

9.4 TRANSPORTATION

As Alameda ~~Point~~West grows over the next twenty years, additional trips will be generated both on and off the island due to the planned new land uses. Roadway improvements within Alameda ~~Point~~West will address local congestion, but because Alameda is an island with limited access routes to Oakland, the success of Alameda ~~Point~~West's transportation system depends increasingly on alternative modes of transportation within the Planning Area, throughout the City, and between Alameda and Oakland.

As shown in Figure 9-6 9-5, Alameda ~~Point~~West's planned street system reinforces the City's traditional street layout, a primary grid pattern of streets with variation allowing for smooth traffic flow, specialized land use patterns, and landscaping opportunities. This pattern of development, along with policies intended for neighborhood traffic management would result in a safe and comfortable pedestrian, bicycling, transit, and automobile environment. Alameda ~~Point~~West's street system also needs to be integrated with the surrounding neighborhoods. In addition, transportation policies in Alameda ~~Point~~West need to provide for truck access, preserve vistas, accommodate the needs of transit users, pedestrians, and bicyclists, and offer adequate vehicular access to and within Alameda ~~Point~~West with out unduly impacting existing neighborhoods. In response to these issues, transportation policies address Alameda ~~Point~~West's transportation needs in terms of street system and improvements, gateways, transit, pedestrian routes and biking, roadway vistas, and movement of goods.

STREET SYSTEM AND IMPROVEMENTS

Guiding Policies: Street System

- 9.4.a Promote street connectivity within Alameda ~~Point~~West and with the surrounding neighborhoods.
- 9.4.b Design transportation improvements to anticipate future growth and minimize traffic congestion.

Implementing Policies: Street System

- 9.4.c Continue the existing primary grid of the City of Alameda in all new development.
- 9.4.d Require roadway improvements that will allow acceptable levels of service of future traffic levels within the Alameda ~~Point~~West local roadway system.
- 9.4.e Work with the City of Oakland, Alameda County, Caltrans and other regional organizations to develop plans for design, phasing, funding, and construction of a new vehicle access to Interstate 880 (bridge, tunnel or other vehicle connection) or transit only crossing to Oakland.
- 9.4.f Minimize vehicle trips to and from Alameda ~~Point~~West that must use the Webster/Posey tubes by providing alternative travel modes and connections to the regional transportation system.
- 9.4.g Plan for the extension of Tinker and Mitchell Mosely Avenues to provide additional access routes to Alameda ~~Point~~West.
- 9.4.h Incorporate traffic calming techniques into roadway design at Alameda ~~Point~~West to help maintain appropriate vehicle speeds of 25 miles per hour or less.

GATEWAYS

Guiding Policy: Gateways

- 9.4.i Create entryways that maximize views, create connections to surrounding uses, and reflect Alameda's island character.

Implementing Policies: Gateways

- 9.4.j Create entry features to all entryways of Alameda ~~Point~~West through use of signage, landscaping, or landmarks that announce Alameda ~~Point's~~ West's unique character.

Tinker Avenue:

- 9.4.k Ensure uniform and consistent design and landscaping of Tinker Avenue.

Pacific Avenue:

- 9.4.l ~~Design the entry of Pacific Avenue to create views and connections to the Marina district.~~

Mitchell Mosley Extension:

- 9.4.m Design the Mitchell Mosely extension to make effective use of its proximity to the waterfront.

Water Taxis/Ferries:

- 9.4.n Emphasize the design of water taxi and ferry terminals and entrances at both the north and south waterfronts to establish connections to destinations in Alameda ~~Point~~West that can be reached by walking, bicycles or transit, reflect the island character and pedestrian-friendly environment of Alameda.

TRANSIT

Guiding Policies: Transit

- 9.4.o Optimize the use of transit and other alternative modes of transportation in all development at Alameda ~~Point~~West by increased accessibility to local and regional transit systems and ensuring safe and reliable transportation alternatives.

Implementing Policies: Transit

- 9.4.p ~~Expand water transportation by establishing a water taxi or ferry in the Marina district with potential destinations including San Francisco, Angel Island, Treasure Island, and Alcatraz.~~
- 9.4.q Preserve opportunities to develop future transit links including transit exclusive corridors.

- 9.4.r Develop alternative mode connections between Alameda ~~Point-West~~ and BART, such as a people mover system, bus barge, or aerial tram.
- 9.4.s ~~Redesign Atlantic Avenue to include a landscaped transit corridor for buses, jitneys, or future light rail development.~~
- 9.4.t Explore feasibility of establishing shuttle service to the ferry terminal(s), ~~Civic Core~~, Webster Street Marina Village, and Oakland BART stations.
- 9.4.u Develop and implement design guidelines and standards to assure that new development at Alameda ~~Point-West~~ facilitates transit use and consult with AC Transit to assure that roadway improvements at Alameda ~~Point-West~~ are transit compatible.
- 9.4.v Create innovative new funding mechanisms to subsidize transit service operations at Alameda ~~Point-West~~.
- 9.4.w Develop a transit center at Alameda ~~Point-West~~ to facilitate efficient transfers between transportation modes and enhance regional transportation connections.

PEDESTRIAN ROUTES AND BIKING

Guiding Policy: Pedestrian Routes and Biking

- 9.4.x Integrate pedestrian and bicycle uses into the design of the roadway system and fabric of neighborhoods.

Implementing Policies: Pedestrian Routes and Biking

- 9.4.y Provide a system of connections for pedestrians and bicyclists including sidewalks, crosswalks, bike lanes and multi-use paths connecting residential, schools, parks, transit stops, employment, commercial districts, and other areas of community activity on Alameda ~~Point-West~~.
- 9.4.z Develop Tinker Avenue, ~~Atlantic Avenue~~, and Main Street with pedestrian and bicycle oriented paths and bus facilities and landscaping as a means to maximize alternative modes of transportation and minimize impacts of vehicle traffic and noise to the residential neighborhood.

ROADWAY VISTAS

Guiding Policy: Roadway Vistas

- 9.4.aa Preserve view corridors in the layout and landscaping of the roadway system, particularly along the waterfront.

Implementing Policy: Roadway Vistas

- 9.4.bb Where possible, align roadways to frame important views.