

Implementation List for Competitive Grants and Regional Funding													
Compiled Project List - November 2012													
				<b>Rankings</b>									
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Maintenance	Total Pts	Comments/Challenges	
Clement Avenue Bicycle Improvements (Cross Alameda Trail)	Installs Class II bike lanes between Grand Street and Broadway.	Provides a short-term alternative to a shoreline path. Current shoreline uses are not expected to change in the foreseeable future. Provides a direct, commuter-oriented route linking central Alameda and the east end.	\$1.4 million for railroad track removal; \$42,000 (excluding cost of railroad track removal)	Bike: High (4) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 11 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2			1	4	24	Part of the Cross Alameda Trail Feasibility Study (July 2005). Requires railroad track removal consistent with Surface Transportation Board. Required as a mitigation in the Northern Waterfront Environmental Impact Report (EIR), Boatworks EIR and Marina Cove Phase I EIR.	
Maintenance of Streets, Sidewalks, Curb Ramps and Trails	Repairs all pavement surfaces.	Maintains pavement surfaces to ensure the infrastructure functions properly.	\$5 million per year	ADA: Listed (2) Bike: High (4) Ped: High (4) TOTAL: 10 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts			2		4	23	Partially funded by Measure B, gas tax, City Development Fees (CDF) and assessment districts.	
Estuary Crossing Shuttle	Continues the funding for a shuttle service that connects west Alameda and Lake Merritt BART.	Targets bicyclists/pedestrians and students faculty and staff from the College of Alameda, Laney College and Argosy University as well as the general public.	\$210,000 annually (2012 dollars); fully funded until 8/14/13; 45% funded until 8/14/15 (2012 dollars)	Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: Medium (2) Transit: Listed (2) TOTAL: 11 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2		2			22	Included in the Estuary Crossing Feasibility Study (Sept 2009). Transportation for Clean Air (TFCA) regional Air District monies and local TSM/TDM monies fund fiscal years 2011/12 and 2012/13. Lifeline monies fund 45% of fiscal years 2013/2014 and 2014/15.	
Blanding Avenue Bicycle Improvements	Constructs Class II bike lanes and Class III bike routes between Oak Street and Tilden Way. Provides bike lanes between Park Street and Tilden Way and a bike route between Oak Street and Park Street.	Provides a direct, commuter-oriented route linking central Alameda and the east end. Recommended only after the removal of the railroad tracks.	Railroad track removal = \$400,000; bike lane/route = \$10,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) Econ Dev: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2				4	21	Requires railroad track removal consistent with Surface Transportation Board.	
Maintain/Enhance Signage	Replaces/maintains existing signs; installs additional signs	Includes guide signs to help bicyclists navigate through the City and to key destinations.	\$125,000 (2009 dollars)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts			2		4	20	Partially funded by Measure B and City Development Fees (CDF).	
Alameda Paratransit Shuttle	Converts to alternative fueled, low-floored vehicle.	Reduces greenhouse gas emissions.	\$200,000 (2012 dollars)	CBT: Medium/High (3) Climate: Listed (2) Econ Dev: Listed (2) Transit: Listed (2) TOTAL: 9 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts			2			18	Alameda CTC will provide a local match for alternative fuel paratransit vehicles.	
Bay Farm Island Wooden Bridge	Reconstructs East Bay Regional Park District's wooden bridge.	Connects the Bay Farm Island Bike/Pedestrian bridge and the terminus of Veterans Court. Short-term: replacement of the bridge decking; Long-term: bridge replacement.	Wooden bridge replacement estimate = \$2.5 million (2010)	Bike: Listed (2) Ped: Low (1) TOTAL: 3 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2			4	18		

Project Name	Project Description	Project Need	Estimated Cost	Rankings								Total Pts	Comments/Challenges
				Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance			
Bicycle- and Pedestrian-related Events and Services	Provides assistance on Bike-to-Work Day, Bike-to-School Day, Team Bike Challenge, Walk & Roll to School Day, etc.	Encourages bicycling and walking. Provides bicycling and walking materials at events.	\$50,000 (2009 dollars - Bike Plan); \$10,000 (2008 dollars - Ped Plan)	Bike: High (4) CBD: Medium/High (3) Econ Dev: Listed (2) Ped: High (4) TOTAL: 13 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						18		
Shoreline Park Pathway Repairs - Bay Farm Island	Repairs and provides possible widening at spot locations of existing Class I path on Bay Farm Island.	Maintains smooth surface; Could involve widening path in spot locations potentially with permeable materials; length = 3 miles.	\$2,300,000 (2009 dollars)	Bike: Medium (2) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2				4	18	Part of the Countywide Bike/Pedestrian Plan. Included in Capital Improvement Program for fiscal year 2012/13 and 2013/14 for a total of \$200,000.	
SMART Corridor projects - Regional and Island Arterials	Enhances traffic circulation while using the existing infrastructure. Provides real-time information at bus stops. Provides signal priority lanes and queue jumpers for transit/shuttles.	Improves traffic circulation, transit efficiency and safety.	\$3,500 per real-time sign (2009 dollars); \$5,000 annually for operations/maintenance (2009 dollars)	CBT: Medium/High (3) Climate: Listed (2) Transit: Listed (2) TOTAL: 7 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2		2			18	The Webster Street SMART Corridor (Phase I) is funded as follows: Transportation Fund for Clean Air's Program Manager fund (\$570,000), Alameda County Transportation Commission's federal earmark for traffic preemption projects along the I-880 corridor (\$340,000), and the Metropolitan Transportation Commission's Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding (\$278,000). The City has contributed \$350,000 from its Measure B allocation.	
Alameda Point Bay Trail	Constructs a Class I path around the perimeter of Alameda Point.	Extends the Bay Trail to Alameda Point.	TBD	AlaPt GPA: Listed (2) Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) TOTAL: 9 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts				1		17		
Cross Alameda Trail Multi-modal Facility (Phase 1)	Constructs a Class I path between Alameda Point and Sherman Street in the former Beltline right-of-way.	Provides east-west bicycle/pedestrian connections across the northern side of the island. Links commercial sites and redevelopment areas.	\$1,414,000 (2009 dollars) - insufficient monies to complete project	AlaPt GPA: Listed (2) Bike: High (4) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 10 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts						17	Part of the Cross Alameda Trail Feasibility Study (July 2005). Funding is sufficient for a portion of project; City to pursue segments based on project readiness. Part of the Countywide Bike/ Pedestrian Plan.	
Park Street Pedestrian Safety Improvements	Provides pedestrian safety improvements between Lincoln Avenue and the Park Street Bridge. Potential improvements include utility work, installation of vintage lighting, street trees, sidewalks and pedestrian amenities and a gateway entry treatment.	Improves pedestrian safety and access.	\$300,000 (2012 dollars)	CBT: Medium/High (3) Ped: High (4) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2		2			17	Partially funded through the Metropolitan Transportation Commission federal funds.	

Project Name	Project Description	Project Need	Estimated Cost	Rankings								Total Pts	Comments/Challenges
				Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance			
Shore Line Drive and Westline Drive Bikeway	Constructs a bikeway between Otis Drive and Broadway along Shore Line Drive and Westline Drive.	Diverts bicyclists off the heavily used bicycle/pedestrian path. Provides a commuter-oriented bicycle facility along Alameda's southern shoreline.	\$463,000 (2012 dollars)	Bike: High (4) CBT: Medium/High (3) Ped: Medium (2) TOTAL: 9 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts			2			17	The federal Highway Safety Improvement Program (HSIP) provides funding to restripe Shore Line Drive and Westline Drive to include bike lanes. Additional monies will be needed to fund a cycle track option.	
West Alameda Point Ferry Terminal	Relocates Main Street Terminal to Alameda Point.	Helps increase the ferry ridership because the proposed ferry terminal location is adjacent to more land uses, origins and destinations.	TBD	AlaPt GPA: Listed (2) Econ Dev: Listed (2) TE: Listed (2) TOTAL: 6 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2				17	Alameda Point EIR requires the analysis of supplemental transit services (TRANS-5c).	
Clement Avenue West Extension	Extends Clement Avenue through the Northern Waterfront between Grand Street and Sherman Street to facilitate the movement of trucks, transit or rail, bicyclists and pedestrians. Installs Class II bike lanes.	Uses Miller-Sweeney Bridge for truck traffic and reduces congestion on Park Street Bridge and Park/Clement intersection.	TBD	Bike: Listed (2) Econ Dev: Listed (2) N. Water: Listed (2) TE: Listed (2) TOTAL: 8 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts	2			1		16	Required as part of the Northern Waterfront EIR.	
Central Avenue Bicycle Improvements	Constructs bikeway between Pacific Avenue and Grand Street. Bike lanes could be between Grand Street and Third Street. West of Third Street, a bike route is recommended due to the available street width. Another potential idea is to extend the path west of Encinal High to Third Street - in front of Encinal High School - and then to provide a cycle track to Fourth Street.	Extends the Central Avenue bikeway to the west end. Closes Bay Trail gap. Provides improved school route access for Encinal High School, Paden Elementary School and the Alameda Community Learning Center. Provides non-motorized access to Alameda Point.	\$95,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) Ped: Medium (2) TOTAL: 9 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						15	The project depends on Alameda Point development. Portions of Central Ave. are on State Route 61, so the proposed bikeways would need Caltrans approval and coordination.	
Estuary Crossing - Minor Modifications to the Tube	Provides a short-term solution to better accommodate existing bicyclist and pedestrian demand. Potential improvements to the existing path include replacing existing plate covers, filling in grooves on the concrete path, and establishing a regular maintenance program.	Targets bicyclists/pedestrians needing to travel between west Alameda and downtown Oakland/Chinatown.	construction: \$2.5 million; maintenance: \$50,000 (Caltrans) (2008 dollars)	Bike: Listed (2) CBT: Medium (2) Ped: Medium (2) TOTAL: 6 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2					15	Included in the Estuary Crossing Feasibility Study (Sept 2009). Caltrans has programmed this proposed project for March 2015 completion.	
Alameda Point New Streets	Builds street infrastructure to support development of Alameda Point. Includes Class II bike lanes along the major streets.	Part of Alameda Point development.	TBD	Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts				1		14	Required as part of the Alameda Point EIR.	
Fernside Blvd. at Edison School	Traffic calming - provides a rectangular rapid flash beacon (RRFB) and Driver Speed Feedback signs on Fernside Blvd. to assist with school crossings to/from Edison School.	Reduces speeding and improves pedestrian/bicyclist circulation.	\$75,000 (2012 dollars)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						14	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan; Project has the support of the Alameda Unified School District (AUSD) and the community.	

Project Name	Project Description	Project Need	Estimated Cost	Rankings								Total Pts	Comments/Challenges
				Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance			
Franklin School - School Access Improvements	Traffic calming - could include crosswalk installation and potential street closure during school hours.	Improves access and circulation to/from Franklin School.	TBD	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						14	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan; Project has the support of the Alameda Unified School District (AUSD) and the community.	
Island Drive / Robert Davey Drive	Traffic calming - could include signal upgrade and potential relocation of crosswalks.	Improves school-related access and circulation on Robert Davey Junior Drive, Packet Landing Road and Island Drive for Earhart Elementary School.	\$100,000 (2012 dollars)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						14	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan; Project has the support of the Alameda Unified School District (AUSD) and the community.	
Main Street Bay Trail Extension (Alameda Landing / Alameda Gateway)	Extends existing trail at the Main Street Ferry Terminal along the estuary to the east towards Alameda Landing and the foot of Mariner Square Drive.	Includes design, environmental review, permitting and construction.	\$100,000 (2007 dollars)	Bike: Listed (2) CBT: Medium/High (3) Ped: Medium (2) TOTAL: 7 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts	2					14		
Mitchell Avenue Extension	Extends the street and includes bike lanes from Alameda Landing to Alameda Point.	Enhances circulation and access.	\$6,500,000 (2012 dollars)	AlaPt GPA: Listed (2) Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						14		
Otis Drive: Mound Street and High Street	Traffic calming - could include improved signage, crosswalk removals and rectangular rapid fire beacon signs.	Improves school-related access and circulation on Otis Drive for Otis Elementary School.	\$50,000 (2012 dollars)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						14	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan; Project has the support of the Alameda Unified School District (AUSD) and the community.	
Public Walkways	Improves public walkways between properties that are under the jurisdiction of the City of Alameda.	Provides deferred maintenance at 25 walkways between homes that are under City jurisdiction. Could include replacement of fencing, graffiti removal and graffiti resistant materials, landscaping/trees, lighting, accessibility, gateway features, signage and surface repairs.	\$375,000 (2008 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts					4	14		
Shore Line Drive Path Repairs and Improvements	Improves Class I path along Shoreline Drive between Broadway and Robert Crown Memorial State Beach by widening and repairing the path.	Repairs and widens the existing path, which is part of the San Francisco Bay Trail, totaling 2.13 miles.	\$1,600,000 (2008 dollars)	Bike: Listed (2) Ped: Medium (2) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts					4	14	Requires coordination with East Bay Regional Park District. Part of the Countywide Bike/Pedestrian Plan.	
Wilver Willie Stargell Extension	Complete street with bikeways to accommodate Alameda Point development between Main Street and Fifth Street.	Enhances circulation and access.	TBD	AlaPt GPA: Listed (2) Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						14		

Project Name	Project Description	Project Need	Estimated Cost	Rankings								Total Pts	Comments/Challenges
				Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance			
Bayview Shoreline Path - Feasibility Study	Funds a feasibility study for improved shoreline path between Broadway/Shoreline Drive and Towata Park. Identifies environmental impacts and regulatory barriers to pedestrian and bike project.	Provides direct shoreline access between Bay Farm Island and shoreline path west of Broadway. Requires evaluation of design elements such as width and materials to be used, and appropriate buffering between the path and the adjacent neighborhood.	\$100,000 (2009 dollars);	Bike: High (4) Ped: Low (1) TOTAL: 5 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2						13	San Francisco Bay Conservation and Development Commission (BCDC) approval unlikely based on environmental impacts. Part of the Countywide Bike/ Pedestrian Plan. Construction costs: \$600,000 (2009 dollars)
Bicycle Parking	Installs additional bicycle racks.	Provides for the purchasing and installing of bicycle parking.	\$75,000 (2009 dollars)	Bike: High (4) TOTAL: 4 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts			2				13	Based on Public Works Department list of requested locations. Partially funded by Measure B.
Education Classes (Bicyclists)	Provides bicycling skills training. Supports City's Safety Town program for school students and other bicycling skills courses.	Provides education regarding bicycling routes and safety.	\$25,000 (2009 dollars)	Bike: Medium (2) CBT: Medium (2) Econ Dev: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts			2				13	In collaboration with Cycles of Change or other non-profit organization and the City's Safety Town program.
Education and Enforcement (Bicycling)	Provides educational materials to bicyclists and drivers	Educates bicyclists and motorists on street safety.	\$100,000 (2009 dollars)	Bike: High (4) Econ Dev: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts			2				13	Includes coordination with the Police Department on enforcement activities and BikeAlameda with its existing education classes.
Encinal Avenue Bicycle Improvements	Installs Class II bike lanes between Versailles Avenue and Broadway.	Extends Encinal Avenue bike lanes two blocks to the west to connect to Broadway bike lanes.	\$13,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							13	Caltrans coordination is required as the segment west of Broadway is State Route 61.
Pacific Avenue / Marshall Way	Improves pedestrian and bicyclist access.	Provides an improved school route to the Academy of Alameda.	TBD	CBT: Medium/High (3) Ped: High (4) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							13	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan.
Walking and Bicycling Maps	Develops a walking map. Updates and produces a bicycling map.	Could include self-guided walking tours. Partners with local groups to update a bicycle map.	\$45,000 (2008 dollars for walking maps); \$45,000 (2009 for bicycling maps)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts							13	

Project Name	Project Description	Project Need	Estimated Cost	Rankings								Total Pts	Comments/Challenges
				Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Maintenance			
Wood School Mid-Block Crossing	Improves pedestrian treatments at the Grand Street mid-block crossing at Wood School.	Includes refuge island, improved signage, trees, replace fencing along adjacent walkway with graffiti resistant material, curb bulb-outs, reduced driveway width at Wood School, realigned park walkway and enhanced crosswalk along with Wood/Lum school encouragement/education.	\$250,000 (2011 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (2) TOTAL = 7 pts			2			13	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan; Project has the support of the Alameda Unified School District (AUSD) and the community. The proposed project as shown in the "Project Need" column is funded by the state-legislated SRTS program.	
Neptune Park Bicycle and Pedestrian Path	Constructs a path (Class I bikeway) through Neptune Park to connect Webster Street/Willie Stargell intersection with Constitution Way/Marina Village Pkwy intersection.	Provides connection for bicyclists and pedestrians who are accessing transit, the College of Alameda, Stargell Avenue, Marina Village or the Posey Tube to Oakland.	\$100,000 (2009 dollars)	Bike: Medium (2) Econ Dev: Listed (2) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts			2			12	On May 17, 2011, the City Council approved \$53,146 of Transportation Development Act Article 3 Bike/Pedestrian monies for the feasibility study/environmental work. Measure B is scheduled to fund the path construction.	
Bicycle Project Planning	Develops and funds bicycle projects. Secures capital, maintenance and operating funds.	Increases use of bicycle transportation.	\$250,000 (2009 dollars)	Bike: High (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (1) Implement (2) TOTAL = 6 pts						11		
Bay Farm Island Path Improvements	1) Provides path enhancements on the Bay Farm side of the bike/pedestrian bridge. 2) Provides path enhancements on the walkway that is located on the southwest side of the motorist bridge.	Enhances Bay Farm bike/pedestrian bridge terminus on the Bay Farm side to encourage additional usage.	path improvements = \$35,000 (2008 dollars); walkway = \$5,000 (2008 dollars)	Ped: Low (1) TOTAL: 1 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2					10		
Encinal Boat Access Path	Creates a trail between Central Avenue west of Encinal High School and the Encinal Boat Ramp/Alameda Park.	Provides shoreline access from Central Avenue at Encinal High School.	\$126,500 (2008 dollars)	CBT: Medium/High (3) Ped: Low (1) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						10	Part of the Countywide Bike/Pedestrian Plan as a San Francisco Bay Trail connector.	
Island Drive / Mecartney Road	Improves pedestrian treatments.	Medians blocking crosswalks; gaps at the bomanite crosswalks; curb ramps that are not aligned with the crosswalks; motorists turning from incorrect lanes; no bus pad; wide and busy intersection.	\$200,000 (2011 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						10	Project has the support of Alameda Unified School District and the community. Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan. Part of the Countywide Bike/Pedestrian Plan. City previously submitted this project for SRTS funding.	

Project Name	Project Description	Project Need	Estimated Cost	Rankings								Comments/Challenges
				Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance	Total Pts	
Sidewalk Installations	Installs new sidewalks.	Installs sidewalks to close gaps.	High priority = \$1,318,000 (2008 dollars); Medium priority = \$600,000 (2008 dollars); Low priority = \$130,000	Ped: High, Medium & Low (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						10	
Education and Enforcement (Walking)	Provides driver and pedestrian education and enforcement.	Educates drivers and pedestrians on the rules-of-the-road and new pedestrian treatments.	\$20,000 (2008 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						9	Includes coordination with the Police Department on enforcement activities
Organized Walks	Promotes organized walks.	Helps encourage exercise, safety and education.	\$5,000 (2008 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						9	
Encinal High School Trail	Constructs path along the shoreline between Alameda Park and Third Street. Includes Third Street as a Class III bike route.	Provides shoreline access behind Encinal High School between Alameda Park/Encinal Boat Ramp and the Third Street terminus.	TBD	Bike: Listed (2) TOTAL: 2 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						8	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan.
<b>*Plan definitions are as follows:</b>												
<i>ADA</i> : Americans with Disabilities Act Transition Plan Update (2008) - <a href="http://www.cityofalamedaca.gov/City-Hall/ADA-CDI-Accessibility">http://www.cityofalamedaca.gov/City-Hall/ADA-CDI-Accessibility</a>												
<i>AlaPt GPA</i> : Alameda Point General Plan Amendment (2003) - <a href="http://www.cityofalamedaca.gov/City-Hall/General-Plan">http://www.cityofalamedaca.gov/City-Hall/General-Plan</a>												
<i>AlaPt SAP</i> : Alameda Point Station Area Plan (2008) - considered a feeder plan for the Transit Plan until it is updated. ( <a href="http://alamedapointinfo.com/alameda-point-topics/Traffic-and-Transit">http://alamedapointinfo.com/alameda-point-topics/Traffic-and-Transit</a> )												
<i>Bike</i> : Bicycle Master Plan Update (2010) - <a href="http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation">http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation</a>												
<i>Climate</i> : Climate Action Plan (2008) - <a href="http://www.cityofalamedaca.gov/Go-Green/">http://www.cityofalamedaca.gov/Go-Green/</a>												
<i>CBT</i> : Community Based Transportation Plan (2009) - <a href="http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation">http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation</a>												
<i>Econ Dev</i> : Economic Development Strategic Plan Update (2008) - <a href="http://www.cityofalamedaca.gov/City-Hall/Econ-Development">http://www.cityofalamedaca.gov/City-Hall/Econ-Development</a>												
<i>N. Water</i> : Northern Waterfront General Plan Amendment (2007) - <a href="http://www.cityofalamedaca.gov/City-Hall/General-Plan">http://www.cityofalamedaca.gov/City-Hall/General-Plan</a>												
<i>Ped</i> : Pedestrian Master Plan (2009) - <a href="http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation">http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation</a>												
<i>Transit</i> : Alameda Transit Plan (2001)												
<i>TE</i> : Transportation Element Projects (2009) - <a href="http://www.cityofalamedaca.gov/City-Hall/General-Plan">http://www.cityofalamedaca.gov/City-Hall/General-Plan</a>												