



NAVAL AIR STATION ALAMEDA

MULTI-MODAL

REGIONAL

CONNECTIONS PROJECT

NAVAL AIR STATION ALAMEDA MULTI-MODAL REGIONAL CONNECTIONS PROJECT

The City of Alameda is home to over 1,000 acres of the former Naval Air Station Alameda (NAS Alameda), which when closed resulted in the loss of over 18,000 local jobs. It now offers one of the largest infill redevelopment opportunities in the San Francisco Bay Area, with the potential to allow thousands of new housing units and close to 9,000 jobs to occur within the heart of the Bay Area, not the outskirts. The large-scale transit-oriented development planned for the NAS Alameda property will result in reduced commute times and vehicular miles travelled.

However, overcoming Alameda's isolation is a major hurdle. The Army Corps of Engineers dredged the Oakland Estuary in 1902, separating Alameda from the mainland. There are limited crossings on and off the island, which are already at capacity today, and Alameda is the only major city in the county without a Bay Area Rapid Transit station or direct freeway access.

The only way that the City of Alameda can accommodate significant growth at the former NAS Alameda is if Alameda can be effectively stitched into the regional multi-modal transportation network. Multi-modal complete streets in Alameda, including a new ferry terminal and service, dedicated lanes for bus rapid transit, queue jump lanes for buses, protected bikeways, bike lanes and pedestrian walkways, are crucial to re-connecting Alameda with the regional transit system and facilitating successful transit-oriented development at the former military property.

There are other regional assets in and around the NAS Alameda property that need better access to the regional transportation network that will also benefit directly from complete multi-modal streets, including a new Veteran's Affairs outpatient clinic and columbarium; the College of Alameda (a public community college); 200 units of supportive housing for formerly homeless veterans, survivors of domestic violence, and families.

Connecting the substantial existing and planned jobs and housing throughout the Bay Area with the housing, employment centers and other regional assets in and around the former NAS Alameda via multi-modal streets and a new transit hub for buses and ferries is crucial to preventing growth from clogging local and regional streets with cars and ultimately, to the success of this unparalleled infill development opportunity. To address this need, the City is implementing the NAS Alameda Multi-Modal Regional Connections Project (Project) to improve the region's ferry system and to create multi-modal streets along key corridors leading into the tubes that connect west Alameda (and the former NAS Alameda) with the region.

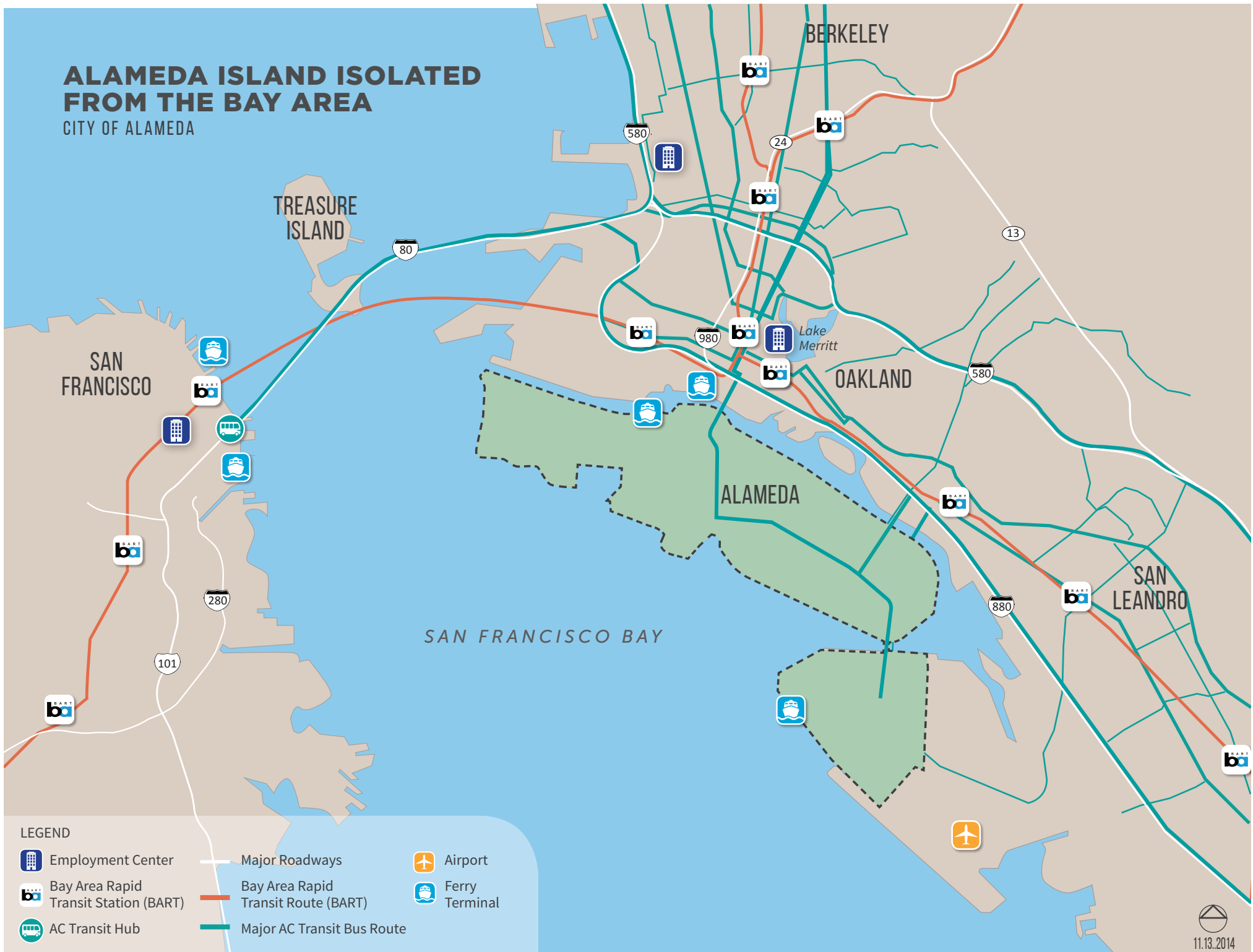
Phase 1 of the Project consists of major elements, such as queue jump lanes and dedicated bike and pedestrian paths along primary transportation corridors, which are either in the design or construction stages with completion expected by the end of 2017. The Final Phase of the Project, including over a mile of dedicated bus rapid transit lanes, creation of queue jumps at two key intersections and miles of bicycle and pedestrian paths, and a new ferry terminal will be funded primarily (53 percent) through regional sales tax dollars and private funding from developers. The City is seeking a TIGER grant to provide the last funding for completion of the Final Phase of the Project.

SUMMARY OF FINAL PHASE PROJECT COSTS

| PROJECT | PROJECT COST |
|--|---------------------|
| Main Street Improvements & Intersection Modifications | \$2,120,000 |
| Central Avenue Realignment & Bicycle Lane | \$3,650,000 |
| Stargell Avenue Queue Jump Lanes and Class I Bicycle and Pedestrian Path | \$4,690,000 |
| Ralph Appezzato Memorial Parkway Bus Rapid Transit Lanes/Multi-Modal Street Conversion | \$10,040,000 |
| Seaplane Lagoon Ferry Terminal | \$18,200,000 |
| TOTAL | \$38,700,000 |
| FUNDING SOURCES | AMOUNT |
| Measure BB | \$8,000,000 |
| Private Developer Contribution | \$12,500,000 |
| TIGER Grant Request | \$18,200,000 |
| TOTAL | \$38,700,000 |
| % Local Match | 53% |

ALAMEDA ISLAND ISOLATED FROM THE BAY AREA

CITY OF ALAMEDA



LEGEND

- Employment Center
- Bay Area Rapid Transit Station (BART)
- AC Transit Hub
- Major Roadways
- Bay Area Rapid Transit Route (BART)
- Major AC Transit Bus Route
- Airport
- Ferry Terminal

















MULTI-MODAL TRANSIT PROJECT BRIDGES THE GAP

CITY OF ALAMEDA

SAN FRANCISCO BAY

LEGEND

- | | | |
|--|---|--|
|  AC Transit Line |  Major Roadways |  Employment Center |
|  Multi Modal Complete Streets |  Bay Area Rapid Transit Route |  Hubs |
|  Intersection Modification |  Bay Area Rapid Transit Station (BART) |  Access Point for Social & Economic Opportunities |
|  Bike & Pedestrian Path |  Ferry Terminal |  NAS Alameda |



11.13.2014

