

**ACCESS AND MOBILITY**

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### **TRANSPORTATION PLANNING FRAMEWORK**

Essential to the redevelopment of Alameda Point are access and mobility improvements that expand transportation options and promote walking, cycling and public transit use over automobile dependency.

The California Sustainable Communities and Climate Protection Act of 2008 (SB 375) targets the reduction of greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the overarching goal of fostering sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (CARB) sets regional targets for GHG emissions reductions and monitors compliance. Each of the State's 18 Metropolitan Planning Organizations (MPOs) are subsequently tasked with developing a Sustainable Community Strategy (SCS) that coordinates transportation and land-use planning to accommodate projected population growth and achieve the emissions target for the region. The SCS for the San Francisco metro area is contained within Plan Bay Area - a long-range integrated strategy that advances expansion of housing and transportation choices, creates healthier communities, and builds a stronger regional economy.

Jointly adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in 2013, Plan Bay Area allocates 80 percent of the region's future housing needs to Priority Development Areas (PDAs). These neighborhoods are planned to offer frequent transit service, as well as a wide variety of housing options and amenities such as grocery stores, community centers, and restaurants within a walkable environment. Under Plan Bay Area, Alameda Point is a designated Priority Development Area, identified by both city and regional planning officials as a vital opportunity site for transit oriented development.

Due to the site's significance as a designated PDA, as well as to the existing access constraints of the island city, multi-modal mobility improvements are a fundamental element of the overall planning effort for Alameda Point, and to this Precise Plan. The following pages detail the Access and Mobility framework for the site, including new shuttle and rapid bus services and facilities, a new ferry terminal, an extensive cycling network, a comprehensive Transportation Demand Management Plan, and a walkable network of pedestrian friendly streets. The related land use framework is described in Chapter 5. Together, access and mobility and associated land uses for the Town Center have been holistically integrated to moderate traffic, reduce GHG emissions, and create a healthier, transit-oriented, sustainable community.

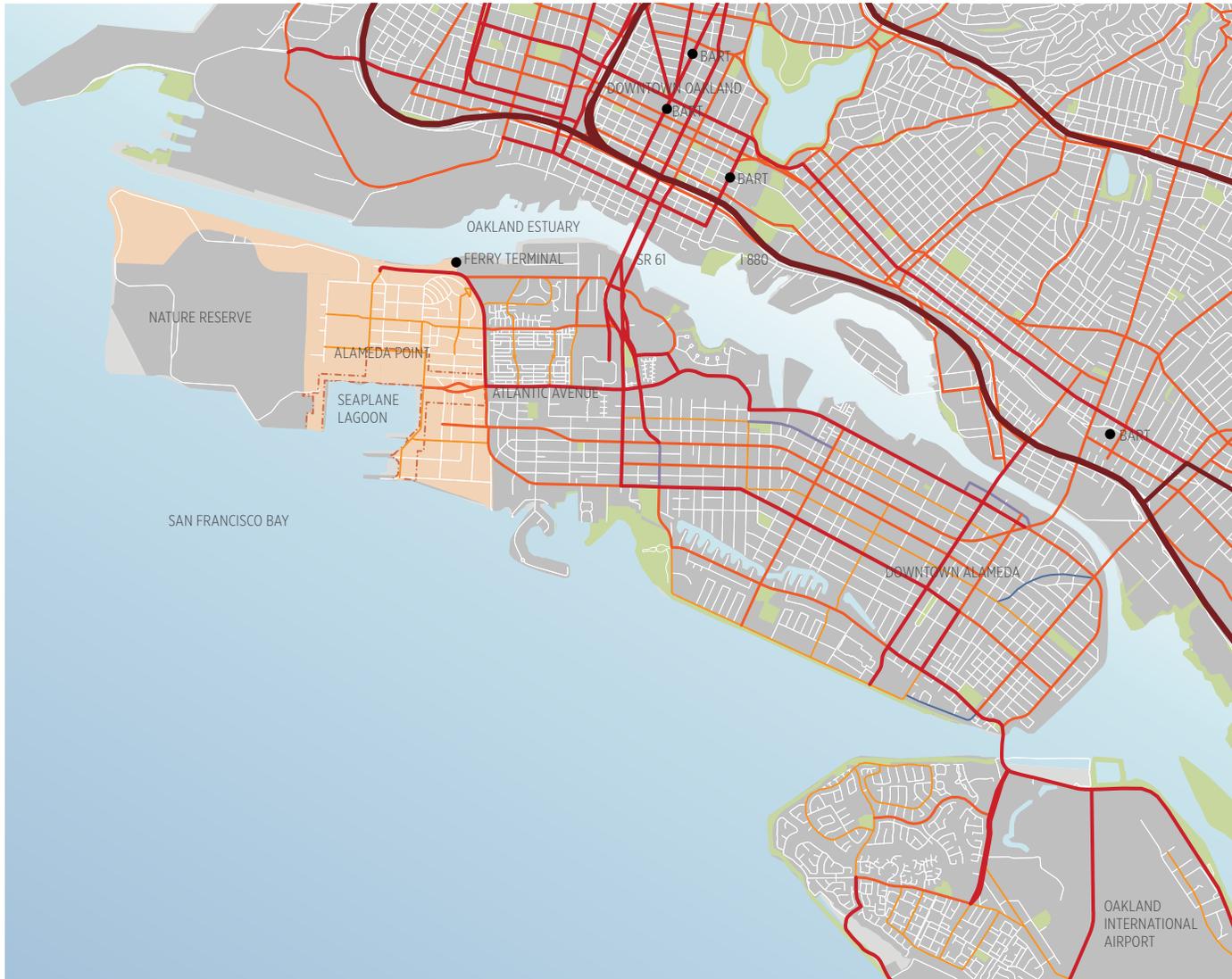
### **EXISTING TRANSPORTATION FACILITIES AND TRANSIT SERVICES**

Located on an island, existing access to the Plan Area is limited. The primary access to Alameda Point is via Ralph Appezato Memorial Parkway (Atlantic Avenue) at Main Street. This was the site of the former east gate of the NAS Alameda, which provided a shortcut to core areas of the base, including the Seaplane Lagoon. The Waterfront Town Center Area is envisioned as the gateway to Alameda Point precisely because of this main access point.

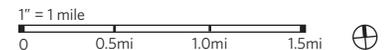
Regional access to Alameda Point is provided by:

- Interstate 880 (I-880) through Oakland – the nearest highway to the Plan Area – provides regional access for automobiles and transit.
- State Route 61 (SR 61) through the Webster-Posey Tube connecting the island of Alameda and the City of Oakland. SR 61 is located approximately one mile east of the Plan Area and provides access to I-880.

EXISTING STREET CLASSIFICATIONS, 2009 GENERAL PLAN TRANSPORTATION ELEMENT

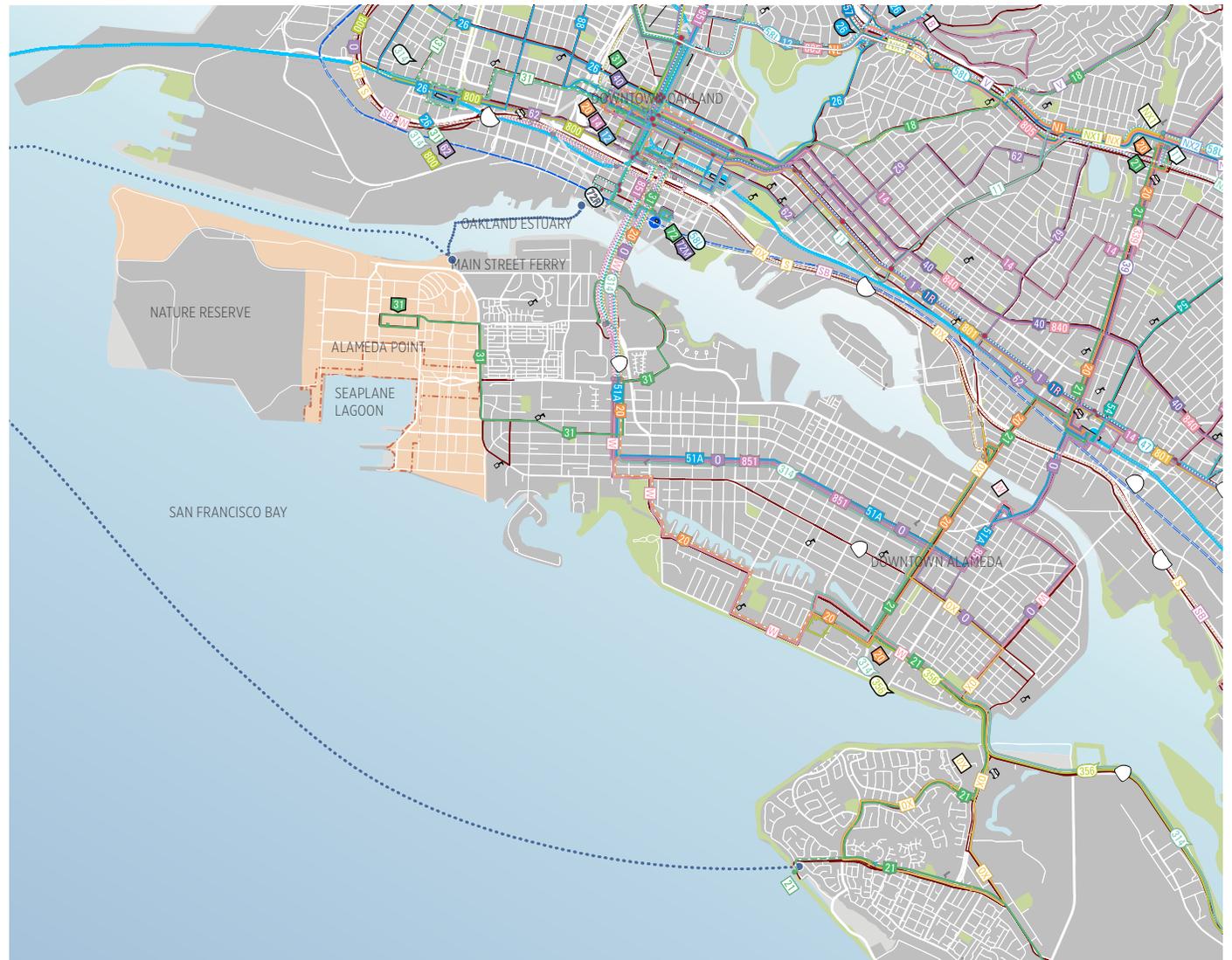


- The Alameda Ferry Terminal—located on the north side of Main Street within ½ mile of the Plan Area. The ferry is operated by the Water Emergency Transportation Authority (“WETA”). WETA operates daily commuter and excursion ferry service from this terminal to San Francisco.
- Regional and local bus services – provided by the Alameda-Contra Costa Transit District (“AC Transit”). AC Transit operates bus service island-wide, including a portion of Alameda Point, with bus routes to the MacArthur, Lake Merritt, and Oakland City Center 12th Street BART Stations.
- Of the four BART stations used by Alamedans, including Fruitvale, West Oakland, Lake Merritt and 12th Street, the latter two are closest to the site.
- The Oakland International Airport, located approximately six miles southeast of Alameda Point, provides convenient national and international access to the Plan Area.



**EXISTING TRANSIT SERVICE**

As noted above, Alameda Point is relatively remote within the existing regional public transit network, with limited ferry and local bus service to the area. In order to create a truly transit oriented development, the project commits to providing intermodal transit services and facilities.



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**EXISTING SITE ACCESS AND CIRCULATION**

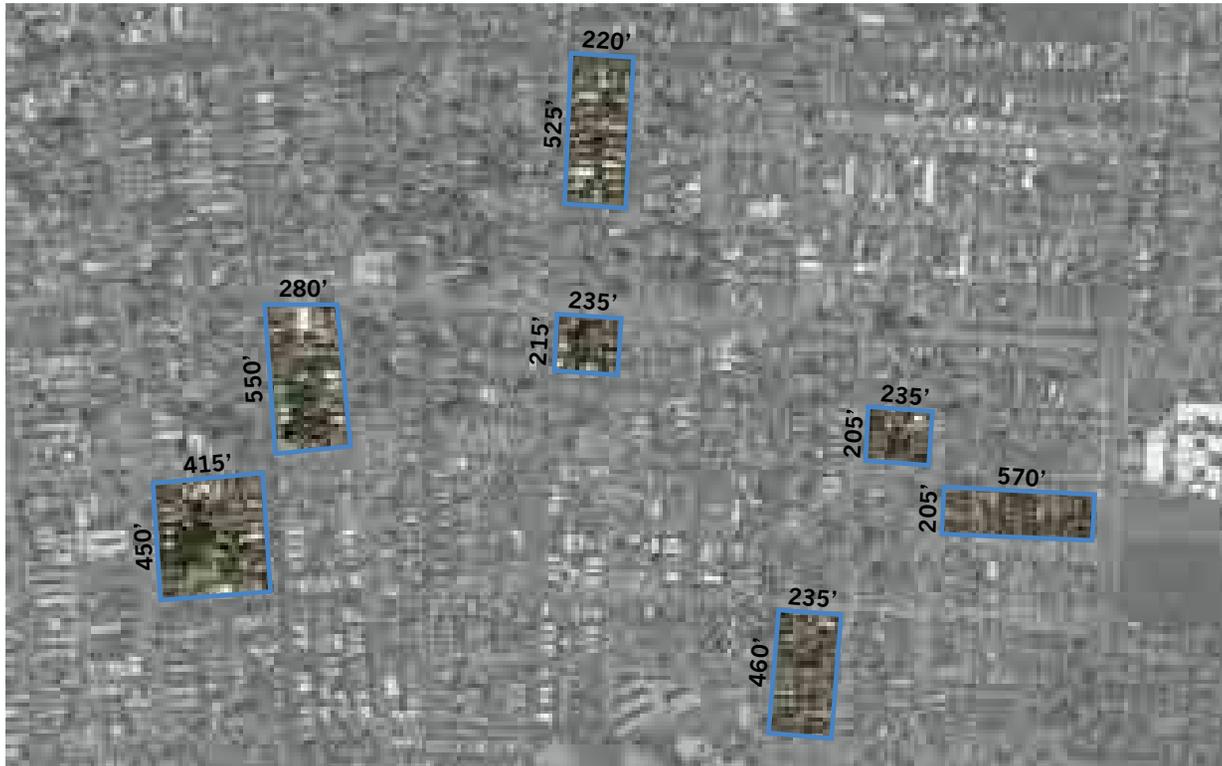
As a former military base, site access to Alameda Point has traditionally been limited to a few entry points along Main Street, at the Main Gate, West Midway Avenue, Atlantic Avenue, Pacific Avenue, and along Central Avenue via West Oriskany Avenue. The primary entry to the Town Center will be from the realignment of Atlantic Avenue as an extension of Ralph Appezato Memorial Parkway, with a number of additional entry points provided to disperse traffic and integrate the site with the City, including those at West Tower Avenue and the new as yet unnamed streets that will be constructed as part of the redevelopment.



- Regional Arterial
- Island Arterial
- Island Collector
- Local Street
- - - Precise Plan Boundary



## WALKABLE STREET NETWORK - ALAMEDA COMPARISON



THE TOWN CENTER PRECISE PLAN TAKES A CUE FROM BLOCKS IN ALAMEDA, WHICH VARY, BUT ARE GENERALLY SMALL TO MEDIUM IN SIZE.

### STREET NETWORK STRUCTURE

The street network for the Alameda Point Town Center is organized around a few key components. The first structuring element is a flexible block size, able to accommodate a range of commercial and residential uses, while promoting walkability. Taking a cue from blocks found in Alameda – which vary in size, but are generally

on the small to medium end of the spectrum – blocks proposed for the Town Center typically fall within a range of 200'-250' in width by 300-450' in length. Blocks of this size range are small enough to enhance pedestrian mobility, but generally large enough to accommodate structured parking, where needed.

## PEDESTRIAN-ORIENTED STREETS



The second structuring element is a network of pedestrian-oriented streets, with vehicular travel ways minimized for traffic calming, and generous sidewalks buffered by on-street parking and landscaping and activated by ground-floor retail, sidewalk cafes, and other public uses.

#### MULTI-MODAL TRANSPORTATION COORDINATION



The third structuring element is coordination of facilities for public transit. In conjunction with the Transportation Demand Management Plan, the Precise Plan designates routes and streets designed to accommodate improved AC Transit service, with direct intermodal connection to a new Ferry terminal located in the Seaplane Lagoon.

#### DESIGN FOR A CULTURE OF CYCLING



The fourth structuring element is a world-class network of project-wide cycling facilities, designed to encourage a culture of biking. The multi-purpose trails, protected bikeways, and striped lanes provided within the Town Center tie into Alameda Point and city-wide routes, promoting access for all Alamedans to the Town Center's open space attractions and other amenities.

#### STREET AND BLOCK PLAN

##### *Organizing Principles*

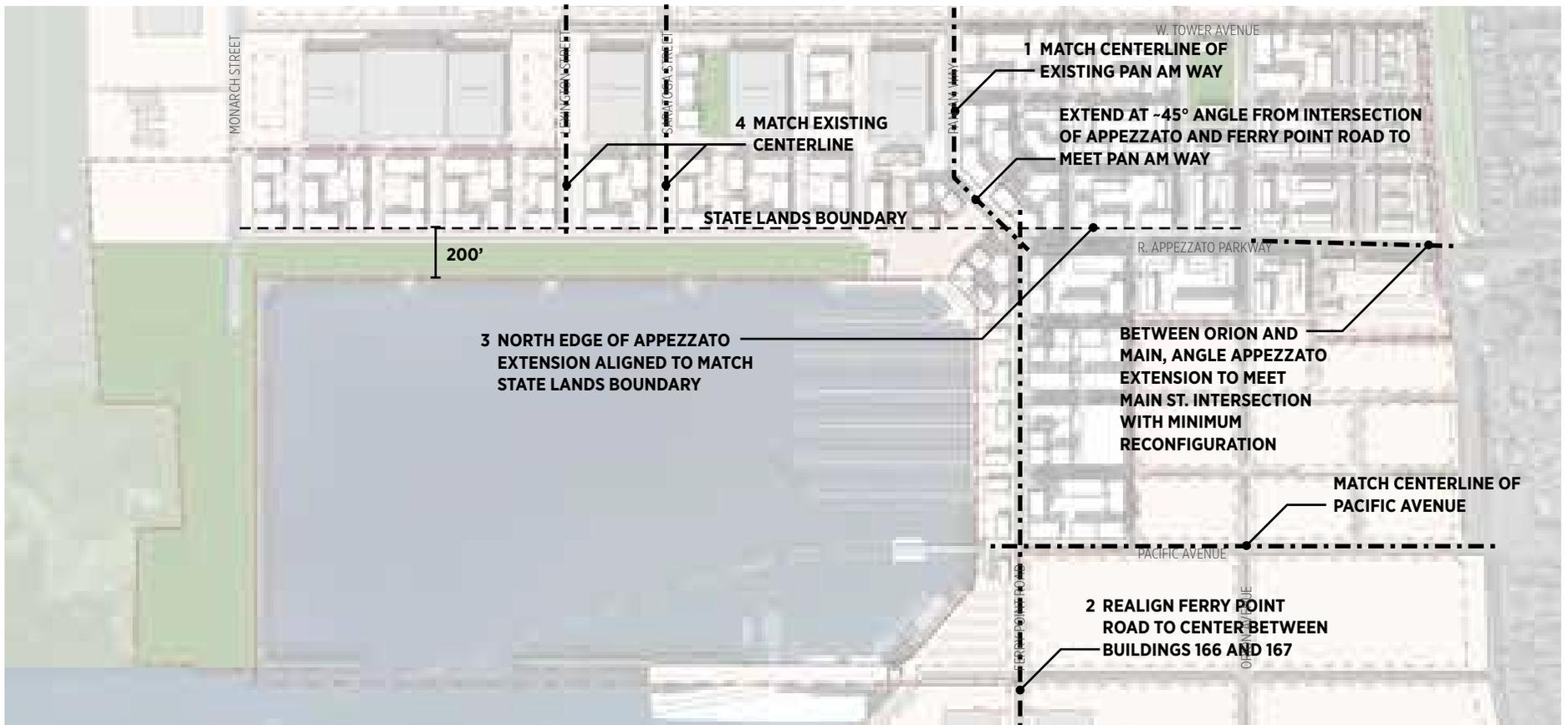
The geometry of streets and blocks in the Plan is organized to reflect a hierarchy of major streets, and the orientation of blocks to address site specific conditions. The principal organizing armature is created by the extension of Ralph Apazzato /Atlantic Avenue into the site west of Main Street, and its intersection with the north south streets Pan Am Way and Ferry Point Road.

Blocks within the Town Center south of Atlantic are oriented east west. This maximizes public access and visibility to the Seaplane Lagoon, and has the added benefit of reducing the number of intersections cyclists must cross as they use the bikeway to be located on the south side of Atlantic.

Blocks north of Atlantic are also oriented in a generally east/west direction, but the pattern is finer grained, both to provide a variety of routes for pedestrians to reach Atlantic and the waterfront, but also to make through vehicular traffic less attractive.

The block pattern west of Pan Am Way is generated by the location of the existing hangars and the 200' public open space setback from the north edge of the Seaplane Lagoon, and is organized so as to be generally symmetrical around the centerline axis running through Building 39. The east west streets do not directly connect to Pan Am Way in order to ensure that the key waterfront open space in the Town Center, immediately west of the intersection of Atlantic and Ferry Point Road, is not overly impacted by through east west traffic.

STREET AND BLOCK PLAN



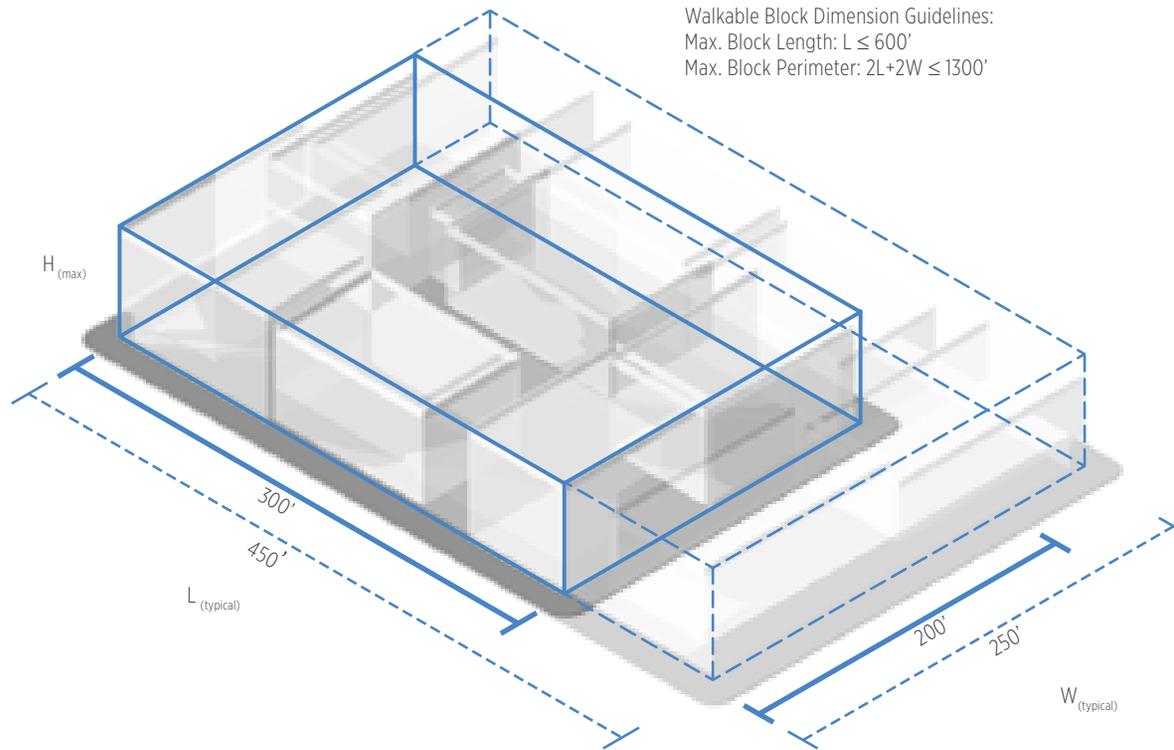
**STREET AND BLOCK PLAN**

The street and block plan is organized by three principal axes. They are: 1) the extension of Pan Am Way south of West Tower Avenue; 2) a realigned Ferry Point Road along the eastern edge of the Seaplane Lagoon;

Lagoon to create a strip of developable land between the Road and the Lagoon; and 3) the extension of Ralph Appezzato Parkway in alignment with the 200' State Lands setback from the north edge of the Seaplane Lagoon.

4) Block alignment in the taxiway area on the north side of the Seaplane Lagoon is governed by the extension of existing street rights of way (Lexington Street and Saratoga Street) and the geometry of the existing hangar buildings.

## BLOCK SIZE GUIDELINES



### BLOCK DIMENSIONAL CRITERIA

The dimensions of blocks within the Precise Plan are similar to those found in a number of locations elsewhere in Alameda, and the control of their size is intended to promote a highly walkable and pedestrian oriented environment. It is anticipated that detailed design of specific projects within the Precise Plan area may suggest minor revisions to the block dimensions shown in this document. However, all future development should adhere to the following criteria.

The maximum length of a block face ( $L$ ) should not exceed 600', with a 450' maximum preferred. Blocks longer than 450' should include a public easement located in the middle one third of the block to maintain the desired fine grained pedestrian network.

The maximum width of a block face ( $W$ ) should not exceed 300', with a 200' maximum preferred.

The maximum length of the perimeter of a block ( $2L + 2W$ ) should not exceed 1,600', with a 1,300' maximum preferred.

EASEMENTS



**EASEMENTS**

The plan includes easements to ensure public access to the waterfront, and to promote a fine grained pedestrian environment. They occur as extensions of street rights of way, in the Town Center

as a means of connecting the areas north of the Town Square to the Square and the waterfront, and in blocks longer than 600 linear feet to increase the route options for pedestrians. Easements should be a minimum of 20' wide, be publicly

accessible, open to the sky but where buildings bridge easement, it will have a minimum clear height of 25'. Bridging of the Historic District Easement is prohibited. Easements should be designed to promote and support use by pedestrians

and cyclists, but may contain limited vehicular access.

PROPOSED STREET CLASSIFICATION



**PROPOSED STREET CLASSIFICATION**  
 The circulation hierarchy for the Town Center project proposes a fine grain network of streets, organized in a grid structure to disperse traffic and allow easy navigation for pedestrians, cyclists, transit riders and drivers alike. The primary entry to the Town Center area will be via R. Appezzato Memorial Parkway, with secondary entries from West Tower Avenue, and Pacific Avenue, and a number of tertiary access points along Main Street as well. The combination of Pan Am Way and Ferry Point Road serves an important north-south distribution function. Within the Town Center, Orion Avenue links south to the Enterprise District. The alignment of the backbone street network is guided by the Master Infrastructure Plan. In addition, the Town Center will include a fine grain of narrow local streets. Alignments of the Local streets shown here are conceptual, and are intended as flexible within the guidelines for block size.

- █ Regional Arterial
- █ Island Arterial
- █ Island Collector
- █ Local Street
- - - Precise Plan Boundary

1" = 1/4 mile  
 0' 1/8 mile 1/4 mile 3/8 mile

**PROPOSED TRANSIT ROUTES**

The Precise Plan designates streets for transit service, some of which do not offer transit service today. The extension of Ralph Appezato Memorial Parkway, from the entry at Main Street to Ferry Point Road at the edge of the Seaplane Lagoon, will be configured with lanes dedicated for transit service. The majority of public transit and shuttles serving the town center are envisioned to circulate in a two-way loop along R. Appezato Memorial Parkway, Ferry Point Road, and Pacific Avenue. Secondary routes for transit to other parts of Alameda Point are also provided.



- Dedicated Transit
- Primary Transit
- Secondary Transit
- Other Street

**TRANSPORTATION DEMAND MANAGEMENT STRATEGY, PREFERRED ROUTES AND PRIORITY FACILITIES**

In order to avoid increased traffic and create a truly transit-oriented community, both the City of Alameda’s General Plan and the Final Environmental Impact Report (FEIR) for Alameda Point require preparation of a comprehensive Transportation Demand Management Plan. Transportation Demand Management (TDM) refers to a range of strategies, measures, and services that target significant decrease of Single Occupant Vehicle (SOV) trips to mitigate potential traffic impacts, achieve the City’s General Plan goals for automobile trip reduction, and facilitate the envisioned transit-oriented development at Alameda Point. TDM strategies are designed to collectively influence travel behavior through the introduction of convenient transit services, combined with other incentives and/or disincentives. Please refer to the Alameda Point Transportation Demand Management Plan for more information.

**TRANSPORTATION DEMAND MANAGEMENT**

The FEIR for Alameda Point requires that the City condition all development in the project area to comply with the TDM Plan, as a mitigation measure for potential traffic impacts identified in the report. Beyond simply mitigating potential impacts of the Alameda Point redevelopment project,

Transportation Demand Management contributes to meeting regional goals that include: reducing congestion on the Bay Area’s routes of regional significance; conserving transportation-related energy consumption; reducing the primary source of GHG emissions; improving public safety and thereby increasing mobility for pedestrians, cyclists and and improving the overall health of the population by encouraging physically active forms of transportation. TDM components for Alameda Point are proposed to include:

1. Shuttles and buses to supplement, compliment and expand AC Transit, BART and WETA services,
2. Car and Bicycle Share Programs,
3. A Parking Management Program to control parking supply and pricing,
4. A strategy for phased implementation of TDM measures, and
5. Active management through annual monitoring and reporting mechanisms.

The TDM Plan developed by the City for Alameda Point incorporates the flexibility to:

1. Adapt to future phasing of Alameda Point land uses;
2. Implement transit services beginning with the commencement of redevelopment and introduce larger

and more comprehensive services as specific thresholds are met; and,

3. Utilize annual monitoring of performance as a mechanism for continuous improvement of the TDM Plan.

As part of the TDM program implementation, the residents and employers of Alameda Point will be required to fund, comply with, collaboratively manage, monitor, and continuously improve upon a TDM program that mitigates traffic impacts while improving the quality of life for those who live and work at Alameda Point. Revenue generated annually by Alameda Point property owners, residents and employers, will fund a Transportation Management Association (TMA). As a collaborative, the property owners, residents and tenants of Alameda Point will fund, implement, and direct the management of the TDM Plan and be accountable for the Plan’s success. As stated above, every development at Alameda Point will be required to comply with, and provide annual financial contributions to fund the management of the TDM Plan and TDM services. Additional detail on TDM related programs, facilities and services can be found in the Transportation Demand Management Plan for Alameda Point.

**TRANSIT ROUTES AND PRIORITY FACILITIES**

Within the Town Center project area, the Precise Plan makes provision for transit routes and identifies locations for priority facilities in furtherance of the TDM Plan. Most significantly, the Precise Plan designates:

1. Streets designed for Shuttle and/or expanded AC Transit BRT or RBS services
2. The location for a new Ferry Terminal within the Seaplane Lagoon with future service provided by WETA
3. Coordination of intermodal facilities, including a bus drop-off co-located with the Ferry Terminal, and provision for an intermodal transit center.
4. Locations for public parking facilities to meet the parameters set forth in the proposed Parking Management Plan included in the TDM Plan.

Dedicated lanes for shuttles, Bus Rapid Transit (BRT), or Rapid Bus Service (RBS), are provided along the extension of Ralph Appezzato Memorial Parkway, creating a primary transit loop with Ferry Point Road and Pacific Avenue. Stops are placed along this primary route to afford easy access to the Town Center and Enterprise areas, including a bus drop-off co-located with the proposed Ferry Terminal at the intersection of Ferry Point Road and Pacific Avenue.

POTENTIAL PUBLIC PARKING LOCATION



- Conceptual Parking Location
- - - Precise Plan Boundary

Conceptual locations are indicated for public parking facilities that improve intermodal functionality and meet the parameters of City's the proposed Parking Management Plan.

BRT OR RBS



TRANSIT CENTER



FERRY TERMINAL



### **TRANSIT SERVICE**

Transit services will be provided by a combination of shuttles and buses that supplement AC Transit's existing and future services to Alameda Point.

### **TRANSIT CENTER**

The proposed Transit Center provides passenger waiting facilities as well as drop-off area, shuttle and bus layover, and modest driver accommodations. It may also include limited parking. The Transit Center is conceptually located along Pacific Avenue, with ready access to future the employment centers and Ferry Terminal, and within 5 minutes walk of the Town Center. The primarily utilitarian nature of this facility is such that location within the core of the Town Center is not recommended.

### **FERRY TERMINAL**

Ferry service to Alameda is currently provided via an existing terminal at Main Street, north of the project area. The Precise Plan recommends the relocation of this

terminal to the southeast corner of the Seaplane Lagoon, near the intersection of Pacific Avenue and Ferry Point Road. This terminal could serve a relocated existing ferry route, or an entirely new service route. Such a terminal would accommodate two ferry berths, as well as ticketing and passenger waiting facilities, public restrooms, and limited food and beverage service. Parking sufficient to replace the existing capacity of the Main Street terminal is proposed to be provided with approximately half of necessary spaces located immediately adjacent to the terminal, and the other half located within close distance. The possibility for parking reductions will be considered in conjunction with the new terminal location and the potential for an exclusive Alameda new ferry service.

PROPOSED MARINA AND FERRY TERMINAL LOCATION OPTIONS



SOUTH SAN FRANCISCO OYSTER POINT MARINA AND FERRY TERMINAL



**FERRY TERMINAL AND MARINA PROXIMITY CONSIDERATIONS**

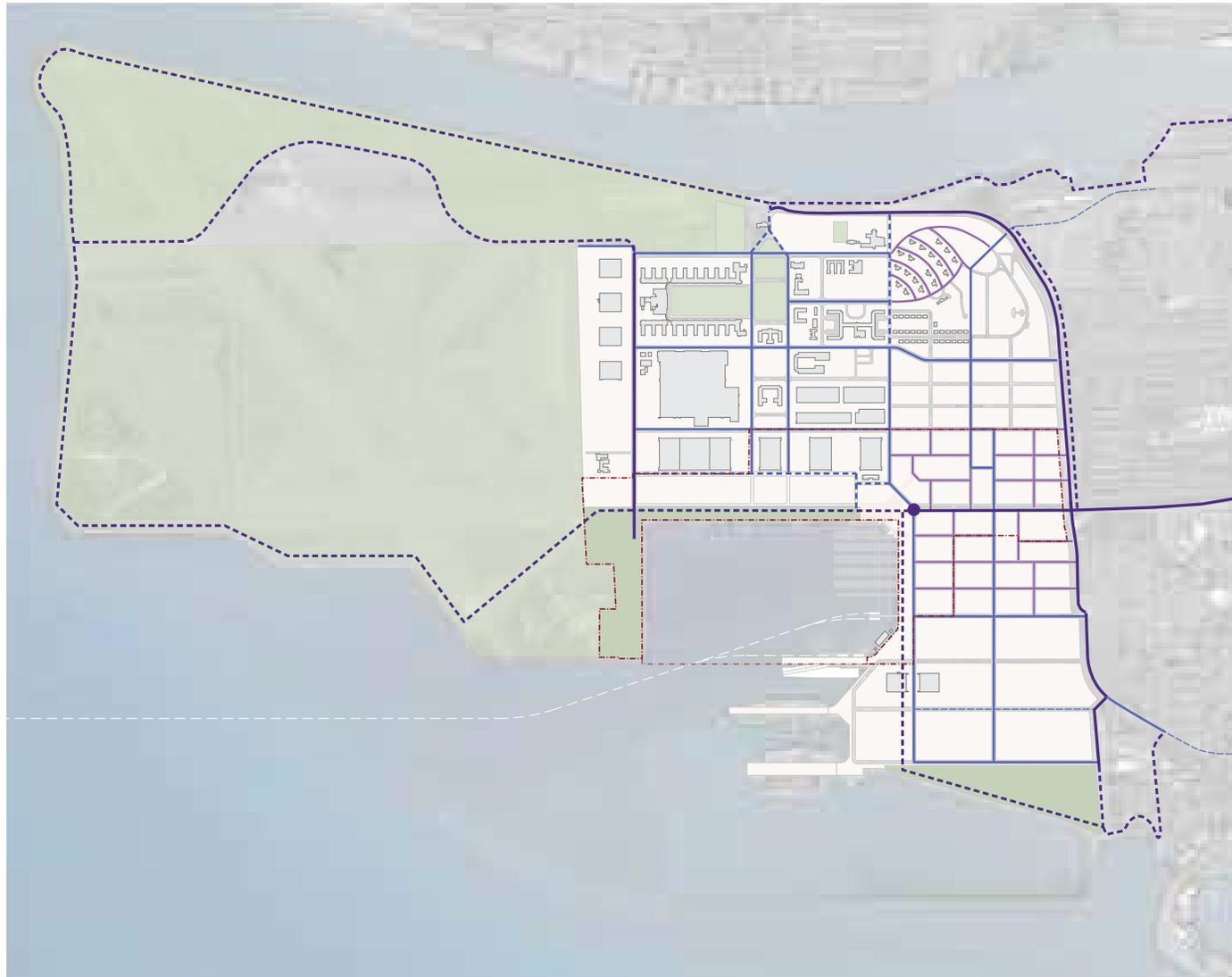
An additional consideration for the placement of functions within the Seaplane Lagoon is the proximity of marina and ferry facilities. Access for both marina and ferry functions is best accommodated along Ferry Point Road, on the eastern edge of the Seaplane Lagoon. However, due to the wake created by ferries, and the

potential conflicts with commercial marina operations this may create, any marina developed in the Seaplane Lagoon within proximity of a future terminal may require wake protection, such as a breakwater. As such, an integrated approach toward the design and implementation of future ferry and marina uses within the Seaplane Lagoon is required.

Towards this end, the Precise Plan identifies three alternative locations for the Ferry Terminal, in order to allow WETA flexibility to determine the best location to meet its operations and service needs. Consequently, the location, size and development specification of a marina within the Seaplane Lagoon is pending final decision on the future location of the ferry

terminal in consultation with WETA, and with requisite review, by WETA, of wake protection requirements and measures.

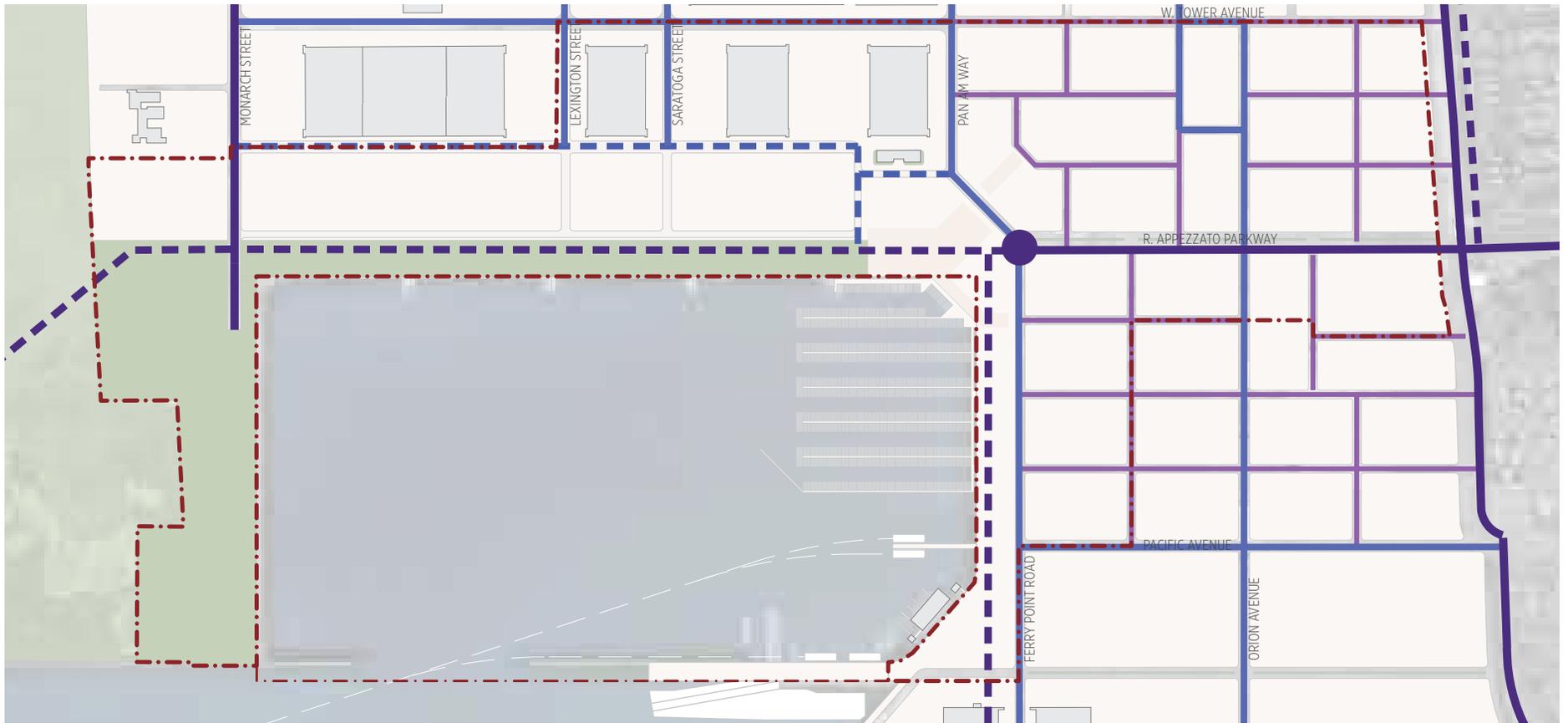
PROPOSED ALAMEDA POINT BIKE FACILITIES



**BIKE FACILITIES FOR ALAMEDA POINT**  
 The Precise Plan, in concert with the recent Alameda Point planning approvals, includes a complete network of bicycle facilities at Alameda Point, with the goal of developing the project as a world-class cycling district, reflecting best practices in design for biking.

- Type 1A: Separated Bike Trail
- Type 1B: Shared Pedestrian/Bike Trail
- Type 2A: Bike Lanes with Physical Barrier (cycle track)
- Type 2B: Bike Lanes with Buffer
- Type 2C: Bike Lanes with Stripe Only
- Type 3B: Shared Roadway (Sharrows)
- Bike Parking/Rental Kiosk

PROPOSED BIKE ROUTES AND FACILITIES



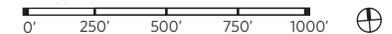
**PROPOSED TOWN CENTER BIKE FACILITIES**

Within the Town Center Area, all public streets are proposed to include some facility for cycling. Separated, shared, or protected bikeways are proposed along Main Street to connect the north and south shores of

the island, along Appezato Parkway as an extension of the cross-Alameda Trail, and along Pan Am Way and the North Seaplane Lagoon to provide access to the waterfront. Buffered or striped bike lanes are provided on all other streets. Together,

this comprehensive cycling network will make Alameda Point one of the most bike-friendly communities in the Bay Area.

- Type 1A: Separated Bike Trail
- Type 1B: Shared Pedestrian/Bike Trail
- Type 2A: Bike Lanes with Physical Barrier (cycle track)
- Type 2B: Bike Lanes with Buffer
- Type 2C: Bike Lanes with Stripe Only
- Type 3B: Shared Roadway (Sharrows)
- Bike Parking/Rental Kiosk





1



4



5



2



3



6

**BIKE FACILITY TYPES**

The Precise Plan incorporates a full range of bike facilities in a coordinated network allowing cycling access to all areas of the Town Center and Waterfront.

- 1 TYPE 1A: SEPARATED BIKE TRAIL
- 2 TYPE 1B: SHARED PEDESTRIAN / BIKE TRAIL
- 3 TYPE 2A: BIKE LANES WITH PHYSICAL BARRIER
- 4 TYPE 2B: BIKE LANES WITH PAINTED BUFFER
- 5 TYPE 2C: BIKE LANES WITH STRIPE ONLY
- 6 TYPE 3B: SHARED ROADWAY (SHARROWS)

SOURCE: SAN FRANCISCO BICYCLE COALITION

### STREET TYPOLOGIES

To facilitate a walkable environment, the Precise Plan area features an intuitive network of pedestrian-friendly streets, designed to calm traffic and prioritize other modes of travel over passenger vehicle use. Street characteristics, modes served, and the right-of-ways facilities provided by each typology are described in the table above, and by the cross-sections and partial plans on the following pages.



STREET		DESIGNATION	MODES			RIGHT OF WAY FACILITIES											TOTAL WIDTH	
			TRANSIT	BIKES	TRUCKS	DEDICATED TRANSIT		TRAVEL LANES		TURN LANE / MEDIAN		BIKE FACILITIES***		ON-STREET PARKING		SIDEWALK + LANDSCAPE		
						#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#	WIDTH	#		WIDTH
<b>A</b>	<b>MAIN STREET</b>	Regional Arterial	P	1A, 1B	T			2	11.5'	1	10'	1	12'	1	9'	1	25'	<b>81'</b> **
<b>B1</b>	<b>APPEZZATO PARKWAY (E. OF ORION AVENUE)</b>	Regional Arterial	D	1A		2	12'	2	11'	1	10'	1	12'	2	7'	2	11.5'	<b>105'</b>
<b>B2</b>	<b>APPEZZATO PARKWAY (W. OF ORION AVENUE)</b>	Regional Arterial	P	1A				2	11'	1	12'	1	10'	2	7'	2	11'	<b>83'</b>
<b>C</b>	<b>FERRY POINT ROAD</b>	Local Street	P	1A				2	13'			1	15'	2	7'	2	15'	<b>85'</b>
<b>D</b>	<b>PAN AM WAY</b>	Island Collector	P	2A	T			2	13'			1	13'	2	7'	2	10'	<b>73'</b>
<b>E</b>	<b>PACIFIC AVENUE</b>	Island Arterial	P	2A	T			2	11'	1	11'	2	8'	2	7'	2	11'	<b>85'</b>
<b>F</b>	<b>WEST TOWER AVENUE</b>	Local Street	S	2A/2C				2	10'			2	5'	2	7'	2	8'	<b>60'</b>
<b>G</b>	<b>TAXIWAY / HISTORIC DISTRICT LOCAL STREET</b>	Local Street		2B				2	10'			2	8'	2	7'	2	15'	<b>80'</b>
<b>H</b>	<b>ORION STREET</b>	Local Street/ Island Collector	S	2A				2	13'			2	8'	2	7'	2	10'	<b>76'</b>
<b>I</b>	<b>TYPICAL LOCAL STREET</b>	Local Street		2C				2	10'			2	5'	2	7'	2	8'	<b>60'</b>
<b>J</b>	<b>ALLEY</b>	Alley		3B				2	10'					1	7'	2	6'	<b>40'</b>

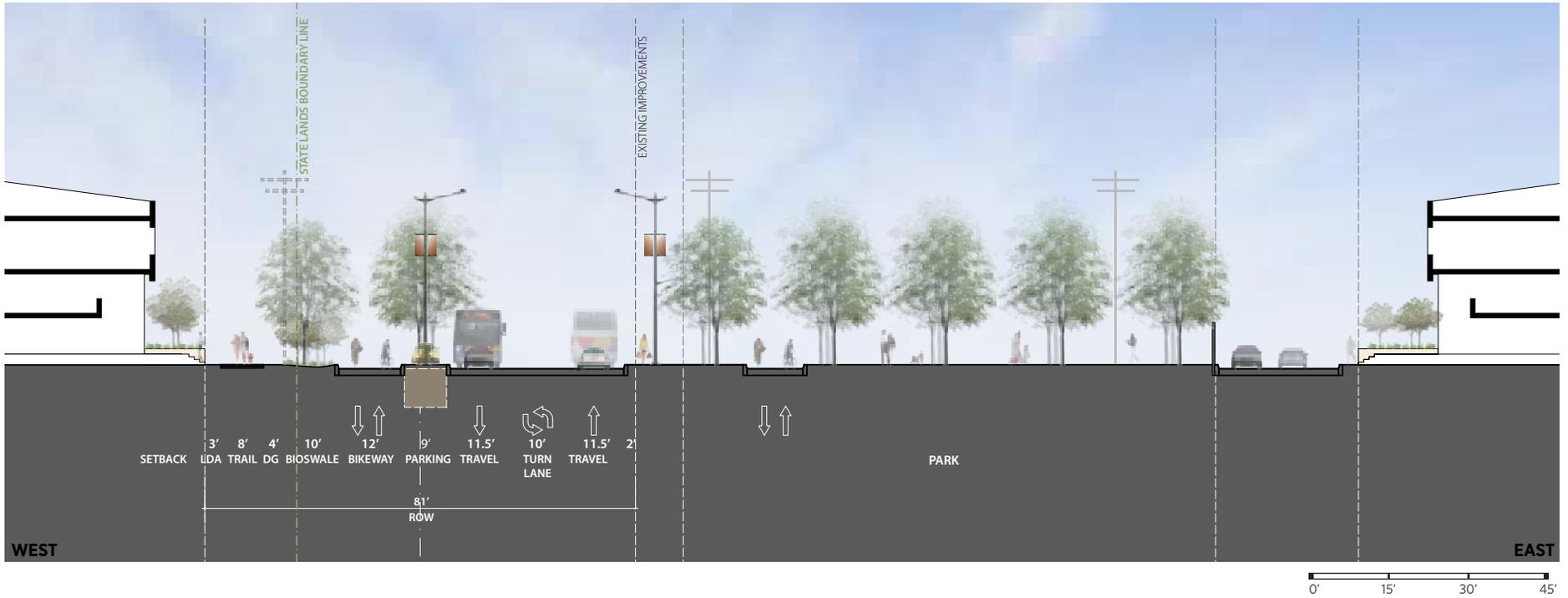
\* 13' TRAVEL LANES STRIPED AS 10' LANES WITH BUFFERS  
 \*\* DOES NOT INCLUDE EXISTING GREENBELT ON EAST SIDE OF STREET  
 \*\*\* BIKE FACILITY WIDTH INCLUDES BUFFER, WHERE APPLICABLE  
 \*\*\*\* PARKING/ MAINTENANCE PARKING/ LANDSCAPING

LEGEND

**TRANSIT** D=DEDICATED  
 P=PRIMARY  
 S=SECONDARY

**BIKES** TYPE 1A: SEPARATED BIKE TRAIL  
 TYPE 1B: SHARED PEDESTRIAN / BIKE TRAIL  
 TYPE 2A: BIKE LANES WITH PHYSICAL BARRIER  
 TYPE 2B: BIKE LANES WITH PAINTED BUFFER  
 TYPE 2C: BIKE LANES WITH STRIPE ONLY  
 TYPE 3B: SHARED ROADWAY (SHARROWS)

MAIN STREET CROSS-SECTION



MAIN STREET FACILITIES

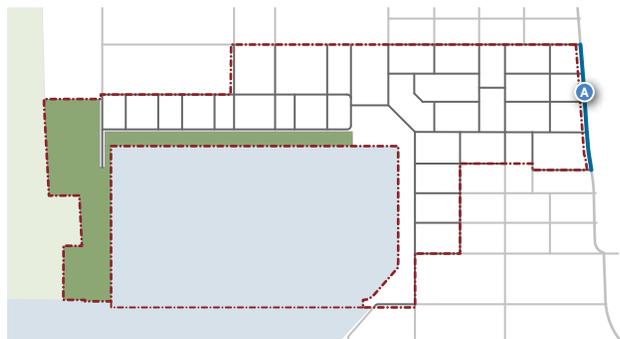
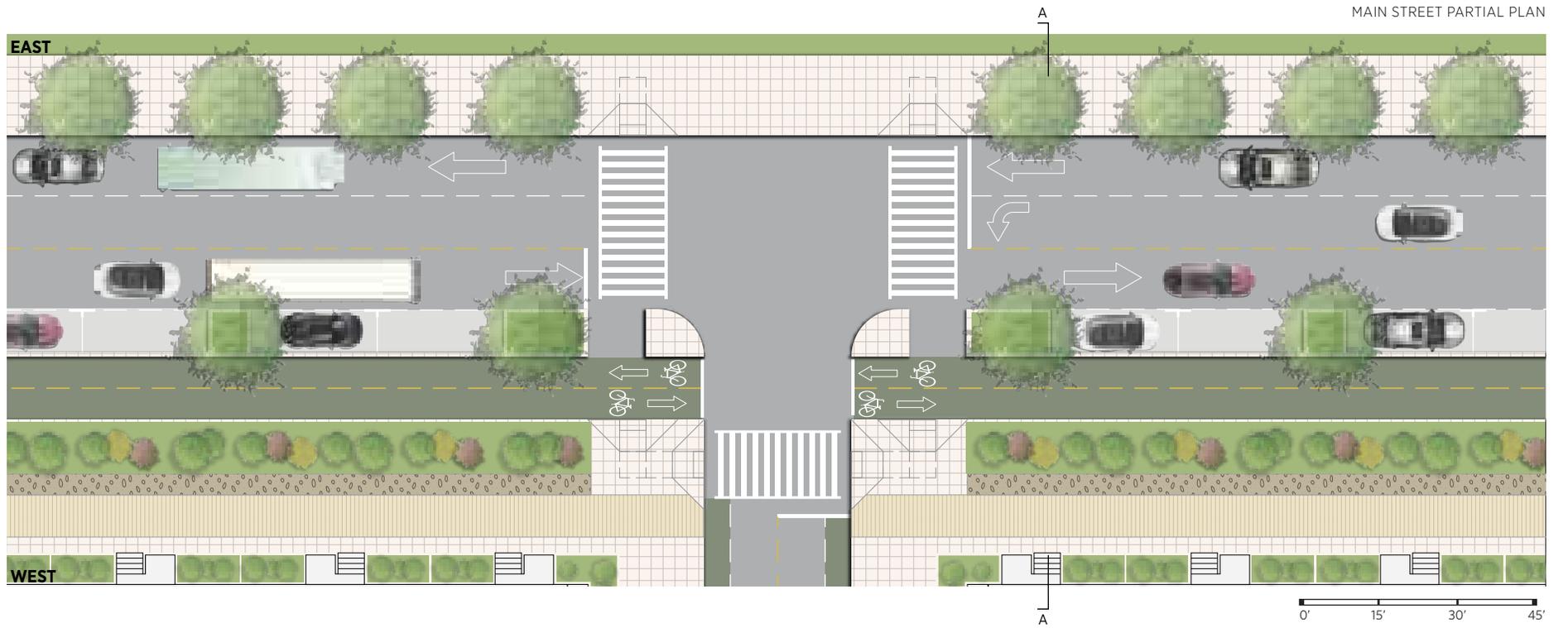
A. Main Street - 81'	
Designation	Regional Arterial
Transit Priority	Primary
Bike Facilities	1A, 1B within existing greenbelt on E. side
Truck Route	Yes
Setback	

Notes: Width does not include existing greenbelt on east side of road.

**A. MAIN STREET**

Main Street is a Regional Arterial, designed to fulfill multiple functions, but at reasonable speeds that are compatible with the residential and open space uses on either side. Main Street features one travel lane in each direction for passenger vehicles, transit, and trucks, as well as a turn lane to allow ready access into Alameda Point. Bike and Pedestrian facilities are provided on both sides

of the street as well. To better facilitate adjacent residential uses to front onto Main Street, a setback of 6'-12' is required. In addition, it is recommended that the existing 115kV poles on the west side of the street be relocated to the east side of the street. The relocation of these poles is subject to available funding. The street section has also been designed to accommodate the existing 115 kV pole location.



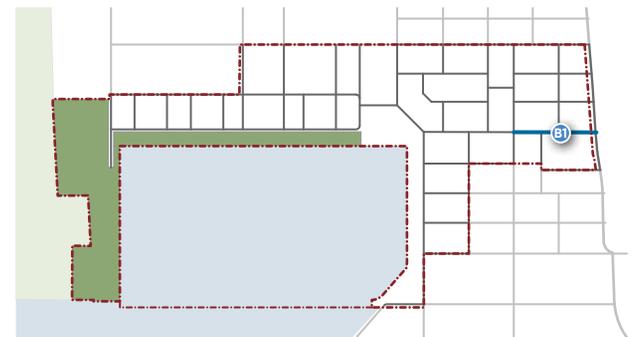
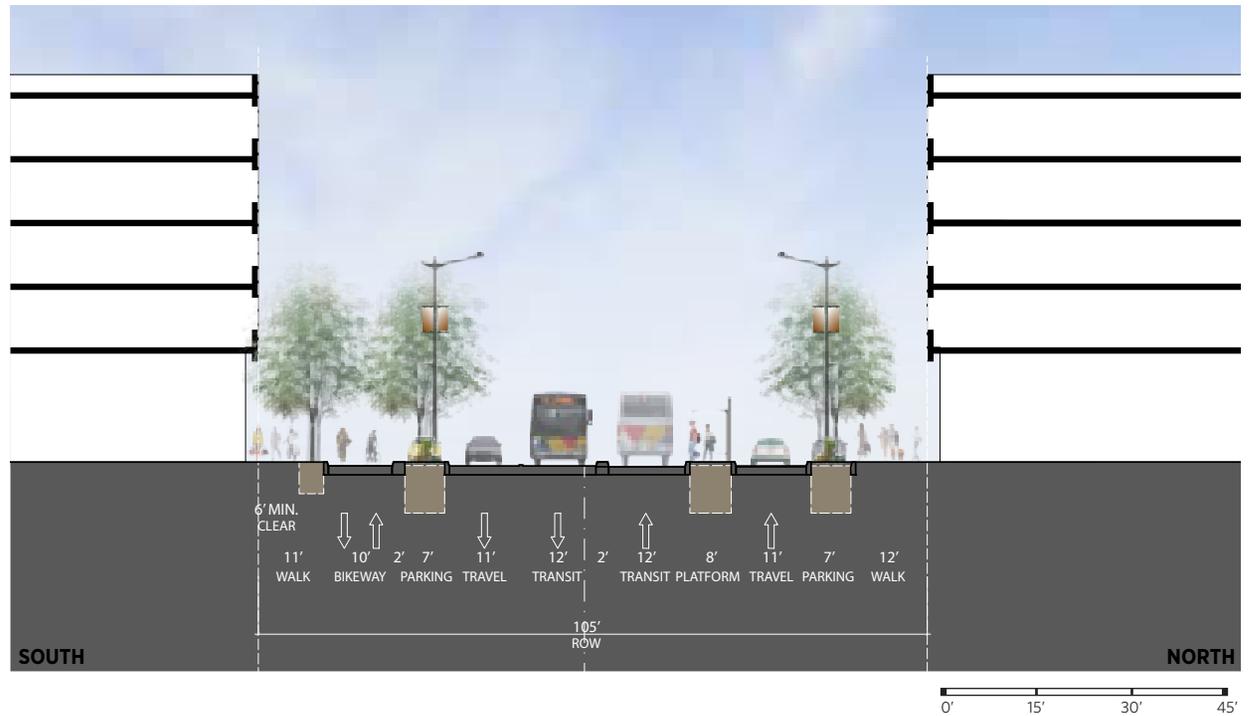
B1. Ralph Appezzato Memorial Parkway Extension - 105'	
Designation	Regional Arterial
Transit Priority	Dedicated
Bike Facilities	1A
Truck Route	No
Setback	

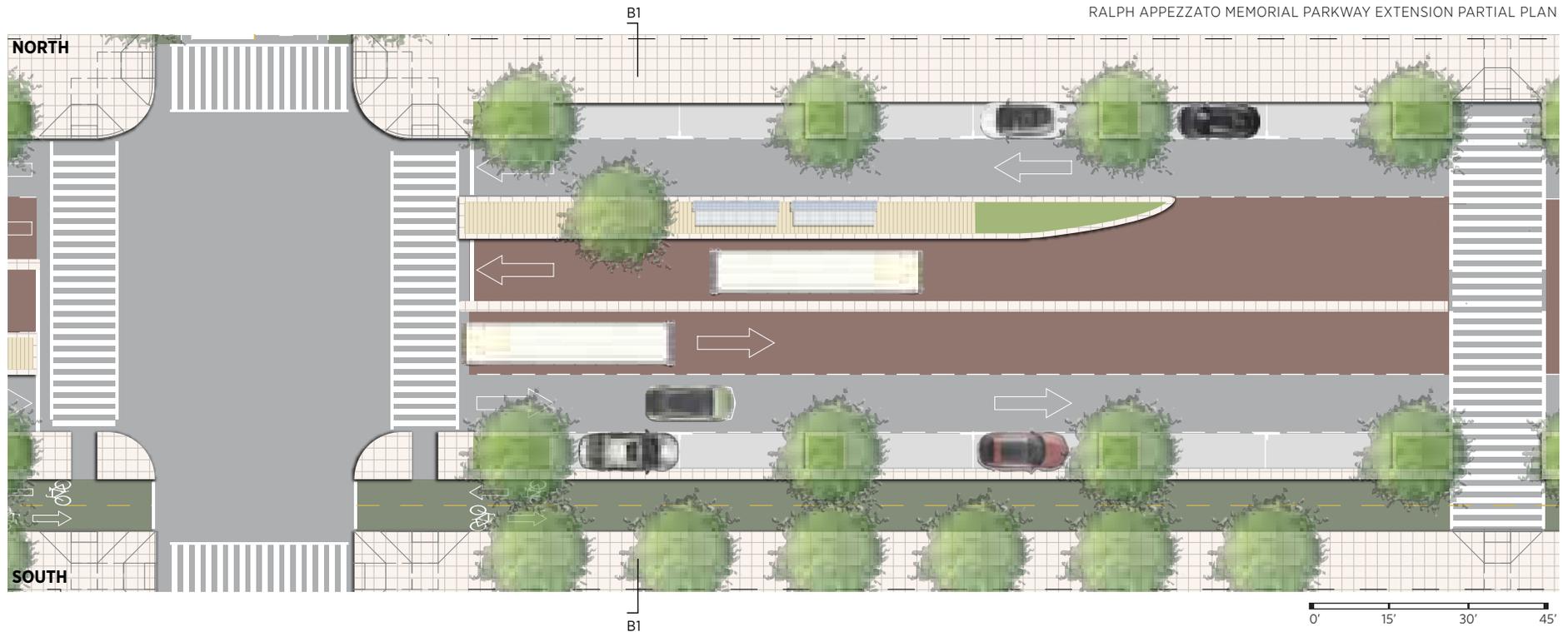
Notes:

**B1. RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION**

The East Gate of NAS Alameda was formerly located at the intersection of Main Street and Atlantic Avenue. In 2006, the portion of Atlantic Avenue east of Main Street was renamed in honor of former mayor, Ralph Appezzato; although west of Main Street, the name remained Atlantic Avenue. The Precise Plan provides for the realignment of Atlantic Avenue between Main Street and Ferry Point road, to a position northward of its current alignment. The Plan also recommends renaming this section of the street to correspond with its handle east of Main Street. This critical extension of Ralph Appezzato Memorial Parkway serves as the primary entry into the Town Center; with multi-modal facilities dedicated for transit, passenger vehicle, bike and pedestrian users. Nevertheless, overall width of the street is minimized to maintain an urban sense of spatial definition. Pedestrian and bicycle zones are buffered from traffic by on-street parking interspersed with tree-wells and stormwater-managing rain gardens. Trucks are prohibited along this section of the street. This street section maybe revised pending the evolution of the proposed as transit service.

RALPH APPEZZATO MEMORIAL PARKWAY EXTENSION CROSS-SECTION





**BRT CONFIGURATION**

The character of Ralph Appuzzato Memorial Parkway east of Main Street and the entry to Alameda Point is that of a broad 150’ to 170’ regional arterial designed to move large volumes of vehicular traffic, a configuration that is incompatible with the notion of the town center being transit, bicycle and pedestrian oriented. In order to create a transition from a suburban thoroughfare to an urban main street the proposal for RAMP includes dedicated transit lanes and a cycle track, on street curb side parking

and loading, broad sidewalks suitable for outdoor dining, merchandise display and pedestrian movement, and single vehicle access lanes in each direction. Transit loading is accomplished on passenger islands separated from the automobile travel and parking lanes, reducing potential congestion delays for buses.

The indeterminate nature of the future transit service to be provided, the potential variations in street width created by the passenger loading islands, the desire to control the width and thus scale of the street, and the great importance

of the ultimately chosen tree species and planting pattern will all be factors influencing the configuration that is ultimately selected through the detailed redevelopment process.