

Alameda Point Adaptive Reuse Street Sections

Proposed updates to
the Master Infrastructure Plan

January 23, 2019

Why Review / Update the Street Sections?



Active and Planned Projects

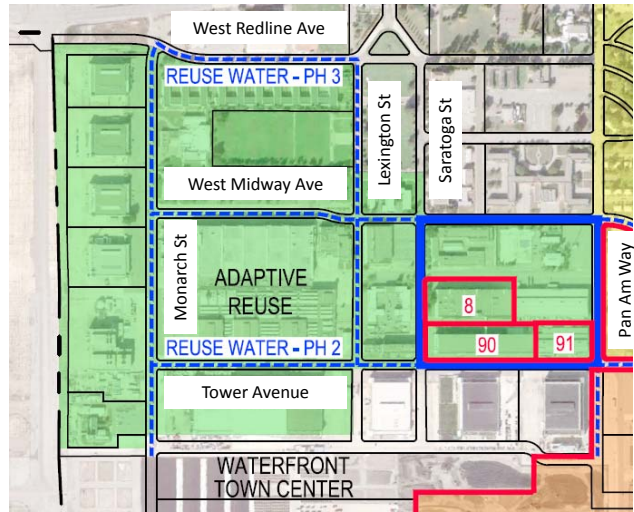
- Site A, Phases 1 and 2
- West Midway RFP
- VA Project
- Establish Right of way for Adaptive Reuse Property Sales

City Initiated Project

- Adaptive Reuse, Phases 1 - 3 Infrastructure Improvements

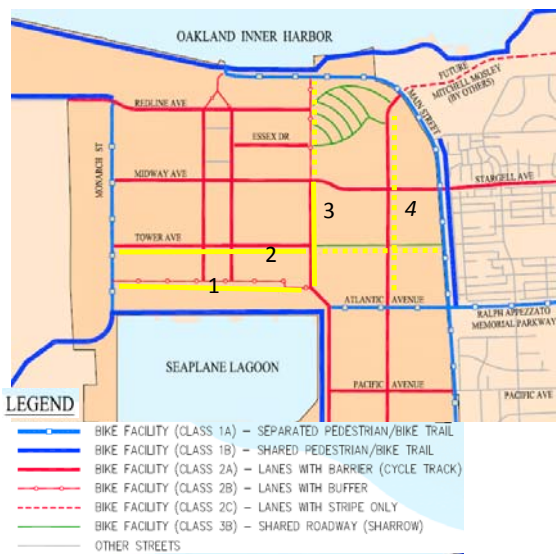
MIP: "The final street sections shall be substantially consistent with these presented in the MIP, but may be adjusted to meet the needs of the City and the Overall Project"

Adaptive Reuse Infrastructure Project



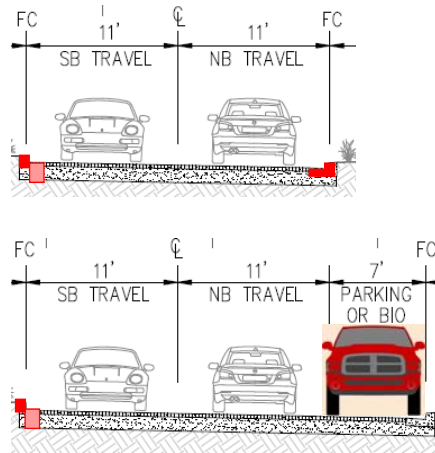
- Phase 1 (Solid Blue): Extend EBMUD water to Saratoga including full roadway buildout west of Pan Am Way
- Phase 2 (Dashed Blue): Extend EBMUD water to Monarch St
- Phase 3 (Dashed Blue): Extend EBMUD water to West Redline Ave

Proposed Changes to Bike Facilities



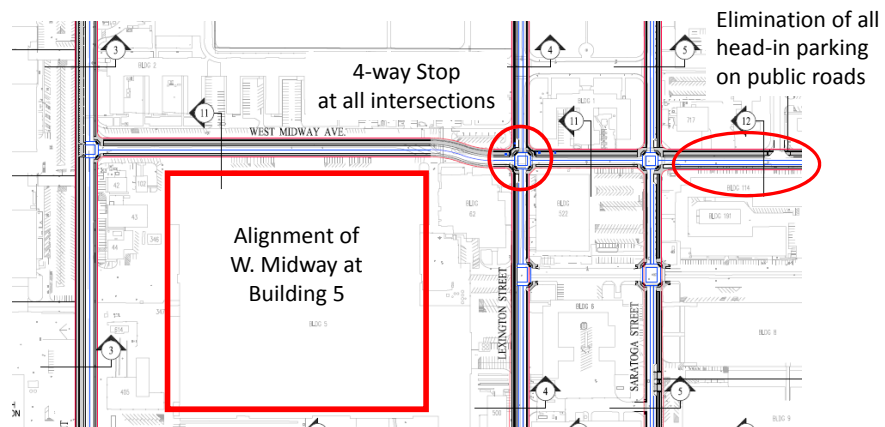
1. Seaplane Lane: upgrade bike lanes to 2-way cycle track
2. Tower Ave: convert hybrid facility to Class 2 bike lanes
3. Pan Am Way: convert hybrid to 1-way cycle tracks
4. Orion Street: extend Site A 1-way cycle tracks to the north

Proposed Changes to Lane Widths

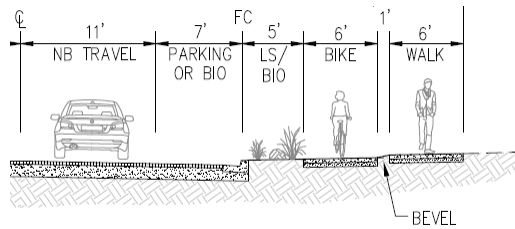


- Maintain 10 foot nominal travel lane width in Adaptive Reuse Area
- AASHTO lane with definition: Does Not Include Gutter or 1 foot width next to curb
- 10 foot effective lane width next to on street parking
- Full Size Pickup Trucks exceed 7 feet wide at mirrors

Other Proposed Changes / Clarifications



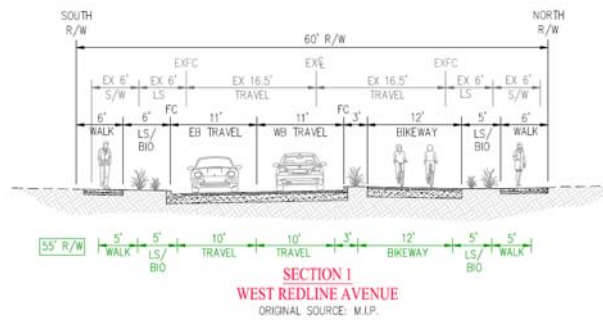
Other Proposed Changes



- 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



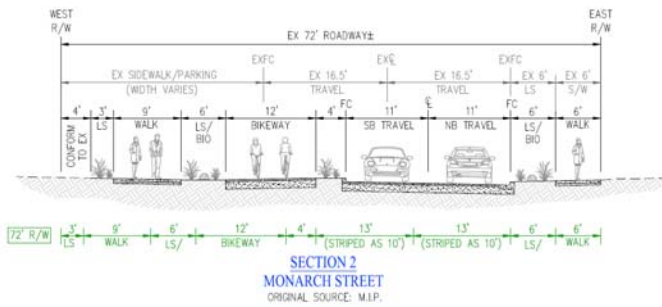
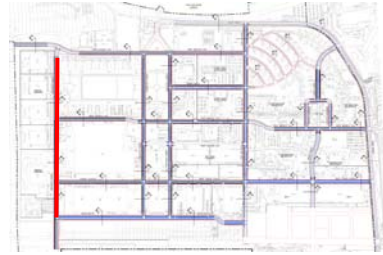
Existing

Proposed

MIP

Monarch Street

- Reduce lane widths to 11 ft



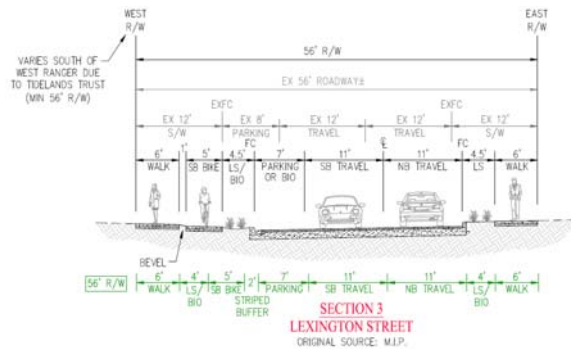
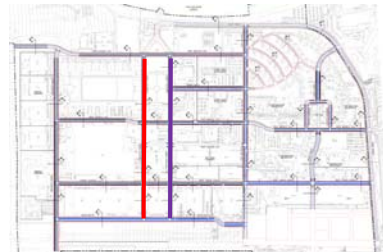
Existing

Proposed

MIP

Lexington Street

- Move 1-way cycle track adjacent to walk
- Similar change to Saratoga Ave



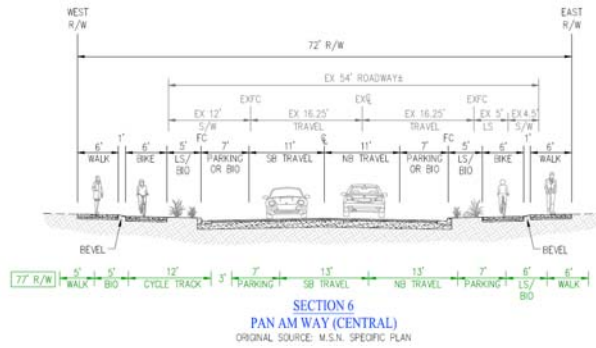
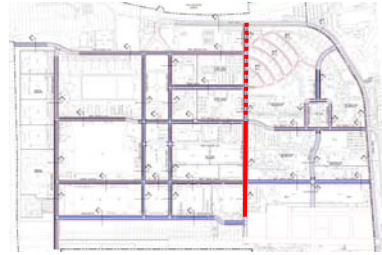
Existing

Proposed

MIP

Pan Am Way

- 1-Way cycle tracks
- May need to be modified with West Midway Development
- Section north of Midway to be finalized with Main St Neighborhood



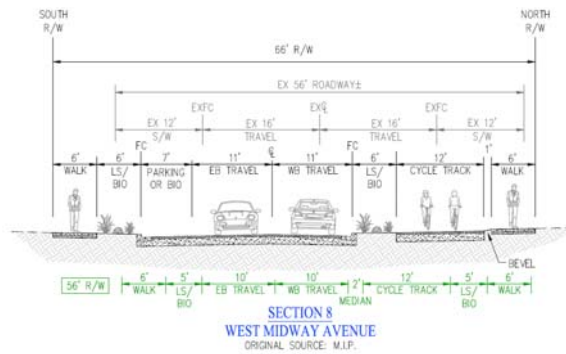
Existing

Proposed

MIP/MSNSP

W. Midway Ave

- Widen lanes to 11ft
- Add parking opposite of cycle track
- Shift roadway away from Bldg 5
- Section East Pan Am to be finalized with West Midway Development



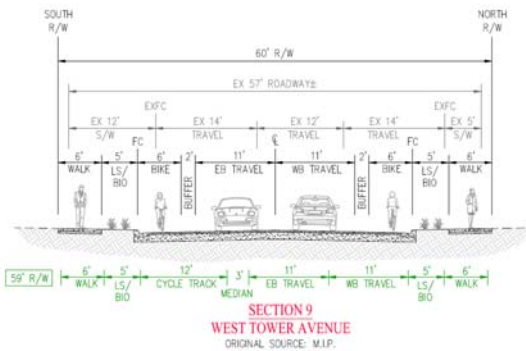
Existing

Proposed

MIP

W. Tower

- Class 2 bike lanes for full length
- Shift Cycle Track to Seaplane
- Section East of Pan Am finalized as part of Site A Phase 2 Development



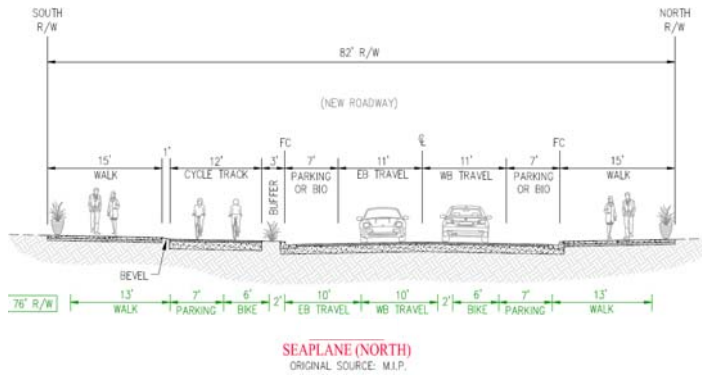
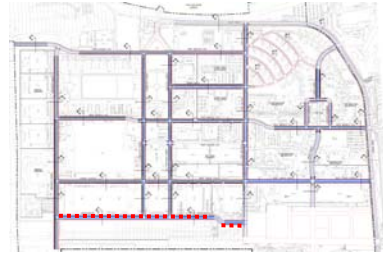
Existing

Proposed

MIP

Seaplane

- Cycle track on lagoon side of roadway
- Not a Part of Adaptive Reuse Project



Proposed

MIP

Project Highlights

- Bike Facilities
 - Implement 1-way Cycle Tracks where appropriate (Pan Am Way)
 - 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