

experience to a broad cross-section of residents, employees, and visitors. In addition, the City's bicycle facilities will attempt to meet the needs of both commuter/utilitarian bicyclists as well as recreational riders.

Key Plan Recommendations

The Transportation Element of the City of Alameda's General Plan includes a number of policies that encourage the development of a multimodal transportation system, including measures to increase bicycling. Based on the resources estimated to be available over a 10-year period, the Plan includes a set of priorities for capital improvements as well as programmatic activities to support and enhance the bicycling environment.

Projects were evaluated and scored based on a number of criteria, such as connectivity, potential demand, and future operations and maintenance costs. The recommended projects and programs are listed below. Note that definitions for Class I, Class II, and Class III are provided on Page 47.

High Priority – Studies and Capital Projects (funded and initiated within 10 years)

Project	Project/ Location	Phase/Type	Description	Estimated Cost (2009 dollars)
H1	West End Estuary Crossing	Project Study Report	Analysis of recommended alternatives to connect west Alameda to Jack London Square, Oakland	Funded through Pedestrian Plan
H2	Cross Alameda Trail – Alameda Point to Sherman Street	Construction – Class I	Funding sufficient to complete only a portion of this project; City to pursue appropriate segment based on project readiness	\$1,414,000
H3	Clement Avenue (Cross Alameda Trail segment)	Construction – Class II	Grand Street to Broadway	\$42,000*
H4	Shoreline Drive/Westline Drive	Construction – Class II***	Otis Drive to Broadway	\$205,000
H5	Encinal Avenue	Construction – Class II	Versailles Avenue to Broadway	\$13,000
H6	Central Avenue	Construction – Class II and III	Class III from Pacific Avenue to Third Street; Class II from Third Street to Grand Street	\$95,000

Project	Project/ Location	Phase/Type	Description	Estimated Cost (2009 dollars)
H7	Oak Street	Construction – Class II and III**	Class II from Blanding Avenue to Encinal Avenue; Class III from Encinal Avenue to Powell Street	\$26,000
H8	Lincoln Avenue	Construction – Class II**	Oak Street to Park Street	\$15,000
H9	San Jose Avenue	Construction – Class III	Sherman St. to Fernside Blvd.; includes extension of Class III on Versailles Ave. from San Jose Ave. to Encinal Ave.	\$22,000
H10	Pacific Avenue	Construction – Class III	Marshall Way to 8 th St. and Grand St. to Park St.	\$25,000
H11	San Antonio Avenue/Ninth Street	Construction – Class III	Sherman Street to Pacific Avenue	\$12,000
H12	Sherman Street	Construction – Class III	Eagle Avenue to San Antonio Avenue	\$8,000
H13	Third Street	Construction – Class III	Central Avenue to Ralph Appezato Memorial Parkway	\$7,000
H14	Maitland Drive	Construction – Class III	Mecartney Road to Harbor Bay Parkway	\$6,000
H15	Fifth Street	Construction – Class III	Central Avenue to Pacific Avenue	\$5,000
H16	Bayview Shoreline Bicycle Path Feasibility Study	Feasibility Study	Intersection of Broadway at Shoreline Drive to Towata Park	\$100,000
H17	Blanding Avenue Bikeway	Construction – Class II and Class III	Oak Street to Broadway	\$10,000
TOTAL HIGH PRIORITY				\$2,005,000

NOTE: All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint rail-trail use.

* Railroad track removal required prior to implementation. Estimated cost does not include cost of removing railroad tracks. It is assumed that the tracks would be removed as part of reconstructing the street.

** Interim project. For long-term proposal see project N1.

*** Class II to be implemented on these segments only if it is determined that removal of on-street parking or reductions in traffic capacity would be acceptable. Otherwise, they would be implemented as Class III facilities.

High Priority – Maintenance and Minor Capital Projects

Project Number	Project	Description	Estimated Cost (2009 dollars)
C1	Trail Maintenance	Repair of pavement surface	\$100,000
C2	Maintain and Enhance Signage	Replace existing signs as needed, install additional signs to enhance the user experience of the network	\$125,000
C3	Bicycle Parking Enhancement Program	Install additional bike racks	\$75,000
TOTAL HIGH PRIORITY			\$300,000

High Priority – Programs

Program Number	Program	Description	Estimated Cost (2009 dollars)
P1	Project planning		\$250,000
P2	Promotion of Bicycling-Related Events and Services	Bike to Work Day, Walk and Roll to School Day, etc.	\$50,000
P3	Education and Enforcement	Provide educational materials to bicyclists and drivers, in combination with police enforcement activities.	\$100,000
P4	Bike Maps	Updating and production of maps	\$45,000
P5	Safe Routes to School	Mapping	Funded through Pedestrian Plan
P6	Individualized Marketing	Customized traveler information to encourage mode shift	Funded through Pedestrian Plan
P7	Operations and Maintenance		Funded through Public Works maintenance budget
TOTAL HIGH PRIORITY			\$445,000

TOTAL HIGH PRIORITY PROJECTS AND PROGRAMS: \$2,750,000

A second tier of projects and programs is included in this Plan in the event that additional revenues can be secured, beyond the level assumed in this analysis. Conversely, if insufficient revenues are available to complete the recommendations, the scope of this Plan will have to be reduced accordingly.

General Comments About the 2010 Bicycle Master Plan Update

The intent of this Plan is that it will serve as an evolving document to guide the development of Alameda bicycle facilities. It was designed to be flexible enough to account for unforeseen changes in the availability of revenues as well as the unanswered questions regarding potential development at key sites. While most of the recommended projects are located within the public right-of-way or on City-owned property, some major segments of the proposed Alameda bicycle facilities network are located on land that is not under City jurisdiction. To help ensure that these projects are completed, they are included in the Plan, although the timing of their completion is largely beyond the control of the City. Similarly, it is difficult to estimate the timing for completion of projects located within, or in close proximity to, development or redevelopment sites, as implementation of bicycle projects will likely depend on the timing of the related development. Such projects are also included in the Plan due to their importance to the citywide network.