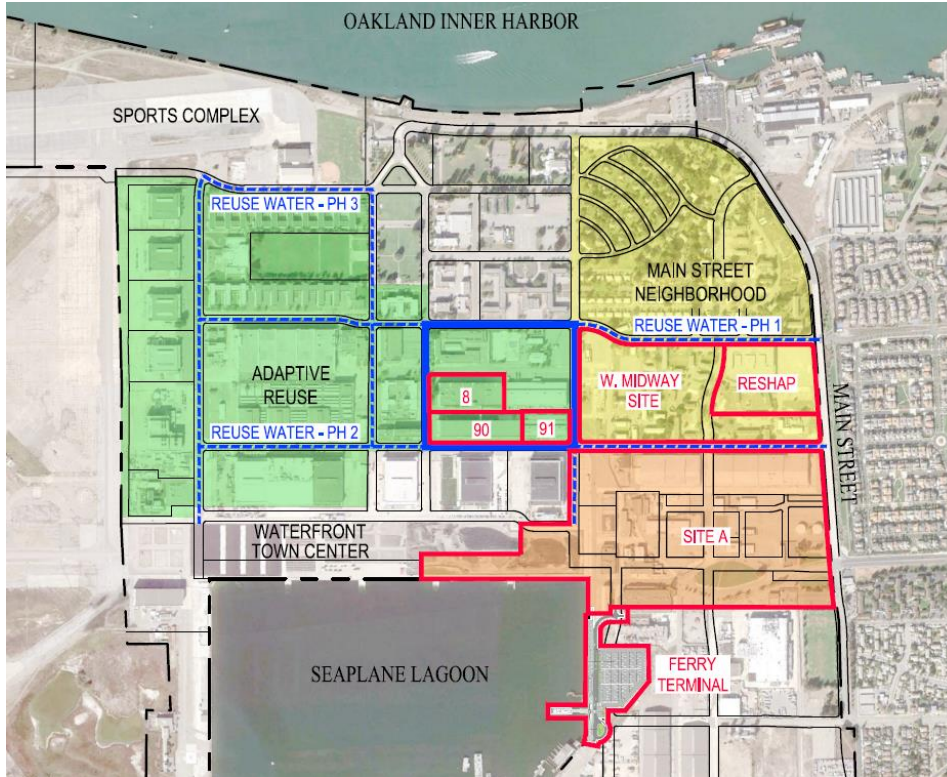


Alameda Point Adaptive Reuse Street Sections

Proposed updates to
the Master Infrastructure Plan
and Main Street Specific Plan

Why Review / Update the Street Sections?



Active and Planned Projects

- Site A, Phases 1 and 2
- West Midway RFP
- VA Project
- Establish Right of way for Adaptive Reuse Property Sales

City Initiated Project

- Adaptive Reuse, Phases 1 and 2 Infrastructure Improvements

MIP: “The final street sections shall be substantially consistent with these presented in the MIP, but may be adjusted to meet the needs of the City and the Overall Project”

Street Classifications in the MIP



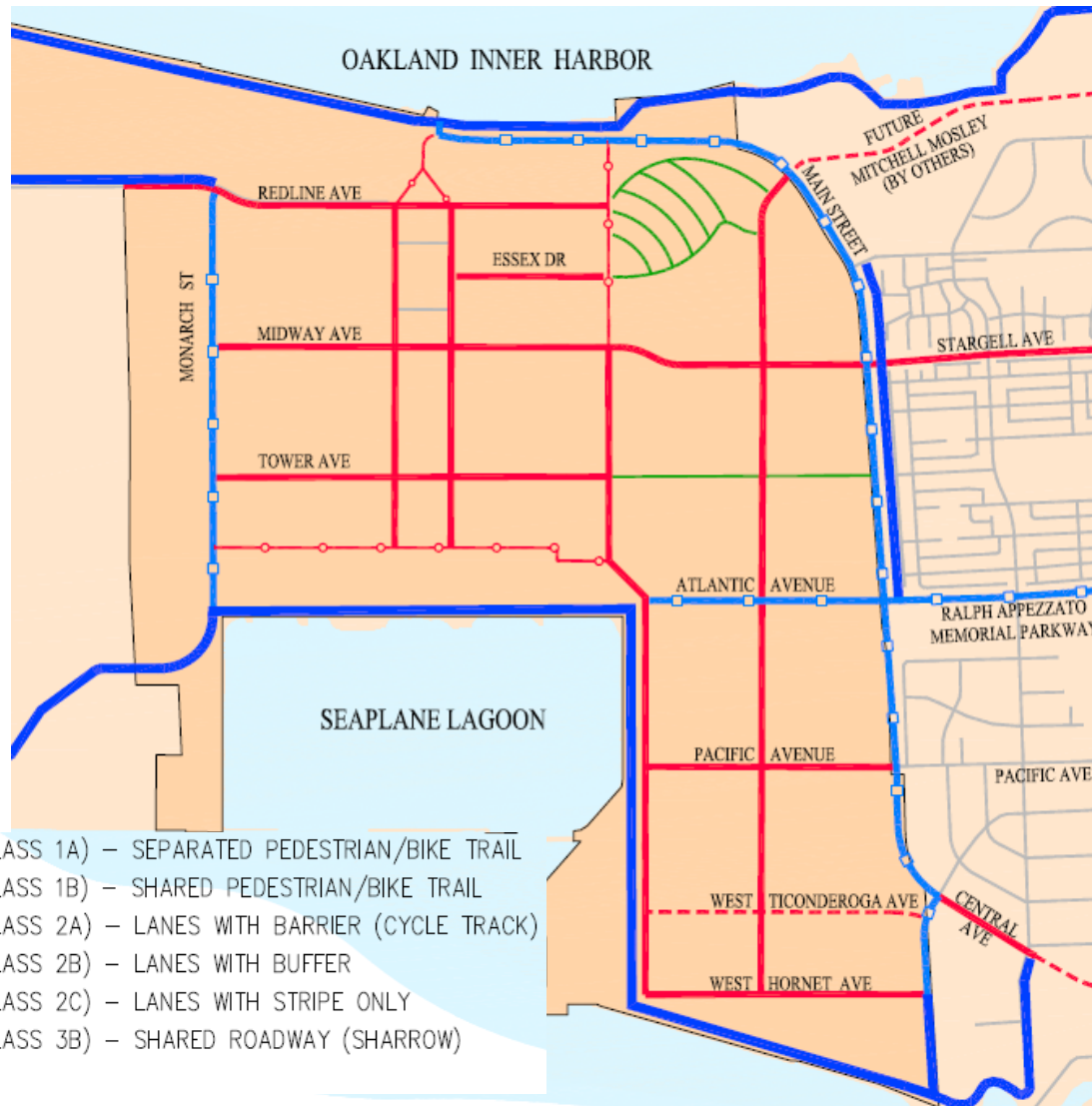
Truck Routes in the MIP



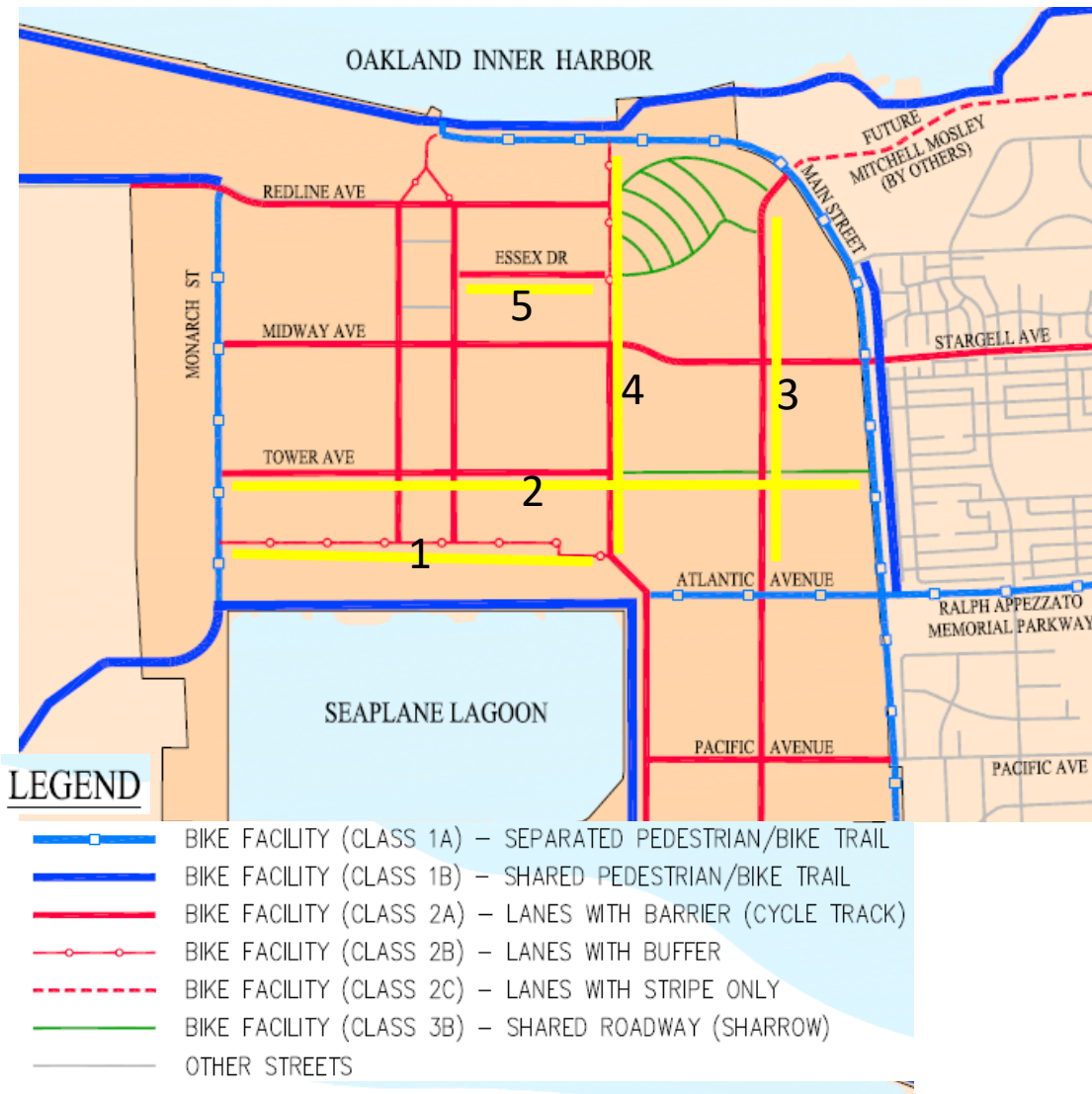
Transit Routes in the MIP



Bike Facilities in the MIP

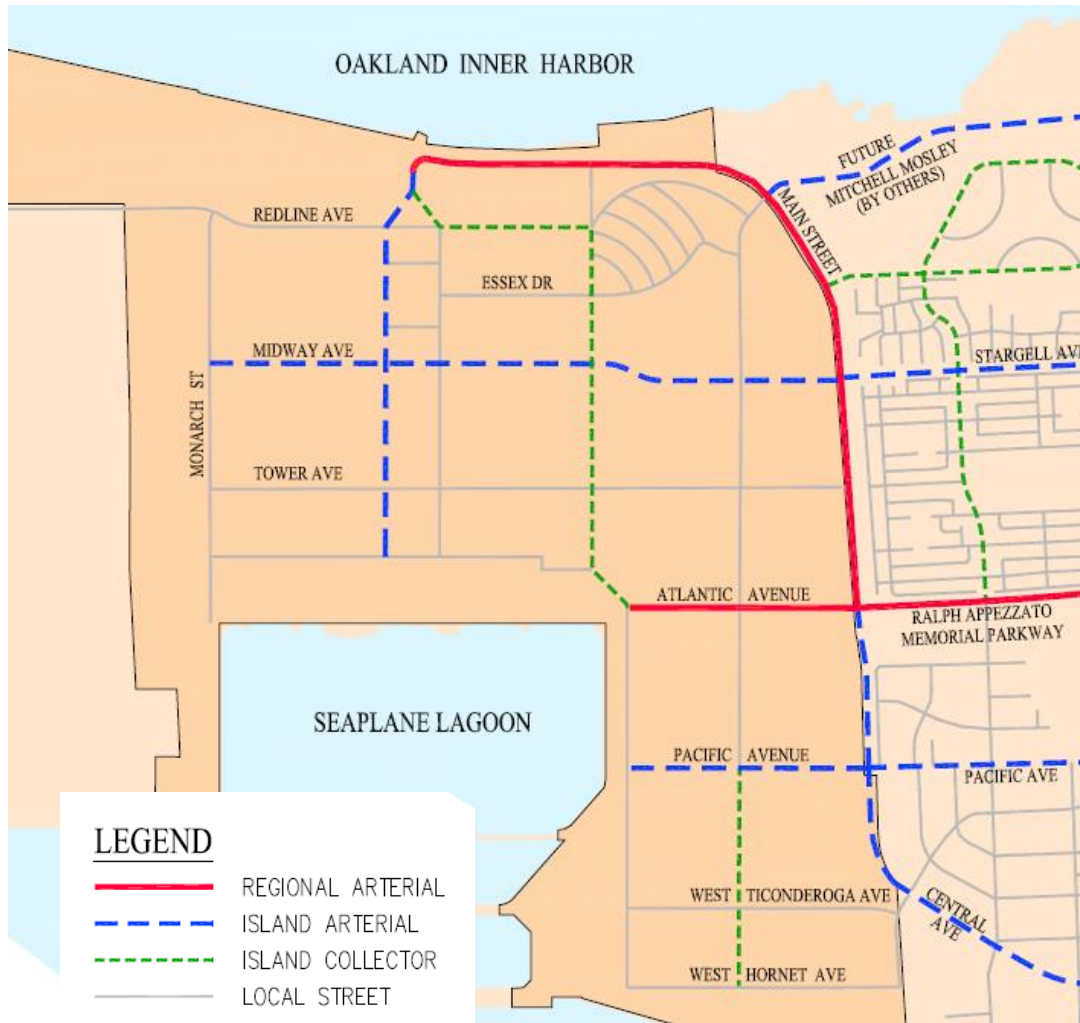


Proposed Changes to Bike Facilities



1. Seaplane Lane: upgrade bike lanes to 2-way cycle track
2. Tower Ave: convert hybrid facility to Class 2 bike lanes
3. Orion Street: extend Site A 1-way cycle tracks to the north
4. Pan Am Way: convert hybrid to 1-way cycle tracks
5. Essex Dive: convert 2-way cycle track to Class 2 bike lanes

Proposed Changes to Lane Widths



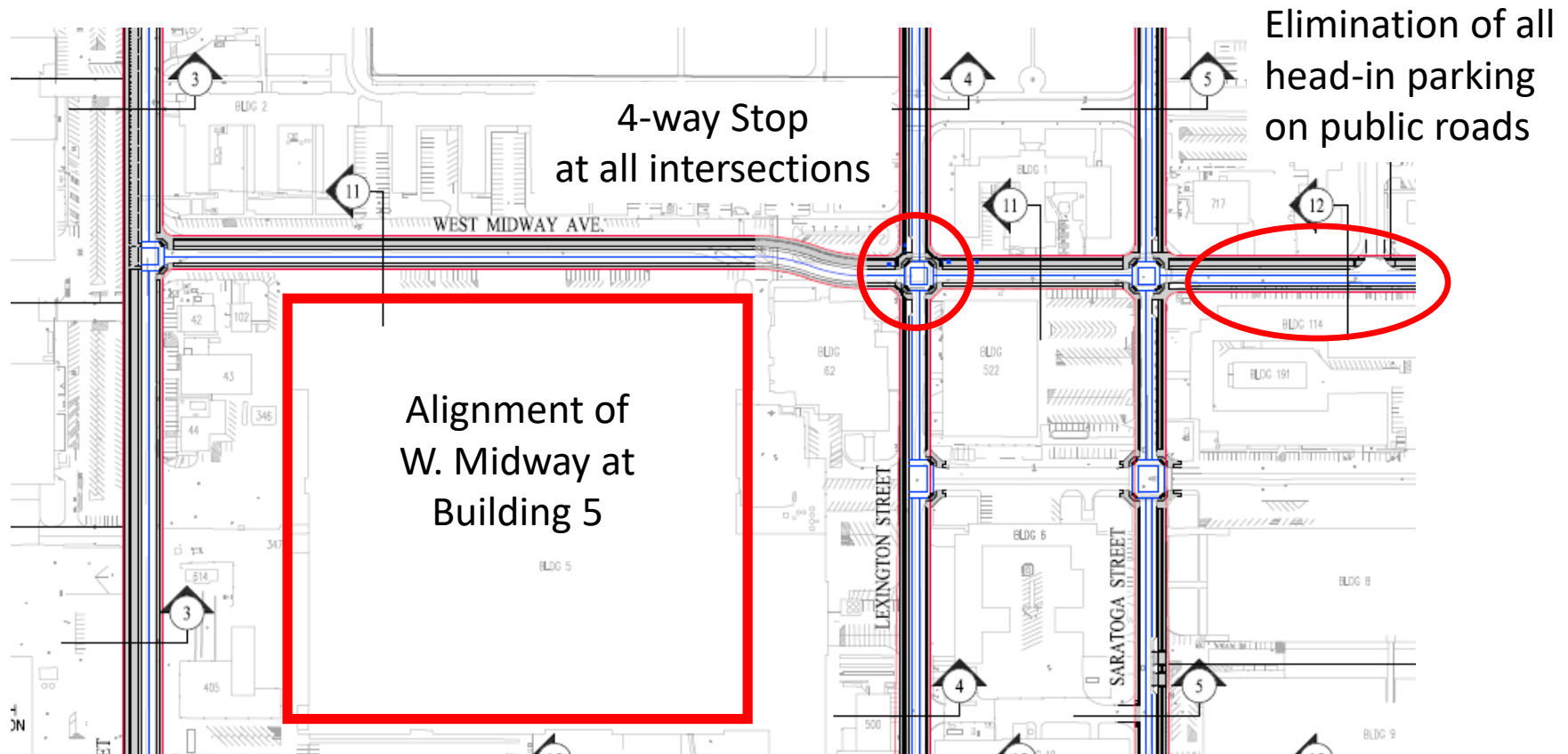
Based on FHWA Definitions,
Street Classification,
Truck Routes, and Fire Access:

Island Arterial – 12ft next to curb,
11ft next to parking or bike lane

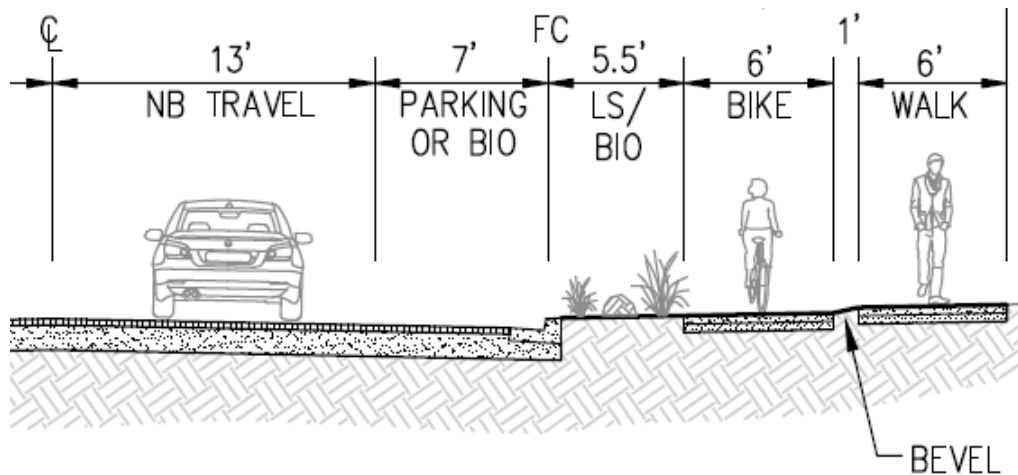
Local Street – 11ft next to curb,
10ft next to parking or bike lane

Fire Access requires 13ft lanes
where zoning permits 30 foot tall
structures adjacent to roadway

Other Proposed Changes / Clarifications



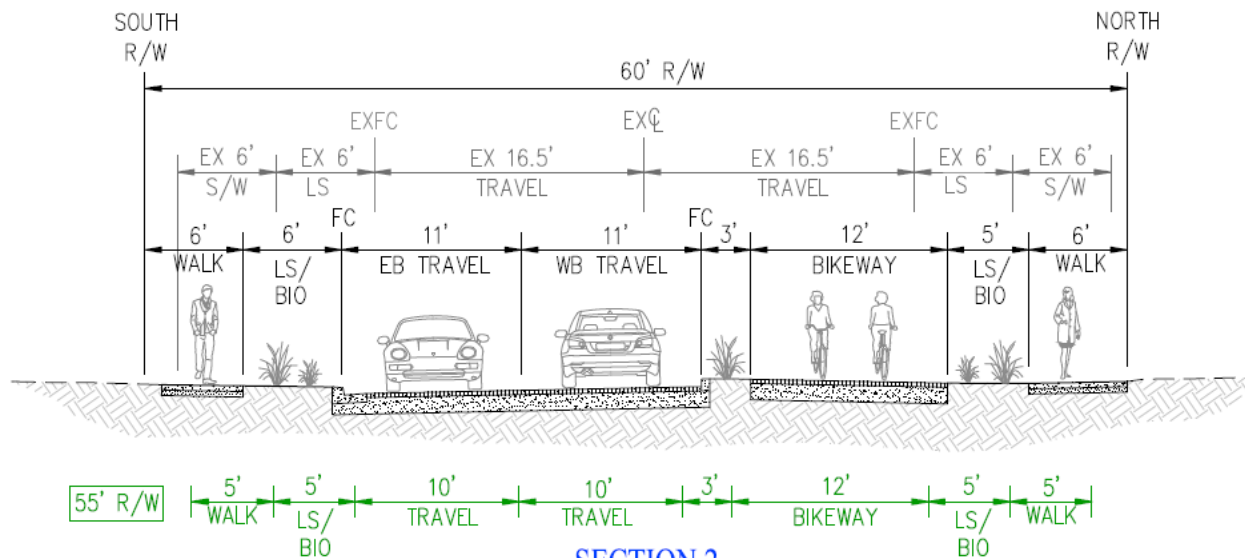
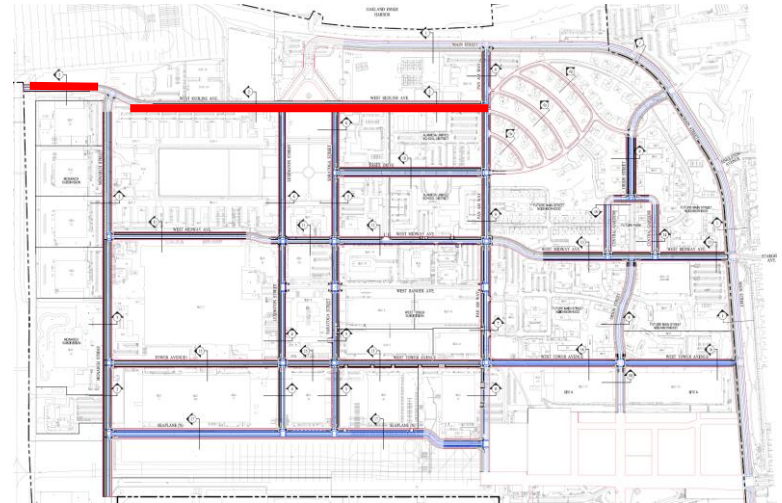
Other Proposed Changes



- Minimum 6 foot sidewalks throughout Alameda Point
- 1-Way Cycle Track adjacent to sidewalks

W. Redline Ave

- Widen travel lanes to 11ft
- Widen sidewalk to 6ft



Existing

Proposed

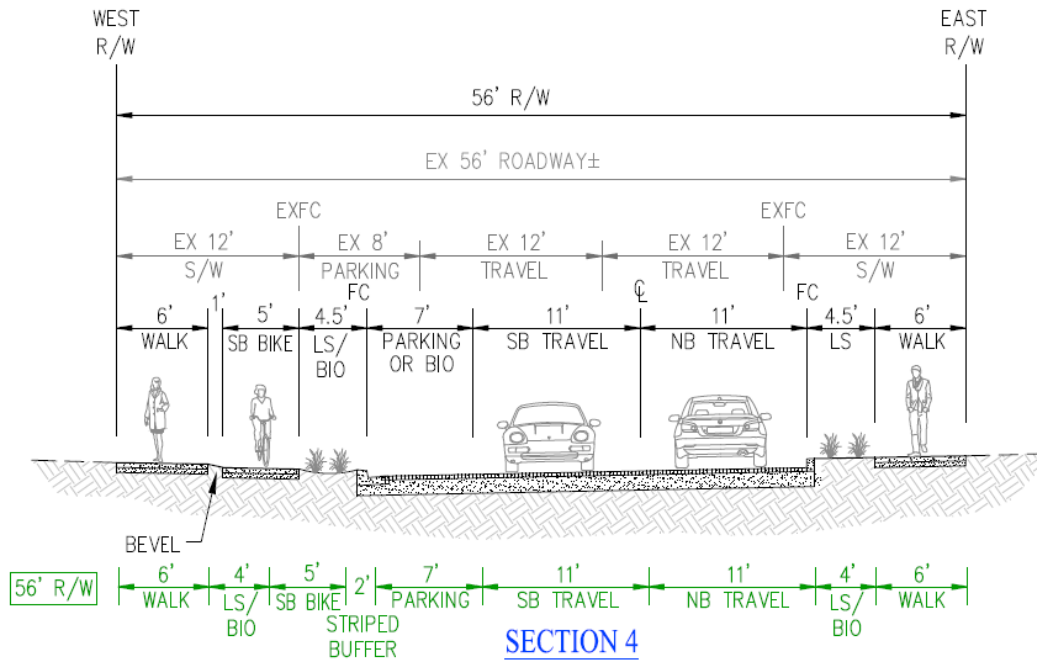
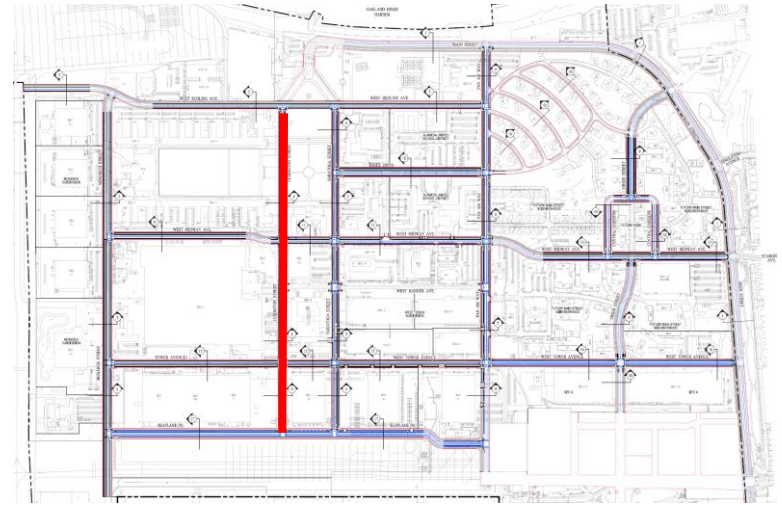
MIP

SECTION 2
WEST REDLINE AVENUE

ORIGINAL SOURCE: M.I.P.

Lexington Street

- Widen non-cycle track travel lane to 13ft, Sharrows?
- Move bike lane adjacent to walk
- Similar change to Saratoga Ave



Existing

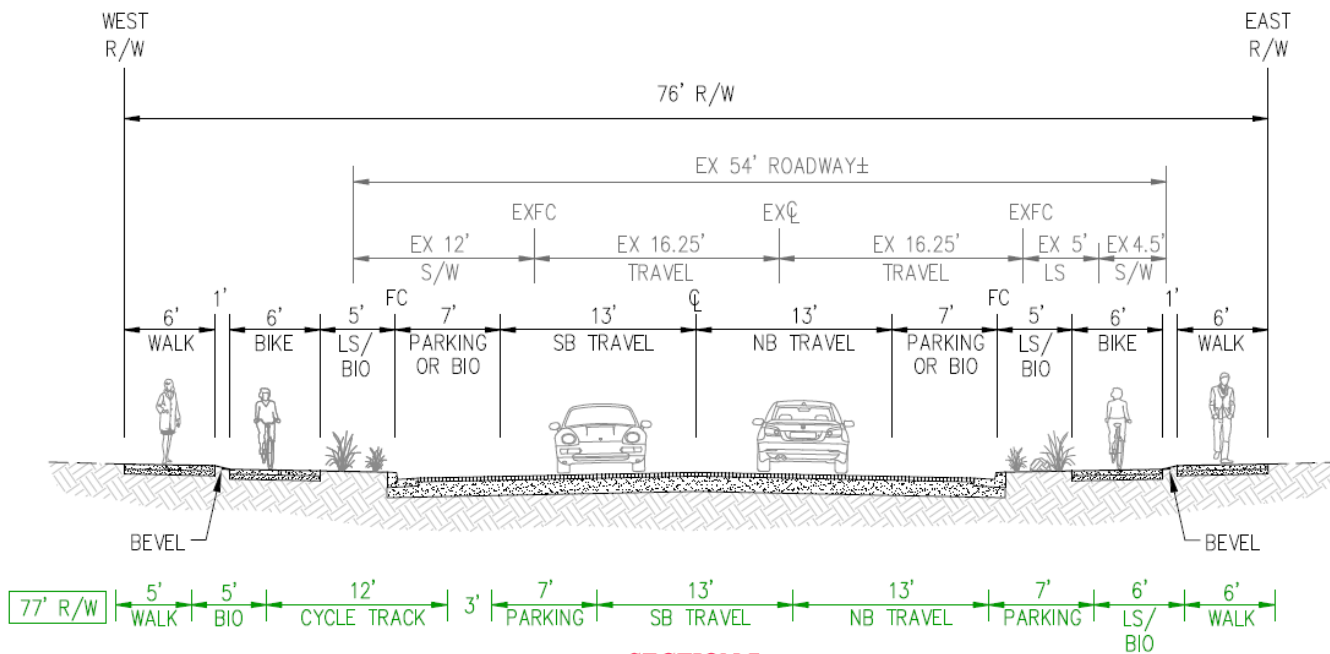
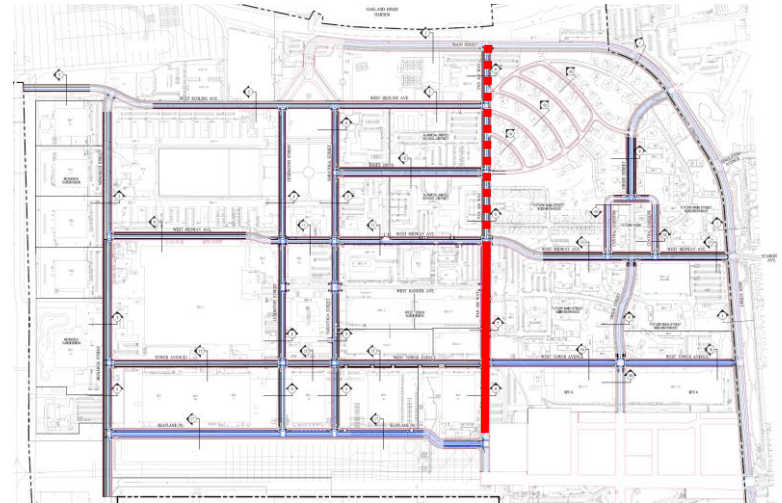
Proposed

MIP

SECTION 4
LEXINGTON STREET
ORIGINAL SOURCE: M.I.P.

Pan Am Way

- 1-Way cycle tracks
- Similar to Orion St in Site A



Existing

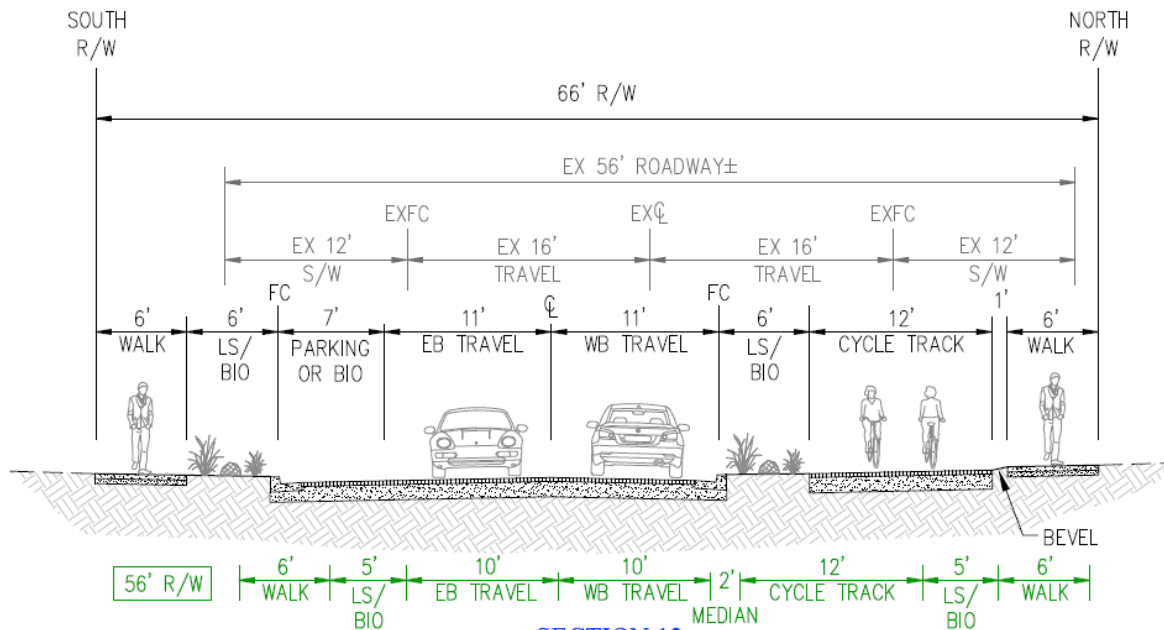
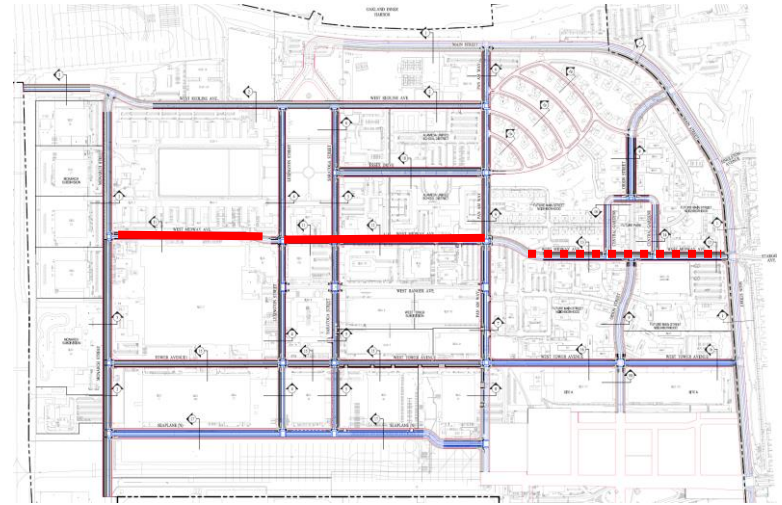
Proposed

MIP/MSNSP

SECTION 7
PAN AM WAY (CENTRAL)
 ORIGINAL SOURCE: M.S.N. SPECIFIC PLAN

W. Midway Ave

- Widen lanes to 11ft
- Add parking opposite of cycle track
- Shift roadway away from Bldg 5
- 13ft lanes within West Midway RFP



Existing

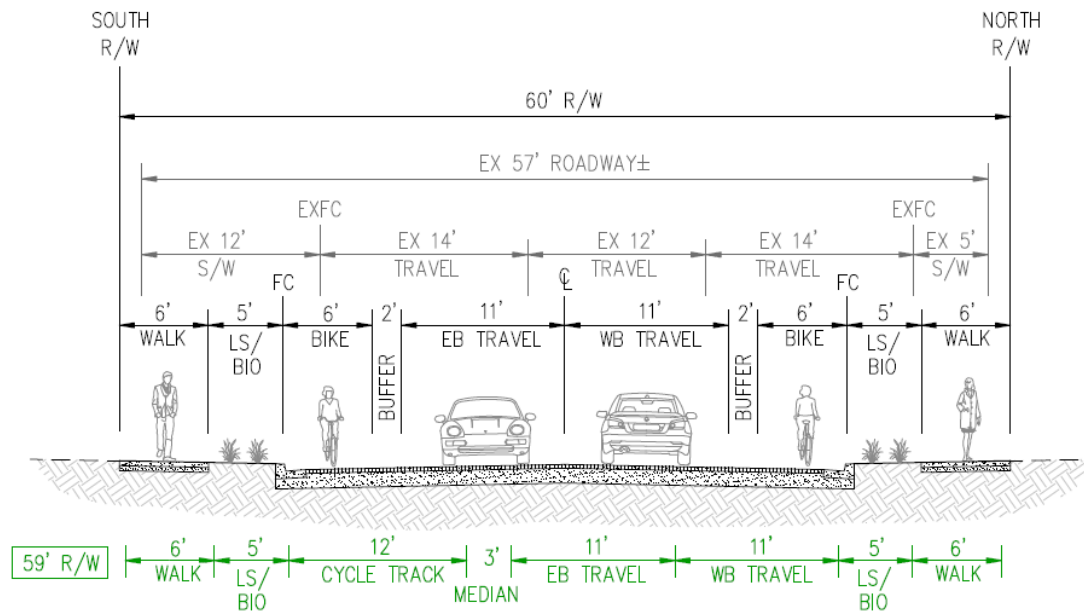
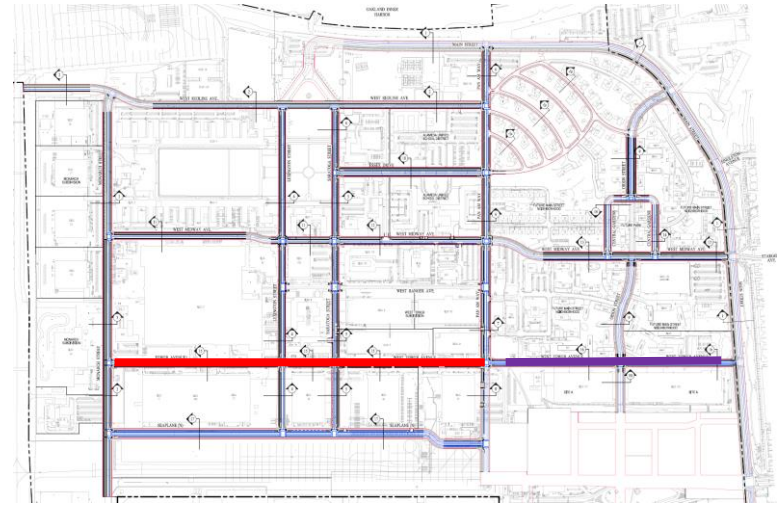
Proposed

MIP

SECTION 12
WEST MIDWAY AVENUE
ORIGINAL SOURCE: M.I.P.

W. Tower

- Buffered Class 2 bike lanes for full length
- Shift Cycle Track to Seaplane
- Add buffer and widen bike lane east of Pan Am



Existing

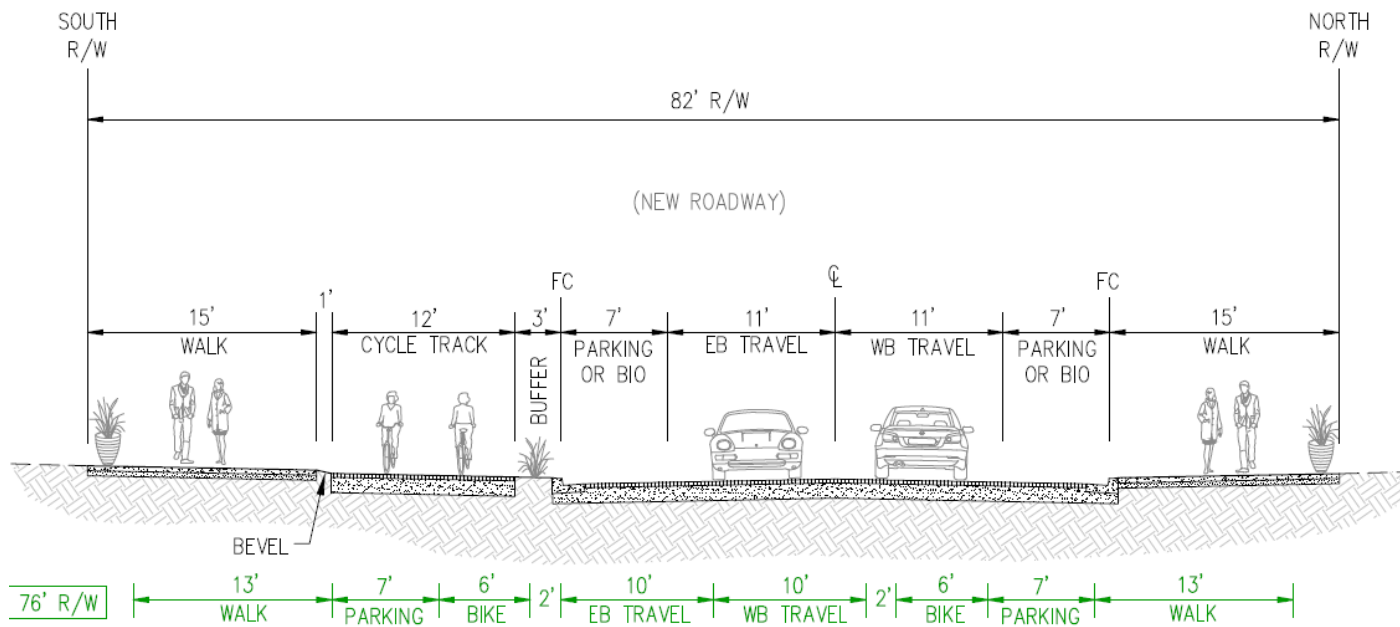
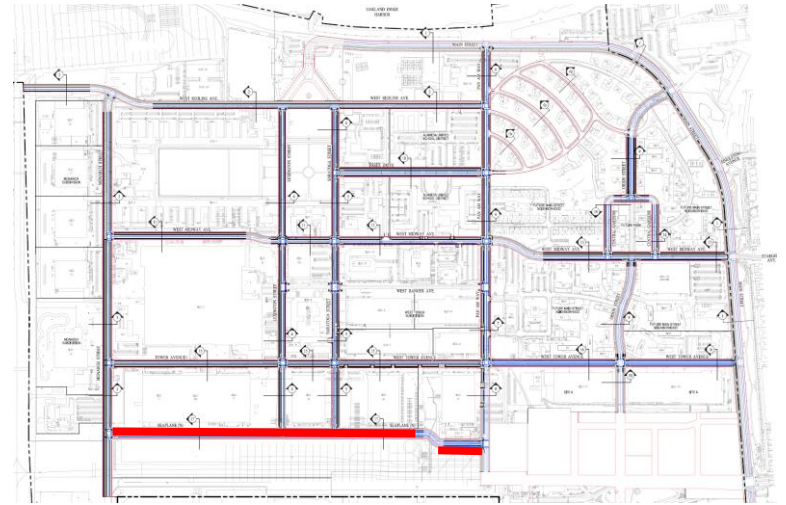
Proposed

MIP

SECTION 15
WEST TOWER AVENUE
 ORIGINAL SOURCE: M.I.P.

Seaplane

- Cycle track on lagoon side of roadway



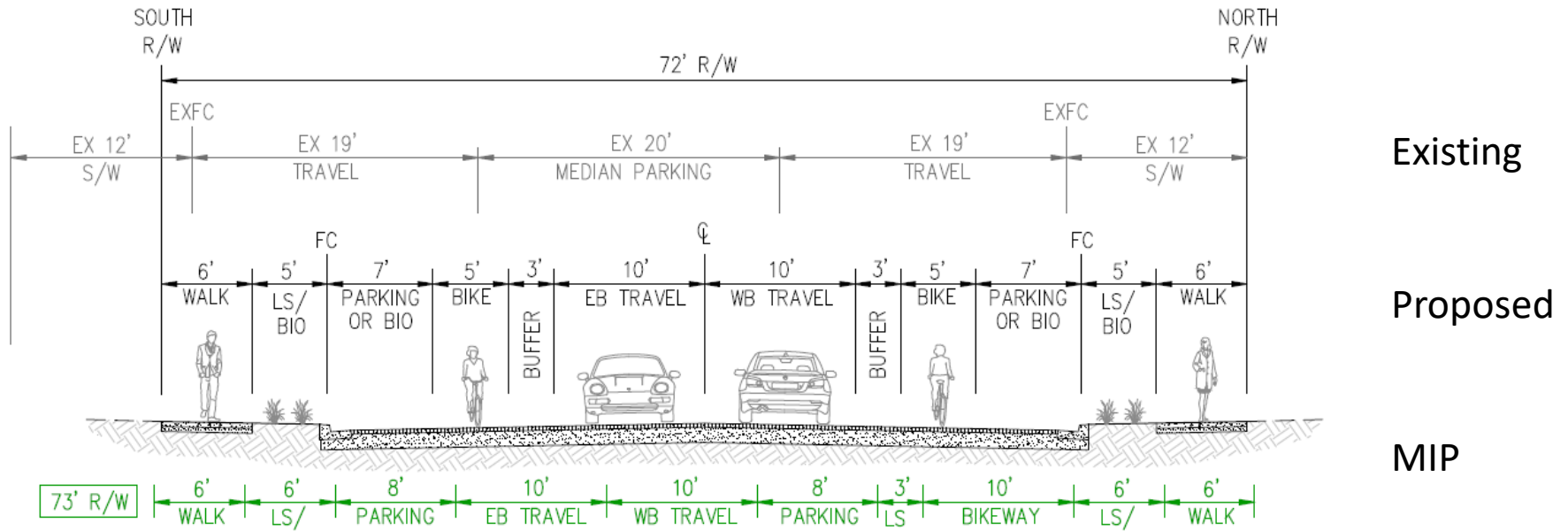
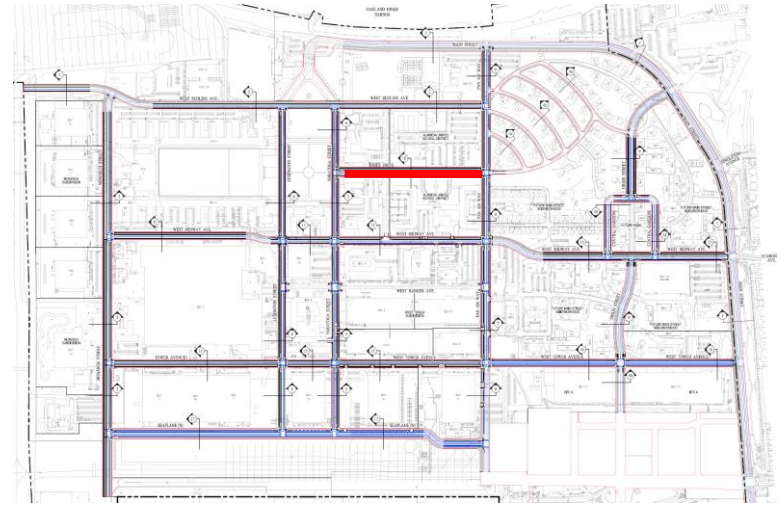
Proposed

MIP

SECTION 17
SEAPLANE (NORTH)
ORIGINAL SOURCE: M.I.P.

Essex Drive

- Eliminate cycle track
- Add buffered bike lanes



SECTION 18
ESSEX DRIVE
 ORIGINAL SOURCE: M.I.P.

Project Highlights

- Bike Facilities
 - Consistent with Site A approved design
 - Implement 1-way Cycle Tracks where appropriate
 - Continuity of Bike Facilities (RAMP/Sea Plane, W. Tower)
- Travel Lanes
 - Consistent with FHWA guidelines and standards of practice
 - Accommodate Fire Code requirements
- Misc
 - Midway Alignment at Building 5
 - Eliminate head in parking

Recommended Action

- Accept Public Comments
- Provide input to Staff
- Approve the Updates to the Master Infrastructure Plan
Alameda Point Adaptive Reuse Street Sections