5 Transportation, Circulation and Parking

5.1 INTENT

The circulation system within the Plan Area is a network of interconnected tree-lined, streets, trails and bikeways designed to facilitate pedestrian, bicycle and vehicle access to all portions of the Plan Area. This network will connect to the Project's multi-modal ferry terminal, and other on-site transit facilities including shuttle/bus routes and stops and a Bus Rapid Transit system. The primary objective is to create calm streets that engender a pedestrian and bicycle-friendly environment. To that end, the streets proposed in this chapter are unique to Alameda Point and shall be implemented in the Plan Area. The on-site street and trail system joins the existing City street system on the eastern edge and northern edges of the Plan Area, providing pedestrian, vehicular and transit access to the remainder of the City street grid system. These connections and related improvements will enable the entire City of Alameda to more effectively combat regional traffic congestion.

This chapter provides a comprehensive, multi-faceted menu of transportation strategies that complement, support and are integrated with the land use strategies in the Specific Plan. The primary integrated land use and transportation strategy is that Alameda Point is a transit-oriented community. Transit-oriented communities concentrate housing and employment in compact, highly walkable, diverse mixed-use neighborhoods with direct and convenient access to high quality public transportation. This development strategy provides residents and workers a choice of transportation mode, particularly for commuting. The mix of uses in close proximity provides for everyday needs so that people are not required to drive long distances and add to local congestion. The menu of innovative transportation strategies that can be implemented at Alameda Point such as shuttles to BART, car-sharing, guaranteed ride home programs, and eco-passes make alternatives to the automobile not only convenient, but attractive choices.

Transit-oriented communities in Northern California have demonstrated reductions in single-occupancy vehicle usage. They have been shown to generate approximately half of the automobile commute traffic generated by conventional development, reducing the regional impacts of work trips. They retain more trips internal to the development thereby reducing the localized impacts of running errands, going to lunch, and school and shopping trips. The compact neighborhoods and connected walkable design of the street system promote easier walking and bicycling.

The benefits of transit-oriented communities go beyond reducing traffic. They include improved air quality; increased productivity with less time wasted in congested environments; improved health by encouraging physical activity; reduced energy consumption; increased social interaction with neighbors, and overall improvement to the quality of life of Island residents and employees. Upon implementation, the transportation strategies will provide additional and improved transit options for existing residents of Alameda.

The combination of transportation strategies that will be most effective for Alameda Point are dependent on the specific type and phasing of development, continuous monitoring, and refinement, and require a

comprehensive analysis of the development's impacts. Therefore, based on the environmental analysis required prior to subdivision of the Plan Area, the appropriate initial strategies will be selected to properly address Project impacts and will be conditioned through the subdivision map approval process. Beyond the environmental analysis, the overall transportation strategy includes monitoring and refinement during each phase of development to maximize the effectiveness of the strategy.

5.2 PUBLIC STREET SYSTEM

A hierarchy of streets, named by the developer, with various capacities, functions and character is proposed to serve the transportation needs of Alameda Point: boulevards, connectors, local streets and alleys. The new network will connect all of the Plan Area's zones to one another and to the public open space network throughout the site. The intent is to retain the scale of the proposed streets while ensuring public health and safety. Street landscaping will include trees, shrubs and groundcover. Wherever feasible, the street landscape areas will incorporate vegetative-swales and related storm drainage features. *See Figure 5-1: Street System*.

In order to create pedestrian friendly streets that support a compact neighborhood, streets will be designed to operate at speeds of 25 mph or less. *Figure 5-1: Street System* illustrates the street pattern and classifications for Alameda Point.

5.2.1 Boulevards

The primary boulevard, West Atlantic Avenue, will extend from existing Ralph Appezzato Memorial Parkway. It will adopt a distinctive character within the Plan Area, and will become a walking environment that also serves cars, bicycles, transit and Bus Rapid Transit (BRT). With a total right-of-way of 120 feet, West Atlantic Avenue will be 88 feet curb-to-curb. It will have 16-foot wide sidewalk/landscaped edges, two 8-foot parking zones, two 5-foot bike lanes, two 10-foot vehicular travel lanes, a 38-foot median with dedicated lanes for transit, and 7-foot landscape buffers that will double as vegetative swales. Landscaping will be located on the perimeter and within the median. See *Figure 5-2: West Atlantic Avenue*.

Typical internal boulevards that connect key open space areas will be 66 feet curb-to-curb within an 86-foot right-of-way. These boulevards will be comprised of 10-foot sidewalk/landscape edges, two 8-foot parking lanes, two 5-foot bike lanes, two 10-foot vehicular lanes, and a 16-foot median that also acts as a vegetative-swale. See *Figure 5-3: Typical Boulevard*.

5.2.2 Waterfront Parkway

The waterfront parkway will be 28 feet curb-to-curb within a 48-foot right-of-way. A 9-foot and a 10-foot lane provide for vehicular travel, with an 8-foot parking lane containing periodic tree planters on the inbound edge

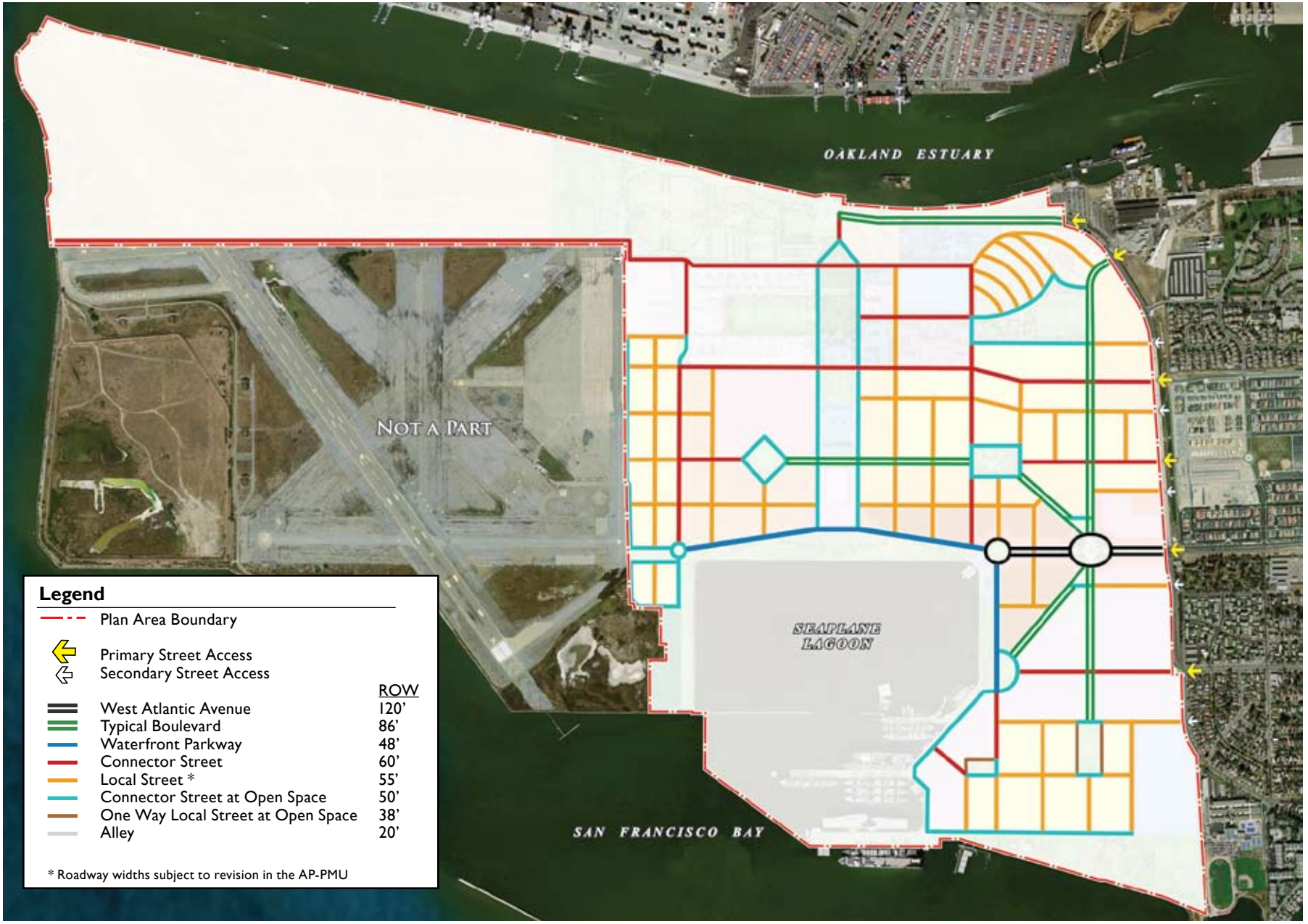

Figure 5-1: Street System