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, and fewer greenhouse gas emissions.

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 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; and a new transit hub for buses and ferries.

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 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 create multi-modal streets along key corridors leading into the tubes that connect west Alameda (and the former NAS Alameda) with the region.

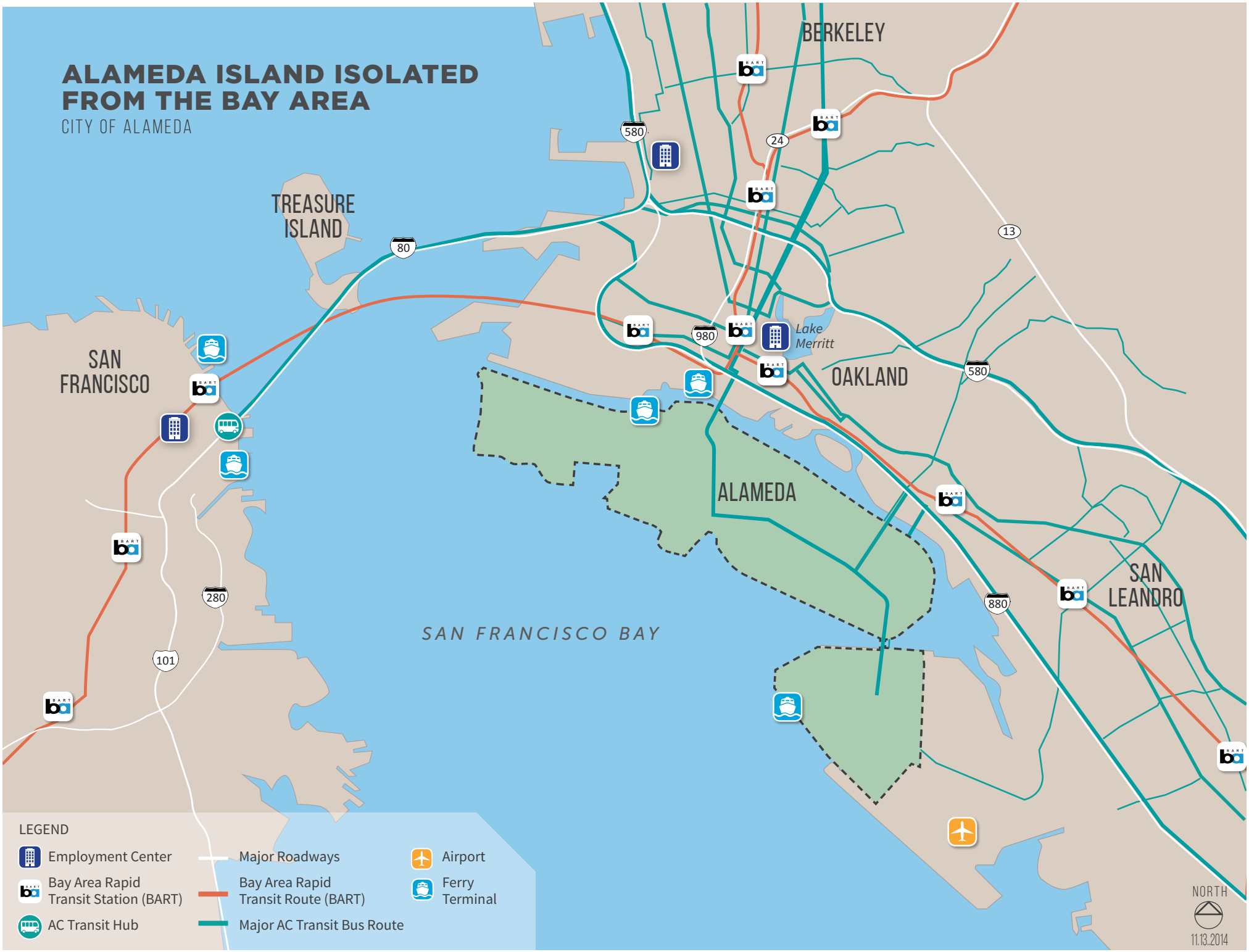
Phase 1 of the Project consists of major elements, such as queue jump lanes and dedicated bike and pedestrian paths along primary transportation corridors, which are either in the design or construction stages with completion expected by the end of 2015. The Final Phase of the Project, including over a mile of dedicated bus rapid transit lanes, creation of queue jumps at two key intersections and miles of bicycle and pedestrian paths, will be funded primarily (51 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
TOTAL	**$20,500,000**
FUNDING SOURCES	**AMOUNT**
Measure BB	$8,000,000
Private Developer Contribution	$2,500,000
TIGER Grant Request	$10,000,000
TOTAL	**$20,500,000**
% Match	51%

ALAMEDA ISLAND ISOLATED FROM THE BAY AREA

CITY OF ALAMEDA

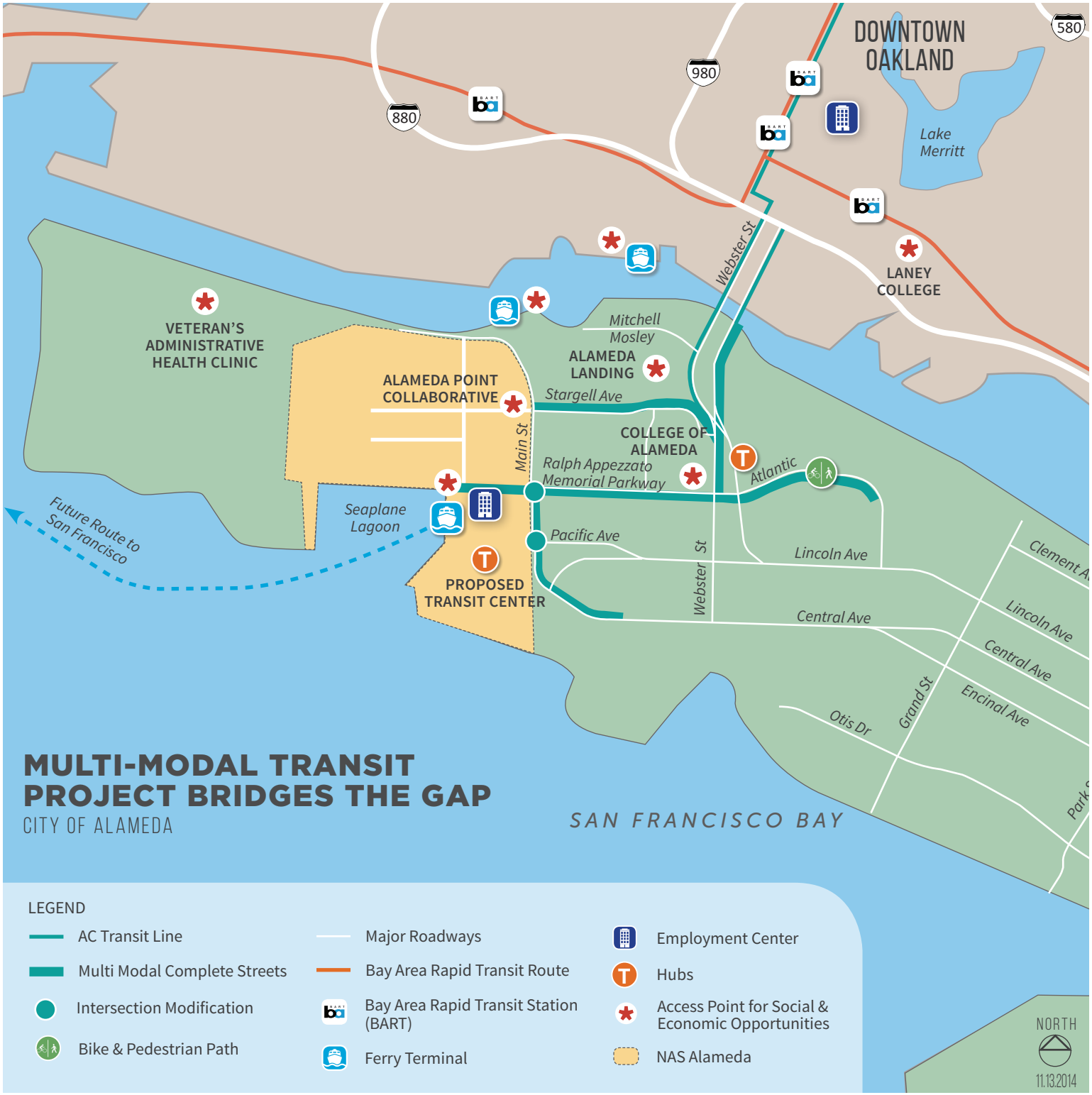


CRITICAL OPPORTUNITIES FOR RECONNECTING ALAMEDA

CITY OF ALAMEDA

LEGEND

- AC Transit Route
- Major Roadways
- Employment Center
- Proposed Transit Center
- Ferry Terminal
- Access Point for Social & Economic Opportunities
- Bay Area Rapid Transit Route
- Bay Area Rapid Transit Station (BART)
- NAS Alameda


MULTI-MODAL TRANSIT PROJECT BRIDGES THE GAP
CITY OF ALAMEDA
DOWNTOWN OAKLAND
580
980
880
Lake Merritt
LANEY COLLEGE
Webster St
VETERAN'S ADMINISTRATIVE HEALTH CLINIC
Mitchell
Mosley
ALAMEDA LANDING
ALAMEDA POINT COLLABORATIVE
Stargell Ave
Main St
COLLEGE OF ALAMEDA
Ralph Appezzato Memorial Parkway
Atlantic
Future Route to San Francisco
Seaplane Lagoon
Pacific Ave
PROPOSED TRANSIT CENTER
Webster St
Lincoln Ave
Central Ave
Clement Ave
Lincoln Ave
Central Ave
Encinal Ave
Grand St
Otis Dr
SAN FRANCISCO BAY
LEGEND
AC Transit Line
Multi Modal Complete Streets
Intersection Modification
Bike & Pedestrian Path
Major Roadways
Bay Area Rapid Transit Route
Bay Area Rapid Transit Station (BART)
Ferry Terminal
Employment Center
Hubs
Access Point for Social & Economic Opportunities
NAS Alameda
NORTH
11.13.2014

FEDERAL FUNDS COMPLETE THE FINAL PHASE

CITY OF ALAMEDA

LEGEND

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