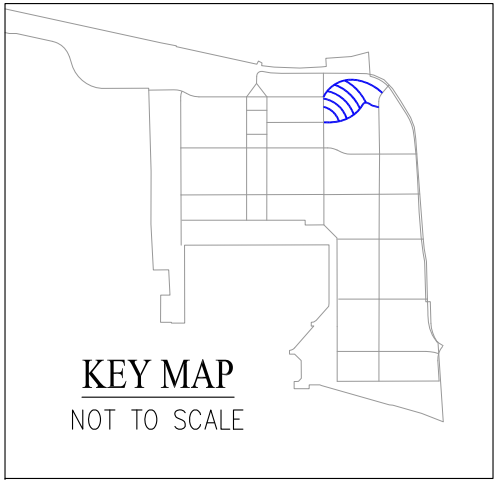
FIGURE 24
PAN AM WAY
REUSE AREAS

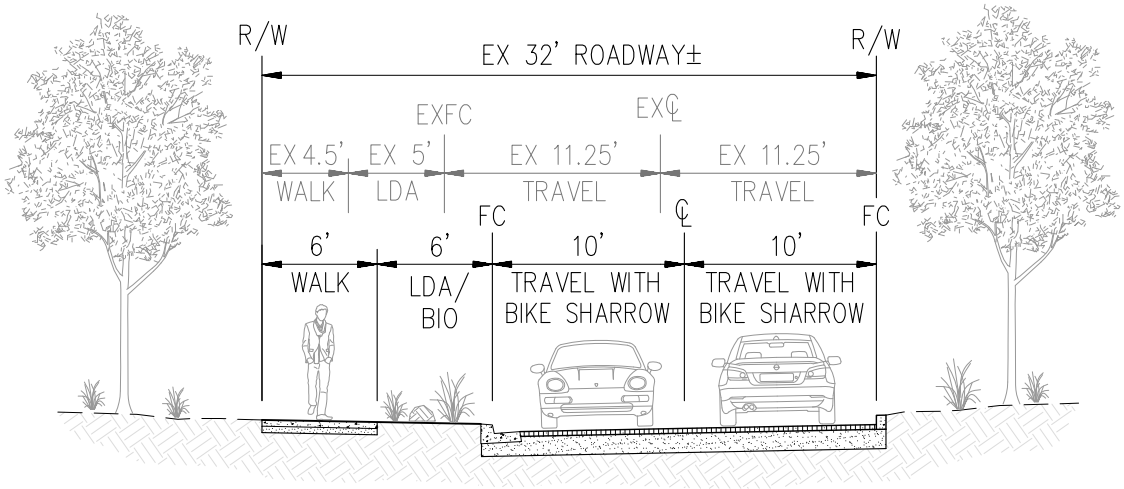
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

STREET CLASSIFICATIONS

- LOCAL STREET
- CLASS 3B BIKE FACILITY

EXISTING CONDITIONS





RETROFITTED CROSS-SECTION

ALAMEDA POINT
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CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
Carlson, Barbee, & Gibson, Inc.

FIGURE 24
BIG WHITES
REUSE AREAS

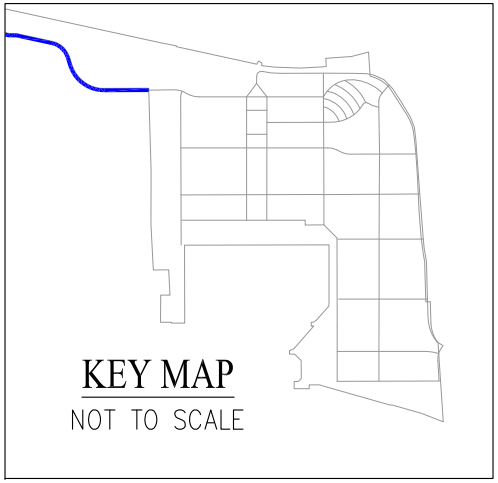
G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

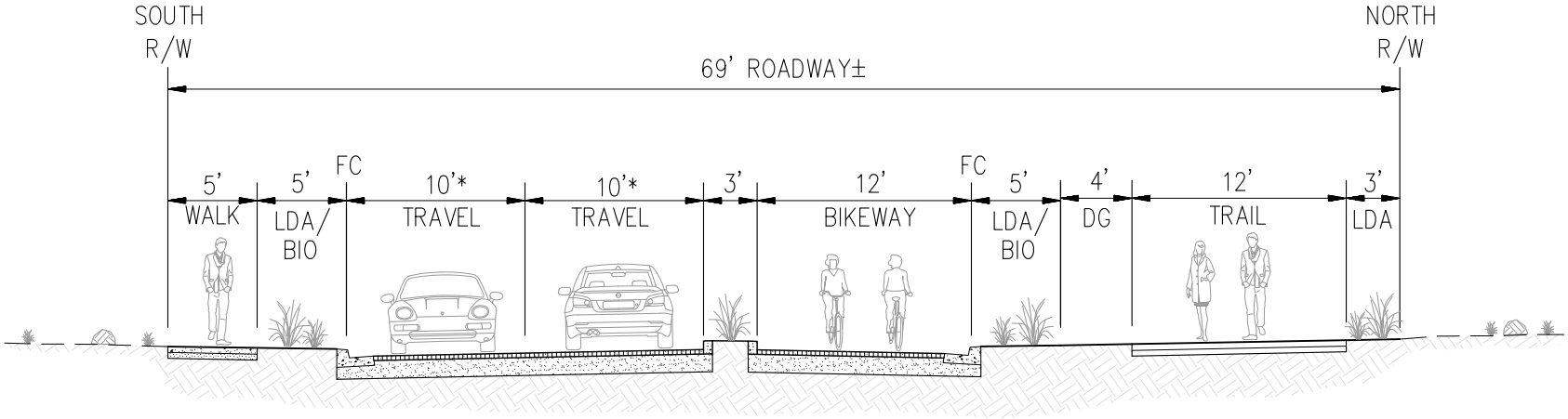
STREET CLASSIFICATIONS

- LOCAL STREET
- CLASS 1A BIKE FACILITY

TRAVEL LANE NOTE:

TRAVEL LANES SHALL BE INCREASED TO 13' FOR STREETS ADJACENT TO BUILDINGS GREATER THAN 30' HIGH (OR AS APPROVED BY FIRE DEPT) AND SHALL BE STRIPED AS 10' LANES.





NOTE:

CROSS SECTION SUBJECT TO COORDINATION WITH VA PROJECT.

WEST REDLINE AVENUE EXTENSION

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 NOT TO SCALE
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FIGURE 24
WEST REDLINE AVENUE EXTENSION
REUSE AREAS

G:\1087-10\ACAD-10\EXHIBITS\BASE CASE ALT - FIGURES\XB_24_STREET SECTIONS (REUSE AREAS).DWG

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.

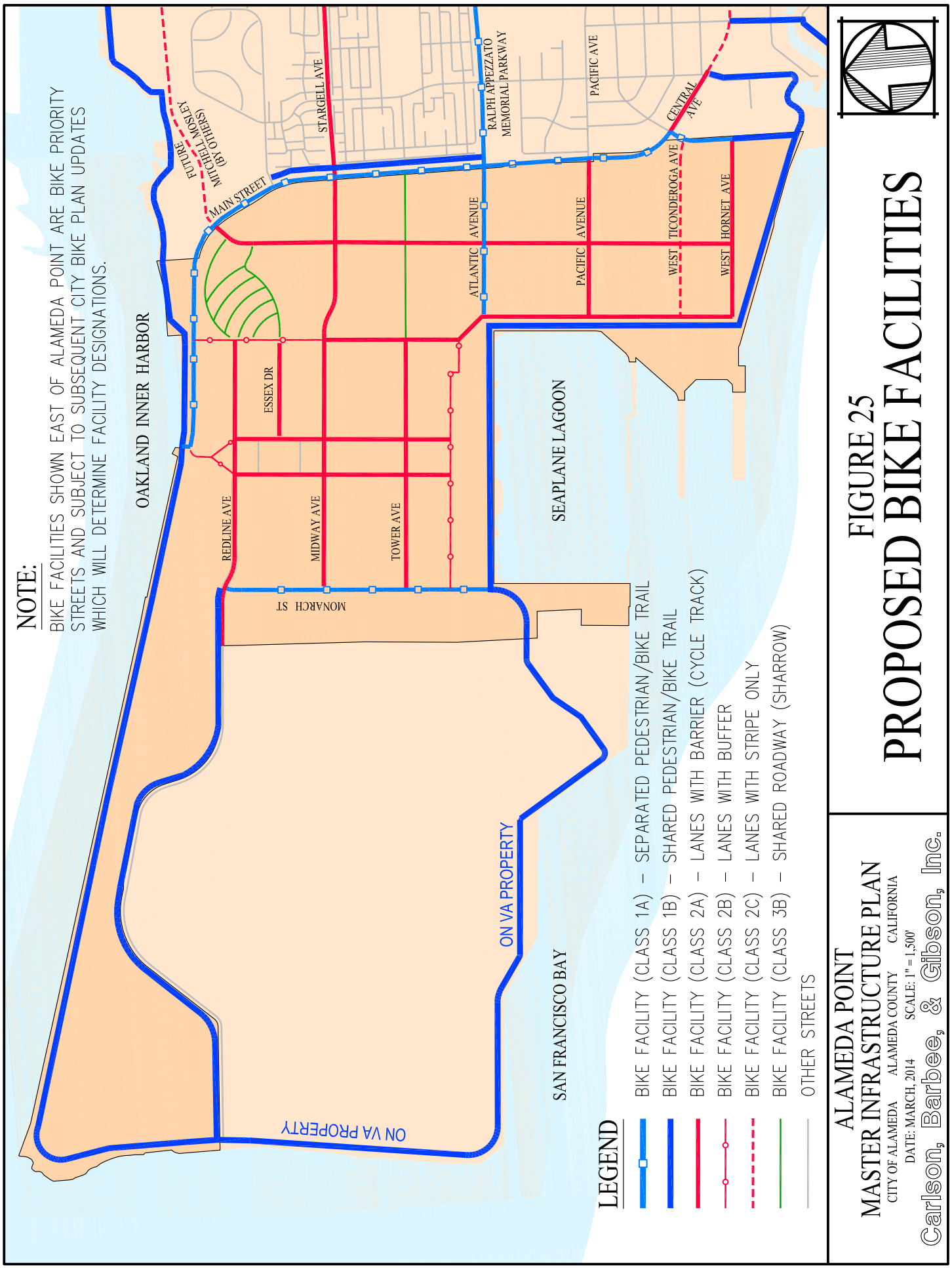
C. Proposed Transit System

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.
OAKLAND INNER HARBOR
FUTURE MITCHELL MOSLEY (BY OTHERS)
MAIN STREET
STARGELL AVE
RALPH APPEZZATO MEMORIAL PARKWAY
PACIFIC AVE
CENTRAL AVE
ATLANTIC AVENUE
PACIFIC AVENUE
WEST TICONDEROGA AVE
WEST HORNET AVE
ESSEX DR
REDLINE AVE
MIDWAY AVE
TOWER AVE
MONARCH ST
SEAPLANE LAGOON
ON VA PROPERTY
ON VA PROPERTY
SAN FRANCISCO BAY
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
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 1,500'
Carlson, Barbee, & Gibson, Inc.
FIGURE 25
PROPOSED BIKE FACILITIES
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OAKLAND INNER HARBOR
FUTURE MITCHELL MOSLEY (BY OTHERS)
MAIN STREET
STARGELL AVE
RALPH APPEZZATO MEMORIAL PARKWAY
PACIFIC AVE
CENTRAL AVE
ESSEX DR
ATLANTIC AVENUE
PACIFIC AVENUE
WEST TICONDEROGA AVE
WEST HORNET AVE
REDLINE AVE
MIDWAY AVE
TOWER AVE
MONARCH ST
SEAPLANE LAGOON
SAN FRANCISCO BAY
LEGEND
TRUCK ROUTE
OTHER STREETS
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 1,500'
Carlson, Barbee, & Gibson, Inc.
FIGURE 26
PROPOSED TRUCK ROUTE
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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.

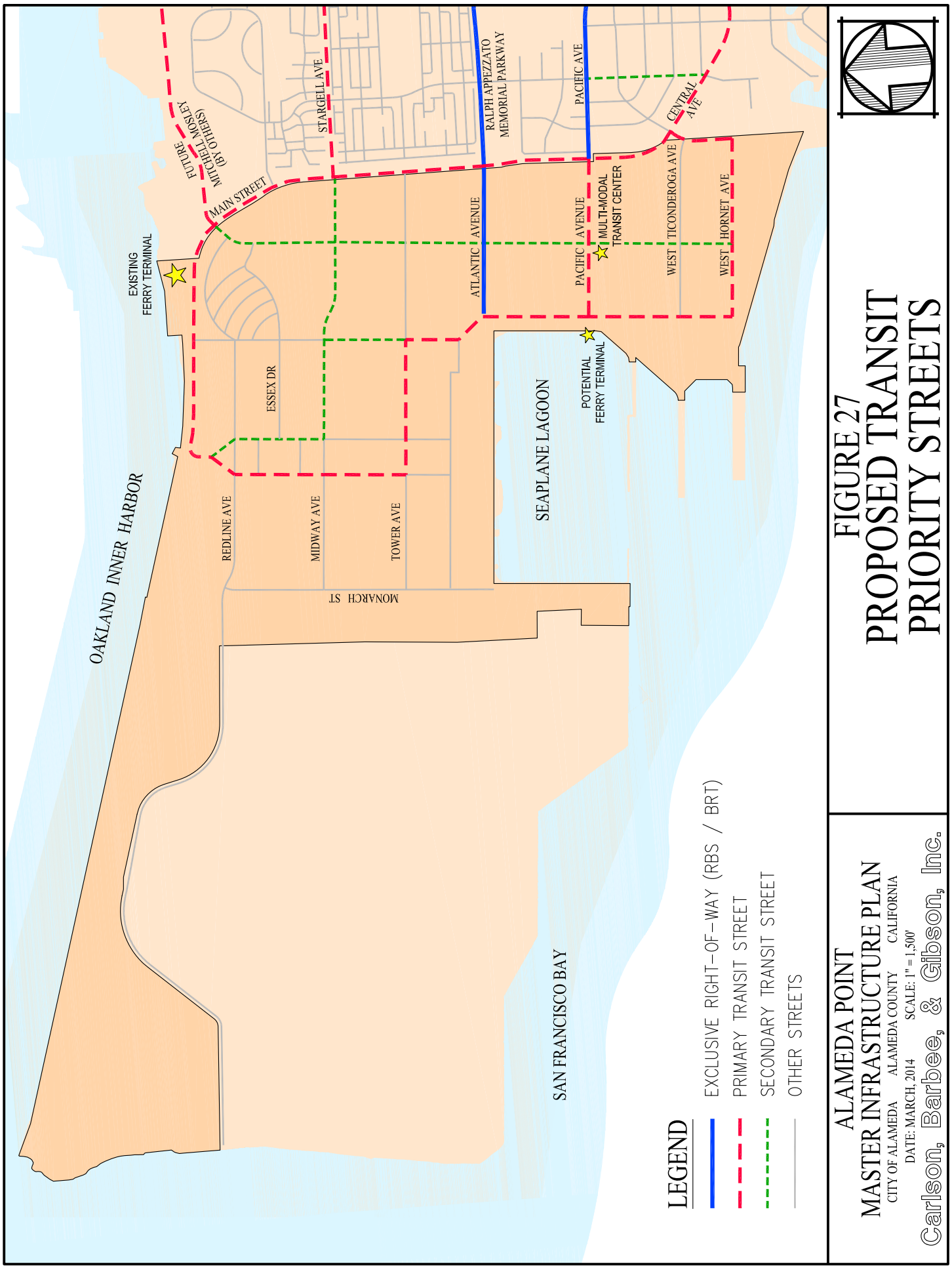
b. Shuttle Service

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 Appezzato 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


OAKLAND INNER HARBOR
SAN FRANCISCO BAY
SEAPLANE LAGOON
EXISTING FERRY TERMINAL
POTENTIAL FERRY TERMINAL
FUTURE MITCHELL MOSLEY (BAY OTTERS)
MAIN STREET
STARGELL AVE
RALPH APPEZZATO MEMORIAL PARKWAY
PACIFIC AVE
CENTRAL AVE
ATLANTIC AVENUE
PACIFIC AVENUE
MULTI-MODAL TRANSIT CENTER
WEST TICONDEROGA AVE
WEST HORNET AVE
ESSEX DR
REDLINE AVE
MIDWAY AVE
TOWER AVE
MONARCH ST
LEGEND
EXCLUSIVE RIGHT-OF-WAY (RBS / BRT)
PRIMARY TRANSIT STREET
SECONDARY TRANSIT STREET
OTHER STREETS
ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 1,500'
Carlson, Barbee, & Gibson, Inc.
FIGURE 27
PROPOSED TRANSIT
PRIORITY STREETS
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the Multi-Modal Transit Center, RAMP/Main Street, RAMP/Poggi Street and RAMP/Webster 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 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 Improvements- Main Street to 5th Street
  - Main Street Class I Improvements - Stargell Avenue 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 - Signal 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 - Signal 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

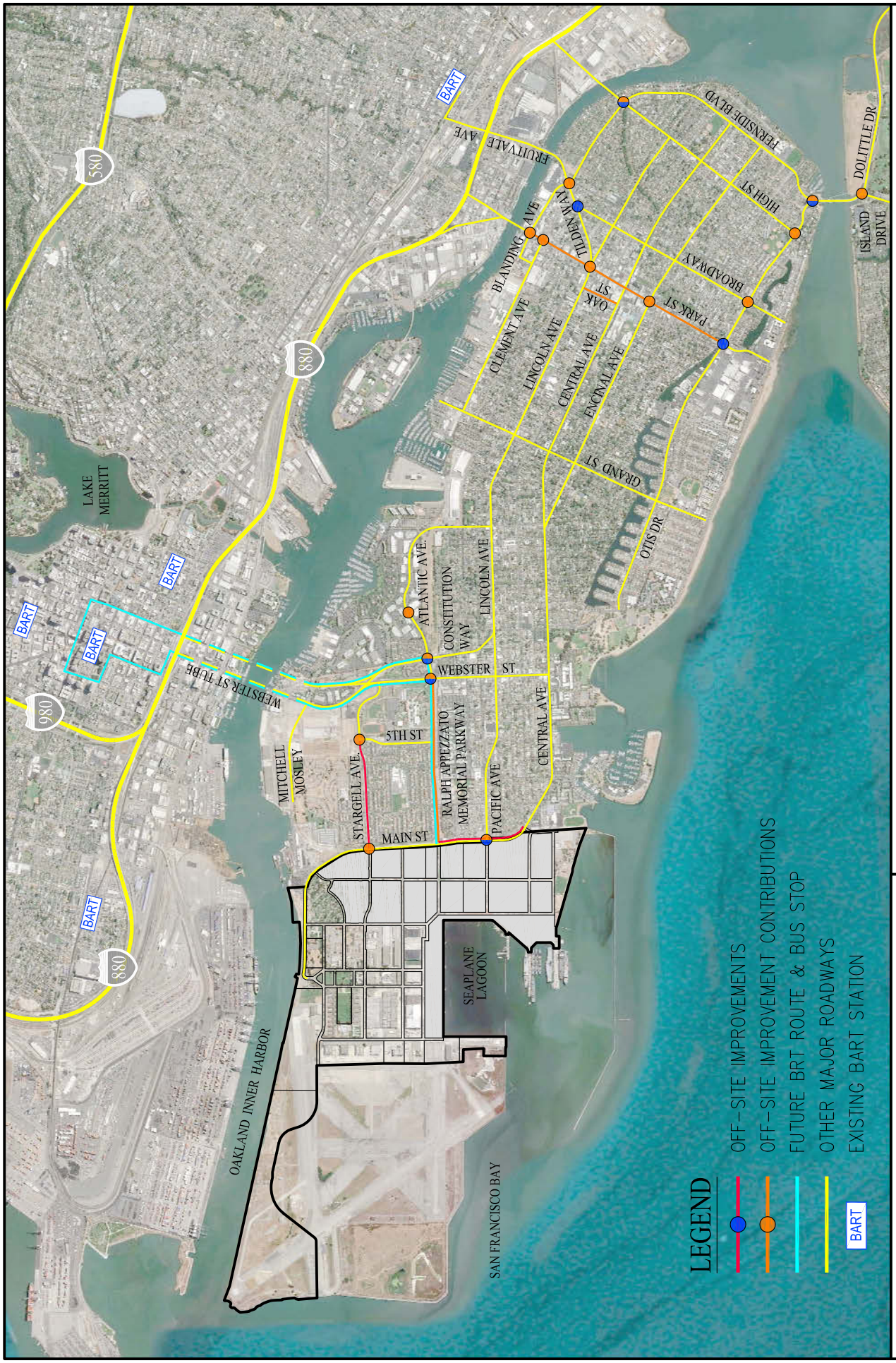

FIGURE 28

OFF-SITE STREETS & TRANSIT

ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 3,500'
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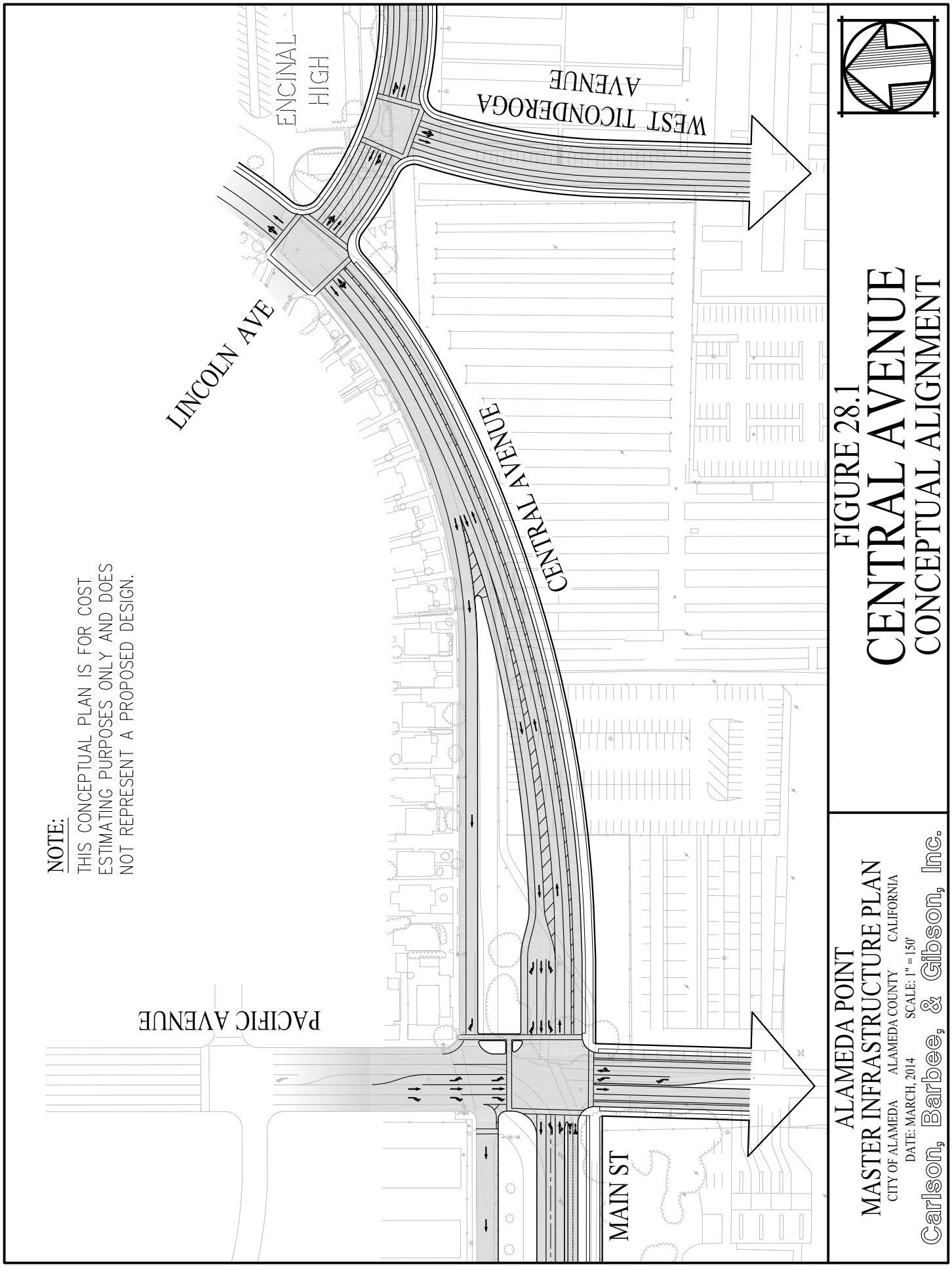
ENCINAL HIGH
WEST TICONDEROGA AVENUE
LINCOLN AVE
CENTRAL AVENUE
PACIFIC AVENUE
MAIN ST
NOTE:
THIS CONCEPTUAL PLAN IS FOR COST ESTIMATING PURPOSES ONLY AND DOES NOT REPRESENT A PROPOSED DESIGN.
FIGURE 28.1
CENTRAL AVENUE
CONCEPTUAL ALIGNMENT
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ALAMEDA POINT
MASTER INFRASTRUCTURE PLAN
CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA
DATE: MARCH, 2014 SCALE: 1" = 150'
Carlson, Barbee, & Gibson, Inc.

- Project Contributions (Pro-Rata Share) - Transit Improvements
  - Park Street Transit Signal Priority - Blanding Avenue to Otis Drive
  - RAMP Transit Improvements - Main Street to Webster Street
  - Stargell Avenue Transit Improvements - Main Street and 5th Street

- 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 - Blanding Avenue to Encinal Avenue