

# Transportation Commission

November 28, 2012

Item 5A

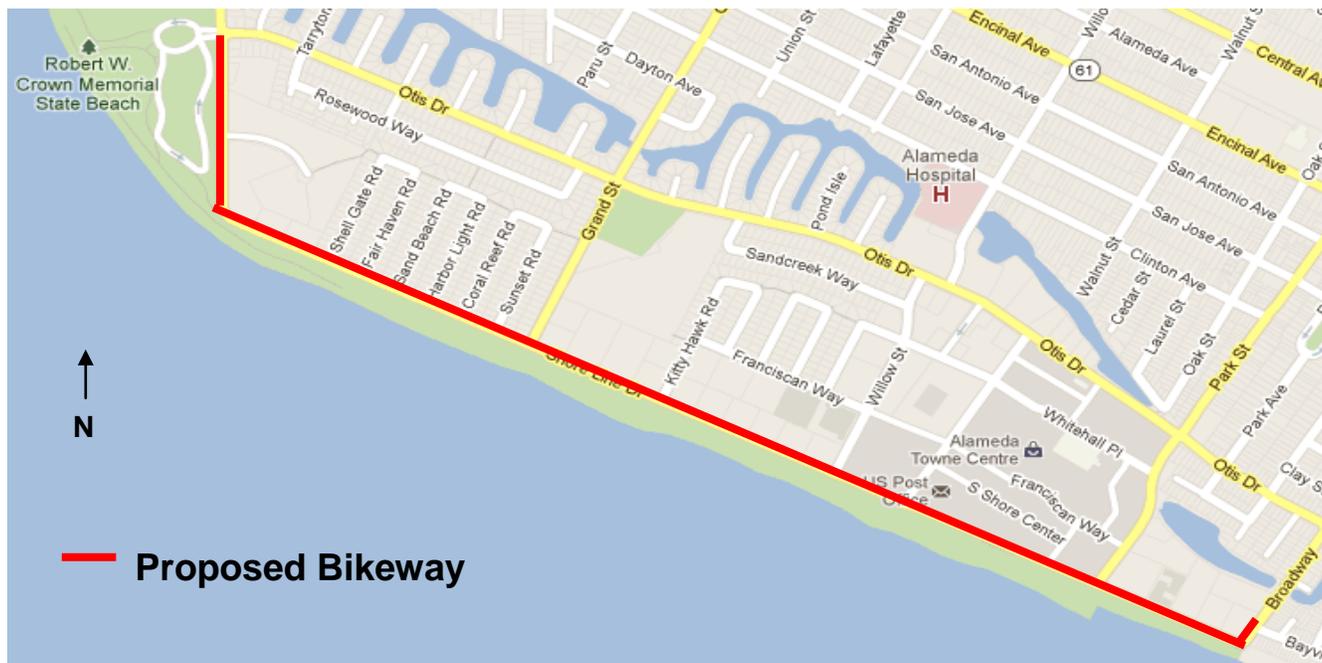
Action

## Shore Line Drive/Westline Drive Proposed Bikeway Project

### Background

A proposed bikeway along Shore Line Drive, Westline Drive and a small section of Broadway - as shown in Figure 1 - is a high priority project in the [City of Alameda Bicycle Master Plan](#) (1999 and 2010 update) and is a medium priority project in the City's [Pedestrian Plan](#) (2009). The City's [Local Action Plan for Climate Protection](#) states the need to develop and fund alternative transportation strategies in the City's budget as a key initiative. Shore Line Drive also has countywide significance since it is part of the San Francisco Bay Trail so it is listed in the [Countywide Bicycle and Pedestrian Plans](#) (2006 and 2012).

Figure 1: Shore Line Drive / Westline Drive Proposed Bikeway Project



The [Transportation Element of the City's General Plan](#) shows these streets as bicycle priority streets that provide cross island access to bicyclists and as secondary transit streets. The Transportation Element, specifically Policy 4.1.1.a, requires the City to classify streets according to preferred mode(s) of travel - such as bicycle priority streets - so as to create or preserve connected multimodal networks within the constrained right-of-way of streets. The proposed

bikeway project also directly supports several Transportation Element policies and objectives including:

- **Policy 4.1.1.b:** Enhance pedestrian safety and mobility, particularly in high pedestrian use areas, applying methods consistent with the hierarchy classification of streets identified in 4.1.1.a.
- **Policy 4.1.1.d:** Provide a network of facilities to allow for the safe conveyance of bicycle traffic on all streets and in all sections of the city.
- **Objective 4.1.3:** Preserve mobility for emergency response vehicles and maintain emergency access to people and property.
- **Objective 4.1.4:** Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.
- **Objective 4.1.5:** Consider the transportation needs of the community, including those with limited mobility options.
- **Objective 4.2.2:** Plan, develop and implement a transportation system that enhances the livability of our residential neighborhoods.
- **Objective 4.2.3:** Plan, develop and implement a transportation system that protects and enhances air and water quality, protects and enhances views and access to the water, and minimizes noise impacts on residential areas.
- **Objective 4.3.2:** Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining pedestrian networks and environments.
- **Objective 4.3.3:** Promote and encourage bicycling as a mode of transportation.
- **Objective 4.3.5:** Assess the impacts on all transportation modes (including auto, transit, bike and pedestrian) when considering mobility and transportation improvements.
- **Objective 4.3.6:** Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of all transportation modes.
- **Objective 4.4.3:** When considering improvements to transportation facilities, the following issues should be addressed: traffic demand, preservation of neighborhood character, impacts to traffic operations including all modes of transportation, protection of historic and natural resources, utility and storm water needs, the conservation of energy, and maintenance costs.

Furthermore, the project supports the [General Plan City Design Element](#) policies that focus on maximizing access to the shoreline.

Consistent with these plans, Public Works staff submitted a grant application for the bikeway project to Caltrans for the [Highway Safety Improvement Program \(HSIP\)](#) on December 8, 2010. On March 8, 2011, the City received notification from Caltrans on the success of the grant application. On May 17, 2011, the City Council approved the local match for the federal HSIP grant as the Transportation Development Act (TDA) Article 3 Bike/Pedestrian fund, which is allocated by the Metropolitan Transportation Commission. On January 14, 2012, Caltrans authorized the City to proceed with the community outreach process and the preliminary design.

## ***Discussion***

### **Project Description**

During the outreach for the proposed project, the community meeting participants reached consensus on the following project goals and priorities:

- Provide more bicycling options
- Minimize traffic impacts
- Maintain bay views
- Reduce multi-use path conflicts
- Provide parking for apartments/condos
- Improve visibility
- Reduce motor vehicle speeds
- Make safer

When developing the proposed project, staff used these project goals and priorities as a guide, and tailored the project depending on the street section and adjacent land uses. The proposed project will reduce the number of motor vehicle travel lanes from four to two or three lanes depending on the street section; install a cycle track (Figure 2), parking spaces, loading zones, bicycle parking, crosswalks, beach parking signage, benches and bus shelters; and construct minor drainage improvements, ADA upgrades and a shuttle bus landing area. The cycle track is recommended to be a two-way bikeway on the southernmost motor vehicle travel lane. Being that the public right-of-way is constrained, staff recommends removing one of the westbound motor vehicle travel lanes to accommodate the cycle track. Fire Department staff has stated that emergency response vehicles will have sufficient width to operate effectively. Exhibit 1 shows the proposed bikeway plan for Westline Drive, Shore Line Drive and the section of Broadway between Shore Line Drive and Bayview Drive.



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**Figure 2: Fernside Blvd. Cycle Track**

## **Project Benefits**

The reduction of motor vehicle travel lane(s) - also known as a "road diet" - provides the opportunity to reallocate space for other uses such as a bikeway and additional parking. According to the Federal Highway Administration (FHWA), streets with motor vehicle travel lane reductions have multiple benefits for motorists, bicyclists and pedestrians, including:

- Decreases the number of vehicle travel lanes that pedestrians and bicyclists need to cross;
- Allows for better visibility of pedestrians and bicyclists waiting or attempting to cross the street;
- Improves circulation and safety for bicyclists when a bikeway is added, which also creates a buffer space between pedestrians and vehicles;
- Provides the opportunity for additional on-street parking, which acts as a buffer between pedestrians and vehicles and also between bicyclists and vehicles for cycle tracks;
- Reduces rear-end and side-swipe collisions;
- Improves speed limit compliance and decreases crash severity when crashes occur; and
- Improves livability and quality of life.

The FHWA also states that streets with an average daily traffic (ADT) of 15,000 or less are ideal candidates for "road diets" or travel lane reductions, and have very good results in the areas of safety, operations and livability.<sup>1</sup> The Shore Line Drive/Westline Drive corridor also would make an ideal candidate for travel lane reductions, and so is expected to have similar results as described above. For example, Shore Line Drive between Westline Drive and Grand Street has an ADT of 7,311 on a typical day, and was measured to have 9,983 ADT on a warm weather weekend day during the Sand Castle weekend in June 2012, which is considered a high demand, peak condition scenario. Both these ADT are below the FHWA recommended 15,000 or less for "road diets." An additional benefit that is unique to this corridor is the ability of the cycle track to alleviate congestion on the multi-use path. Fewer conflicts on the path are expected once the cycle track is constructed.

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<sup>1</sup> Federal Highway Administration, *Guidance Memorandum on Promoting the Implementation of Proven Safety Countermeasures*, January 2012.

## Project Elements

The proposed project includes the following elements, which are listed in alphabetical order except for the initial cycle track description:

- **Cycle Track:** The proposed cycle track will provide a physically separated two-way bikeway for 1.8 miles on the east side of Broadway, on the south side of Shore Line Drive and on the west side of Westline Drive.
  - **Eastern terminus:** The cycle track will end on Broadway at Bayview Drive at an all-way stop allowing bicyclists to easily maneuver in/out of the proposed facility to the bikeway further north on Broadway or further east on Bayview Drive. The proposed cycle track will direct bicyclists to use Bayview Drive as opposed to the Bayview beach path, which is designated for pedestrians only. A stop sign for northbound motorists will be added in a new median between the motor vehicle travel lanes and the cycle track.

- **Western terminus:** The cycle track will end at the Westline Drive/Eighth Street/Otis Drive/Robert Crown Memorial State Beach entrance intersection where a traffic signal exists. Bicyclists will be able to continue into the state park going west or may travel north to Washington Park using the state park path and City sidewalk. Bicyclists



**Figure 3: Bicycle Box**

traveling either east on Otis Drive or north on Eighth Street will be directed to wait at the traffic signal at a designated "bicycle box" (Figure 3). The bicycle box will facilitate the left turning movements for bicyclists. Bicyclists seeking to make a left turn will be able to position themselves in the bicycle box in front of stopped motor vehicle traffic during the red phase of the signal.

- **Cycle Track Buffers:** A buffer between the cycle track and the motor vehicle travel lane or parking lane will be three feet wide. When parking is allowed, the buffer will act as a passenger loading space and as a safety zone to avoid conflicts between bicyclists and the opening of motor vehicle passenger doors (“dooring”). The type of buffer will depend on the street section as shown below and in Figure 4:

- **White Pavement Markings:** The buffer will be white pavement markings when adjacent to 24/7 parking on:

- Shore Line Drive between Grand Street and South Shore Center Drive/U.S. Post Office; and
- Westline Drive south of Shorepoint Court.

- **White Pavement Markings and Car Stops:** Four inch high car stops in addition to white pavement markings will be located on:

- Westline Drive north of Shorepoint Court;
- Shore Line Drive between Westline Drive and Grand Street; and
- Shore Line Drive between South Shore Center Drive/U.S. Post Office and Broadway.

- **Raised Curbs/Medians:** Raised curbs or wider medians will be used to provide an enhanced physical barrier at the following key locations:

- Westline Drive/Otis Drive cycle track terminus;
- Shore Line Drive/Westline Drive curve;
- Shore Line Drive / Broadway curve; and
- Broadway / Bayview Drive terminus.



**Figure 4: Cycle Track Buffer Examples**

- **ADA Upgrades:** Along the entire length of the project, the City will provide Americans with Disabilities Act (ADA) improvements. The ADA issues that will be addressed include providing curb ramps and truncated domes at all existing and new crosswalks.
- **Beach Parking Signs:** Staff will install beach parking signs at key points along the corridor and outside the study area for motorists traveling to the beach. The purpose of the signs is to direct motorists to available off-street state beach parking so as to reduce congestion and U turns, especially on busy, warm weather weekends. Consequently, the U-turn signs will be removed.



**Figure 5: Bicycle Corral in Seattle**

- **Bicycle Corrals:** Staff recommends installing bicycle corrals at two locations (Figure 5). Bicycle corrals allow for up to five inverted U racks in place of one on-street auto parking space, and are recommended at:
  - 1) Westline Drive at Shore Line Drive either in a parking space on the west side of the street or between the cycle track and the beach path; and
  - 2) Shore Line Drive at Grand Street - southeast of the intersection in a parking space on the far side of an adjacent bus landing island (see below).
- **Bicycle Racks:** The City plans to install “inverted U” style bike racks in highly visible locations that are near the main entrance to a building or facility. Racks on the curbside of the sidewalk will be placed to minimize conflicts between parked bicycles and passengers entering or exiting parked vehicles. The City plans to install up to 10 inverted U bike racks, and will work with adjacent property owners and residents as well as with the East Bay Regional Park District to ensure that the installations are appropriate.

- **Bus Landing Islands:** Two bus landing islands will provide AC Transit passengers with a space to board and alight eastbound buses between the cycle track and the eastbound motor vehicle travel lane (Figure 6). These two bus landing islands will be constructed at:
  - Shore Line Drive - east of Grand Street
  - Shore Line Drive - east of Kitty Hawk Road



**Figure 6: Bus Landing Area in Seattle**

- **Bus Shelters and Benches:** Staff recommends installing a total of two bus shelters at the two highest ridership bus stops:
  - Shore Line Drive/Kitty Hawk Road (north side of street)
  - Grand Street/Shore Line Drive (east side of street)

A bus bench is recommended at the other bus and shuttle stops along the corridor. The bus shelter type will be consistent with other bus shelters most recently installed on Webster Street and Park Street except with a length of 9 feet instead of 11 feet to correspond with the smaller-scale residential area (Figure 7).

- **Bus Stop Changes:** Staff proposes to move the westbound bus stop on Shore Line Drive at Kitty Hawk Road from the near side of the intersection to the far side to enhance safety for pedestrians. Staff also recommends eliminating the eastbound midblock bus stop between Kitty Hawk Road and Willow Street to discourage midblock pedestrian crossings. This bus stop is not highly used with about ten boardings and alightings per day. AC Transit prefers to consolidate bus stops to improve travel times and to address safety concerns associated with the midblock pedestrian crossing.



**Figure 7: Bus Shelter on Webster Street**

- **Colored Pavement:** Staff is recommending colored pavement to highlight the presence of the cycle track at potential conflict locations such as intersections and bus landing islands (Figure 8).



**Figure 8: Colored Pavement Example – Vancouver, BC**

- **Crosswalk(s):** Staff is proposing the installation of seven additional marked crosswalks along the project corridor, which also will involve the installation of curb ramps and truncated domes, where needed. Other locations for crosswalk installations such as a potential midblock crossing on Shore Line Drive near Westline Drive could be considered in the future. The proposed marked crosswalk locations will better accommodate pedestrian flows, and are recommended at:
  - Broadway at Bayview Drive – south side of the intersection.
  - Shore Line Drive at Park Street – west side of the intersection.
  - Shore Line Drive at Fair Haven Road – east side of the intersection.
  - Shore Line Drive at Coral Reef Road – east side of the intersection.
  - Shore Line Drive at Sand Beach Road – east side of the intersection.
  - Shore Line Drive at Sunset Road – west side of the intersection.
  - Westline Drive at Shorepoint Court – east side of the intersection.
- **Drainage Improvements:** The project involves minor adjustments to drainage at the intersection of Shore Line Drive at Park Street near the car wash to address ponding concerns. The proposed improvements to address the concern of flooding will include spot treatment of the street surface to mitigate any undulations at selected locations that are causing rainwater to pond on the street.
- **Loading Zones:** Staff will provide up to 17 loading zones - white curb markings - in front of all the multi-unit complexes to accommodate deliveries and moving vans between the hours of 9 a.m. and 5 p.m. Staff will install signs explaining the loading zones and stating the hours of operation. Regular on-street parking will not be allowed during loading zone times; however, regular on-street parking will be available during peak parking demand times. Each loading zone will be up to 60 feet in length and will remove up to three regular on-street parking spaces at each multi-unit complex during its hours of operation.

- **Parking:** Staff proposes the following changes to on-street parking:
  - **Additional 24/7 Parking:** On-street parking is recommended at all times on the beach side of Shore Line Drive between Grand Street and South Shore Center Drive/U.S. Post Office and on Westline Drive south of Shorepoint Court to provide more parking options for adjacent multi-unit family dwellers and for visitors to the area.
  - **Disabled parking:** To better accommodate individuals with disabilities, staff recommends providing disabled parking spaces at regular intervals along the corridor. The disabled parking would be located on the side of the street that is opposite of the cycle track such as the north side of Shore Line Drive, the east side of Westline Drive and the west side of Broadway. Designated disabled parking spaces will not be provided adjacent to the cycle track due to potential conflicts between bicyclists and side entry accessible vehicles. Staff also recommends moving the existing disabled parking on the east side of Broadway at Bayview Drive to one space on the west side of Broadway to avoid potential conflicts with the cycle track on the east side of Broadway. Staff will monitor the usage of the disabled parking to ensure that an adequate supply exists. The eight recommended locations of disabled parking are as follows:
    - Westline Drive south of Shorepoint Court
    - Shore Line Drive east of Shell Gate Road
    - Shore Line Drive west of Grand Street
    - Shore Line Drive east of Kitty Hawk Road
    - Shore Line Drive east of Willow Street
    - Shore Line Drive east of South Shore Center Drive/U.S. Post Office
    - Park Street north of Shore Line Drive
    - Broadway at Bayview Drive
- **Shuttle Bus Landing Area:** The Alameda Paratransit Shuttle runs on Thursdays between 9 a.m. and 4 p.m. along Shore Line Drive and Westline Drive, and currently stops along Shore Line Drive and at the Crown Bay Nursing & Rehabilitation Center, which is north of Shorepoint Court. The installation of a shuttle bus landing area on Westline Drive south of Shorepoint Court – east side of the street – will allow for an additional shuttle stop that will better serve the Shorepoint Court community.

## Other Alternatives Considered

At the second community meeting, the participants considered seven different project concept ideas. All nine spokespersons from the nine break-out tables stated that the majority of participants at their tables chose the cycle track as the preferred project concept. The different project concept ideas that were considered besides the preferred cycle track option described above include:

- **Do nothing different – leave as is – status quo.** In general, the community members do see a need for change; however, a vocal minority prefers this option.
- **Bike lanes with parking on beach side:** The advantage of this option is that it provides significantly more parking along this corridor that has high parking demand. The disadvantage is that it impacts the bay view, eliminates the ability to provide left-turn lanes, and bicyclists would need to contend with "dooring" issues from adjacent parked motorists leaving their vehicles on both sides of the street.
- **Bike lanes with continuous left-turn lane:** The advantage of this option is that it provides a place for left-turning motorists to turn without blocking the through eastbound travel movement. The disadvantage is that it eliminates the ability to provide parking on the beach side of the street, and bicyclists would need to contend with "dooring" issues from adjacent parked motorists leaving their vehicles on the north side of the street.
- **Cycle track - raised:** The advantage of a raised cycle track is that it provides a vertical separation from motorists making it more difficult for motorists to encroach onto the cycle track. The disadvantage is that it is more costly compared to the street-level cycle track. Community members did not express a strong preference for a raised cycle track. This option could be pursued as a future long-term project.
- **Floating beach side bike lane:** The location of the eastbound bike lane would change depending on time of day/night if parking is allowed, which would enable the daytime parking restrictions to remain. The disadvantage of a floating beach side bike lane is that it is unconventional so it may cause confusion. Plus, the westbound bike lane and the eastbound bike lane during the night would need to contend with "dooring" issues from adjacent parked motorists leaving their vehicles.
- **Widen existing path:** Some community members would prefer that the proposed project not change the current four motor vehicle travel lanes, and instead focus on widening the existing path or creating a new path over the dunes. The East Bay Regional Park District studied a path widening option in 1989. According to a City Council staff report on December 8, 1989, "The Park District does not feel there is adequate area or conditions to construct a parallel sidewalk to separate the pedestrians from the bicyclists that use the pathway adjacent to Shore Line Drive. To resolve this issue City staff is developing proposals to restripe Shore Line Drive to provide on-street bike lanes." This option could be pursued as a future long term project; however, environmental impacts and the need to re-establish the dunes would need to be considered. A path in the dunes is not advised due to the need for erosion control as mentioned in the following City Council staff report from June 8, 1990: "The creation of a separate pathway on the top of the first dune or between the two dunes has also been studied by East Bay Regional Park District and

determined to be infeasible as it would be detrimental to the design and operation of the dunes and landscaping.”

- **Other idea(s):** Several community members provided creative ideas on how to move forward such as starting a shuttle or changing Shore Line Drive to a one-way street. Neither idea seems feasible for the short term.

## Conclusions

In conclusion, staff recommends a cycle track because it is the option that best meets the project goals and priorities that were established by the community. In addition, the proposed project has moderate implementation costs in that it makes use of existing pavement and drainage, and uses parking lanes for protection from traffic, when possible. Furthermore, improvements will not remove trees or affect existing landscaping or dune habitat. The project goals and priorities are listed again below along with an explanation as to how the proposed project meets them:

- **Provide more bicycling options:** A cycle track is more attractive to a wider range of bicyclists from the commuters to the novice cyclists because the protected space improves bicyclists’ perceived comfort and safety. It also provides an option to the existing multi-use path.
- **Minimize traffic impacts:** No significant traffic delays are expected to occur on the corridor streets. The reduction in travel lanes will not reduce the level of service at any affected intersections to below City adopted standards. Staff preserved two eastbound motor vehicle travel lanes, when possible, to ensure a smooth flow of travel. Staff also included left-turn lanes at locations where residents expressed difficulty accessing areas such as on Westline Drive at Shorepoint Court, the single-family area on Shore Line Drive between Shell Gate Road and Sunset Road and the U.S. Post Office drop-off driveway.
- **Maintain bay views:** Staff is not recommending parking on the south side of the street during the day where the dunes are the lowest and where the bay views are most spectacular such as at the west and east ends of Shore Line Drive. The proposed project will allow for residents and bicyclists to continue to experience the bay views.
- **Reduce multi-use path conflicts:** The cycle track provides a designated space for bicyclists to help alleviate the congestion on the existing multi-use path.
- **Provide parking for apartments/condos:** Staff recommends on-street parking on the south side of the street at all times on Westline Drive south of Shorepoint Court and on Shore Line Drive between Grand Street and South Shore Center Drive/U.S. Post Office. These locations were identified during the outreach process as areas where there is a high demand for on-street parking.
- **Improve visibility:** The proposed project allows for better visibility of pedestrians waiting or attempting to cross the street.
- **Reduce motor vehicle speeds:** The proposed project visually narrows the corridor streets, especially at the curves, which encourages motorists to reduce speeds.
- **Make safer:** A cycle track reduces the bicyclists' risk of being “doored” compared to a bike lane, and eliminates the risk of a doored bicyclist being run over by a motor vehicle.

The cycle track eliminates risk and fear of bicyclist collisions with over-taking motor vehicles. Furthermore, an FHWA “road diet” study based on 12 road diet study segments and 25 comparison segments showed that the road diet segments only had 2,068 collisions during the study period whereas the comparable – status quo – segments had 8,556 collisions.<sup>2</sup>

Long-term possibilities for this corridor could include

- **Cycle Track Extension:** Staff could analyze a potential cycle track extension along Eighth Street with a terminus at Portola Drive where Eighth Street necks down to a narrower right-of-way. This extension would provide a more continuous and connected bikeway network to Washington Park.
- **Raised Cycle Track:** Staff could analyze the potential benefits of providing a raised cycle track along all or selected sections of the cycle track. Raised cycle tracks are vertically separated from motor vehicle travel lanes, and could be at the same level as the adjacent existing shoreline path. Raised cycle tracks keep motorists from easily entering the cycle track.
- **Widened Existing Path:** Staff could work with East Bay Regional Park District to widen the existing path towards the beach. Due to the dunes, the increase in width is expected to be minimal and not beyond one to two feet. A widened and resurfaced shoreline path is a long-term project in the City’s Bicycle Master Plan (2010) and a medium-priority project in the Pedestrian Plan (2009).
- **Landscaping:** Staff could consider improved low-height landscaping within the medians at the curves at the east and west ends of Shore Line Drive and in the buffer area consistent with the Bay Friendly Landscaping Ordinance, and could pursue public-private partnerships to help the City pay for landscaping.

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<sup>2</sup> Summary Report: Evaluation of Lane Reduction "Road Diet" Measures and Their Effects on Crashes and Injuries  
FHWA-HRT-04-082

## **Outreach**

The outreach on this project consists of informational status reports to the Transportation Commission, a request to the City Council for a local match and three community meetings. Staff presented the project to the Transportation Commission on March 23, 2011, December 14, 2011, March 28, 2012, April 25, 2012 and May 23, 2012, June 27, 2012, July 25, 2012 and September 26, 2012. Staff conducted community meetings on May 10, 2012, June 28, 2012 and October 18, 2012. Staff distributed outreach materials on the project via press releases, neighborhood barricades, a letter to properties within 300 feet radius of the project and to the entire single-family neighborhood that abuts Shore Line Drive, the City's web site and email list serves for the project and for the Transportation Commission. The compiled comments from the outreach meetings are shown in Exhibit 2. Throughout the process, staff tracked the interest in the proposed project. With over 200 individuals weighing in on whether to support a proposed bikeway, the final tally as of early November is 59 percent "In Favor," 36 percent "Not In Favor" and 5 percent "Undecided." The three community meetings are summarized as follows:

- **Meeting #1 (May 10):** Staff began a dialogue with the community on the proposed design to determine if the community supported the project as prepared in the Bicycle Plan Update and the Pedestrian Plan. Almost 100 individuals participated in the meeting. Staff received about 50 verbal comments and 32 comment cards at the meeting and over 80 emails/letters before and after the meeting.
- **Meeting #2 (June 28):** Staff continued the dialogue that was initiated in May, built consensus on the project goals/priorities and discussed project concept ideas. Over 100 individuals participated at nine break-out groups. At the end of the meeting, the spokespersons from all nine break-out tables stated that the cycle track was the preferred project concept at their respective tables. Not everyone at the meeting agreed with this concept; however, the majority of participants at each table did. Staff received over 80 comment cards, emails and letters before and after the meeting.
- **Meeting #3 (October 18):** Staff presented a draft plan of the cycle track concept to about 50 meeting participants who were in eight break-out groups, and then built consensus towards this recommended project concept. Out of the 50 participants, only 5 submitted comment cards stating that they were "Not in Favor" of the proposed project.

Public Works staff would like to acknowledge the many contributors to this proposed project, especially community members who participated in the community meetings and wrote/called to express concerns or support, Public Works staff who facilitated meetings and assisted with technical details, Alex Nguyen - Deputy City Manager - for guidance and quality control, Arup for creating the draft plans and cross sections, Eric Schatmeier of the Transportation Commission and Linda Morris of AC Transit who assisted with transit issues, Kevin Takei and Anne Rockwell of East Bay Regional Park District, BikeAlameda representatives and Todd Falduti of Jamestown Properties for South Shore Center. It truly does take a village to raise a cycle track.

### ***Budget Considerations/Fiscal Impact***

The recommended project will cost more than the original project budget of \$462,800. The placeholder project for Caltrans approval was a simple restriping project to provide traditional bike lanes. The current recommendation of a cycle track requires additional funding because it involves more complex restriping, enhanced signage, raised medians at key locations and car stops to provide a buffer between the cycle track and the adjacent motor vehicle travel lane. Two bus landing islands also will need to be constructed for this new cycle track option as well as signal modifications at Otis Drive/Westline Drive to accommodate bike crossings. Based on community feedback, staff also is providing additional project features such as beach parking signs, bicycle corrals, colored pavement at intersections, more crosswalks than anticipated and loading zones.

The revised project cost for the proposed cycle track is \$887,876. Caltrans has awarded the City \$416,400 from the HSIP grant with a local match of \$46,400 making the funded portion of the proposed project as \$462,800. Transportation Development Act (TDA) Article 3 funds are allocated by the Metropolitan Transportation Commission as the local match for this HSIP grant. The City Council approved the TDA local match during the May 17, 2011 meeting. Staff will pursue other potential funding sources such as additional TDA funds, Measure B pass-through monies or Vehicle Registration Fee pass-through monies totaling \$425,106.

### ***Recommendation***

Staff requests that the Transportation Commission review and approve the proposed project.

#### **Exhibits:**

- 1 Proposed Plan
- 2 Community Comments

## **Exhibit 1: Proposed Plan**

## **Exhibit 2: Community Comments**