

### Executive Summary

The recent and continuing land use changes within Alameda, along with the community's desire for bicycle friendly streets that serve commuters and recreational riders alike, call for a comprehensive Bicycle Master Plan. A safe and effective bikeway network throughout the City enhances the quality of life for residents as well as attracts visitors who wish to explore the island's scenic routes by bicycle. The plan addresses issues of safety, access, quality of life and the effective implementation of bikeways.

Outlined in the plan are a detailed set of policies, goals and objectives designed to be in concert with the City's General Plan, the NAS Street Improvement Plan, as well as other relevant regional plans. These policies address important issues related to Alameda's bikeways such as, planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities and programs, funding, implementation and maintenance.

The short-to-mid-term top recommended projects in the Plan include:

1. Webster/Posey Tubes, Oakland Connection
2. Central Avenue Bike Lanes
3. Bicycle Support Facilities
4. Shoreline Trail Enhancements
5. Bay Farm Island Bike Bridge Access
6. Northern Bikeway Corridor and Park/Fruitvale Bridges Bicycle Access
7. San Jose-Sherman Bikeway Corridor
8. Commercial Area Bicycle Corridors
9. Fifth Street Corridor
10. Atlantic Avenue Bikeway
11. Bay Farm Island Bikeways
12. Alameda Point and FISC Bikeway Systems

Along with the completion of a comprehensive bikeway network, the plan calls for new educational and promotional programs to be implemented over the 20-year life of the Plan. The plan recommends that the implementation of bikeways, facilities and signage follow adopted Caltrans standards. Proposals that do not meet current standards should be individually reviewed and approved by Caltrans before implementation. The Design and Maintenance element of the Plan outlines specific standards and guidelines pertaining to Alameda's bikeways.

## Bicycle Master Plan

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The plan positions Alameda to successfully compete for state and federal funding from which to implement the recommended projects. The total costs for bicycle projects identified in the plan over a 20 year period is estimated at \$3.6 million (\$1998), with the Alameda Point Class I facilities representing approximately 55% of these costs. Bicycle *program* costs are estimated to be \$36,000 per year, a fraction of which would be the City's responsibility. The City would be responsible for about 13% of bicycle *project* costs amounting to an estimated \$47,000 per year.

There are a variety of potential funding sources including local, state, regional and federal funding programs that can be used to construct the proposed bikeway network improvements. The application process for many of the funding sources is competitive and in many cases requires an adopted bicycle master plan. Regional funding is primarily obtained from the Air Quality Management District through Transportation Fund for Clean Air grants, state funding typically comes from the Transportation Development Act (TDA) funds, and federal funding comes from newly adopted TEA-21 legislation. Detailed information on these as well as additional funding sources are outlined in the implementation section of this Plan. The Plan recommends implementing projects as funding becomes available and implementing short-to-mid-term and less expensive projects first.