



## CHAPTER 8: 2030 INFRASTRUCTURE PLAN

# INTRODUCTION

To achieve the vision and goals described in Chapter 2, the City and the community of Alameda must commit themselves and their available resources to quickly making changes to the city's transportation infrastructure and facilities to support active transportation. This chapter identifies an ambitious set of capital improvement project priorities for the next eight years (2023-2030) to do that, in tandem with the programs presented in Chapter 7. Recognizing the key link between active transportation and greenhouse gas emission reductions, the 2030 timeline coincides with the city's 2030 targets for greenhouse gas reductions established by the Climate Action and Resiliency Plan.

The 2030 Infrastructure Plan, a set of 30 projects described in Table 10, is designed to:

- » Construct a **Low-Stress Backbone Network** (Figure 9) by 2030. This Backbone Network is a selected subset of the proposed low-stress facilities included in the Bicycle Vision Network (Figure 6 in Chapter 5) that, together with existing and planned shared use paths and separated bike lanes, provides the essential "backbone" of a complete, connected bicycle network that will serve people of all ages comfortably and safely in getting to their destinations, including to schools, parks, transit, bridges, shops and jobs. Alameda's newly added bikeway type, Neighborhood Greenways, are integral to building the network.
- » Reduce bicycle and pedestrian fatalities and severe injuries.
- » Reduce greenhouse gas emissions as a larger number of shorter trips are completed on foot or on bicycle, including when accessing transit, instead of by automobile.
- » Prepare the city for future actions and longer-term improvements past the eight-year horizon that will be necessary to address longer term climate change and transportation goals.
- » Establish a plan to phase out the Slow Streets program, created during the pandemic, by building the Low-Stress Backbone Network.

The project evaluation and rigorous prioritization process that informed the selection of the projects in the 2030 Infrastructure Plan is described in detail in *Appendix A. Active Transportation Project Prioritization*.

# AVAILABLE FUNDING AND CITY RESOURCES

The 2030 Infrastructure Plan represents a major commitment of resources by a variety of agencies and partners, including the City of Alameda. Completion of it will require partnerships with federal, state and regional transportation agencies that fund and construct active transportation projects, as well as with local property owners and development partners that construct projects on private property and the adjacent public rights of way. Some projects, such as the Encinal Avenue project (Project #29), will be completely funded and constructed by another public agency (in this case, Caltrans). Other projects, such as the Northern Waterfront Bay Trail Gap Closures (Project #30) or the recently built Clement Avenue separated bike lanes (from Grand Ave to Willow Street), will be funded and constructed by a property owner developing the adjacent private lands. Many projects, such as the Central Avenue Safety Project (Project #2), are funded by federal and state sources with a City of Alameda "local match" contribution, and the project is managed and constructed by the City. Some smaller projects will be funded and constructed entirely by the City. The City currently funds, either fully or partially, many

active transportation projects and programs each year with local transportation sales tax funding from Alameda County's Measure BB.

A significant limiting factor on how many projects can be constructed in Alameda in any one year is the capacity of the existing staff and community to:

- » Develop and come to agreement on a project design;
- » Develop the necessary construction documents, which often require extensive review by funding agencies;
- » Hire and manage the construction contractors; and
- » Address community inquiries during the construction process.

Each of these steps is time intensive, especially for larger projects. This Plan does not recommend that the City hire new full-time staff, but rather that, with the cooperation and support of the Alameda community, the projects in the 2030 Plan can be completed with existing staff resources. However, if over the course of the eight-year period, new projects are prioritized for implementation, it will most likely be necessary to remove a project from the 2030 Infrastructure Plan.

## MONITORING AND EVALUATION

In addition to working with regional and local partners to fund and construct the proposed projects, and to implement the programs in Chapter 7, it will be important that the City annually monitor both the progress made on the 2030 Plan and the effectiveness of the actual projects and programs. The objective of the 2030 Plan is to achieve the five goals of: 1) Safety, 2) Equity, 3) Mode Shift, 4) Connectivity and Comfort and 5) Community. The Performance Measures in Table 11 present the measures and data sources recommended to evaluate the effectiveness and benefits of the investments made. This annual process will be critical to enabling the City and community of Alameda to make adjustments to the 2030 Plan during the eight-year period, if necessary. Those adjustments can be made during the City's biannual Capital Improvement budget adoption and at each mid-cycle budget review, which occurs annually.

**Table 10. 2030 Infrastructure Plan**

	Project	Outcome by 2030	Ped	Bike	Trails	2030 Low-Stress Backbone Network
1	<b>Clement Avenue: Cross Alameda Trail Gap Closures</b> (Ohlone to Tilden Way to Miller-Sweeney Bridge) <i>Pedestrian safety improvements, separated bike lanes and shared use paths</i>	Constructed by City and development partners	X	X	X	X
2	<b>Central Avenue Safety Project</b> (Pacific Ave to Sherman St) <i>Pedestrian improvements on full corridor, separated bike lanes and bike lanes</i>	Constructed	X	X		X

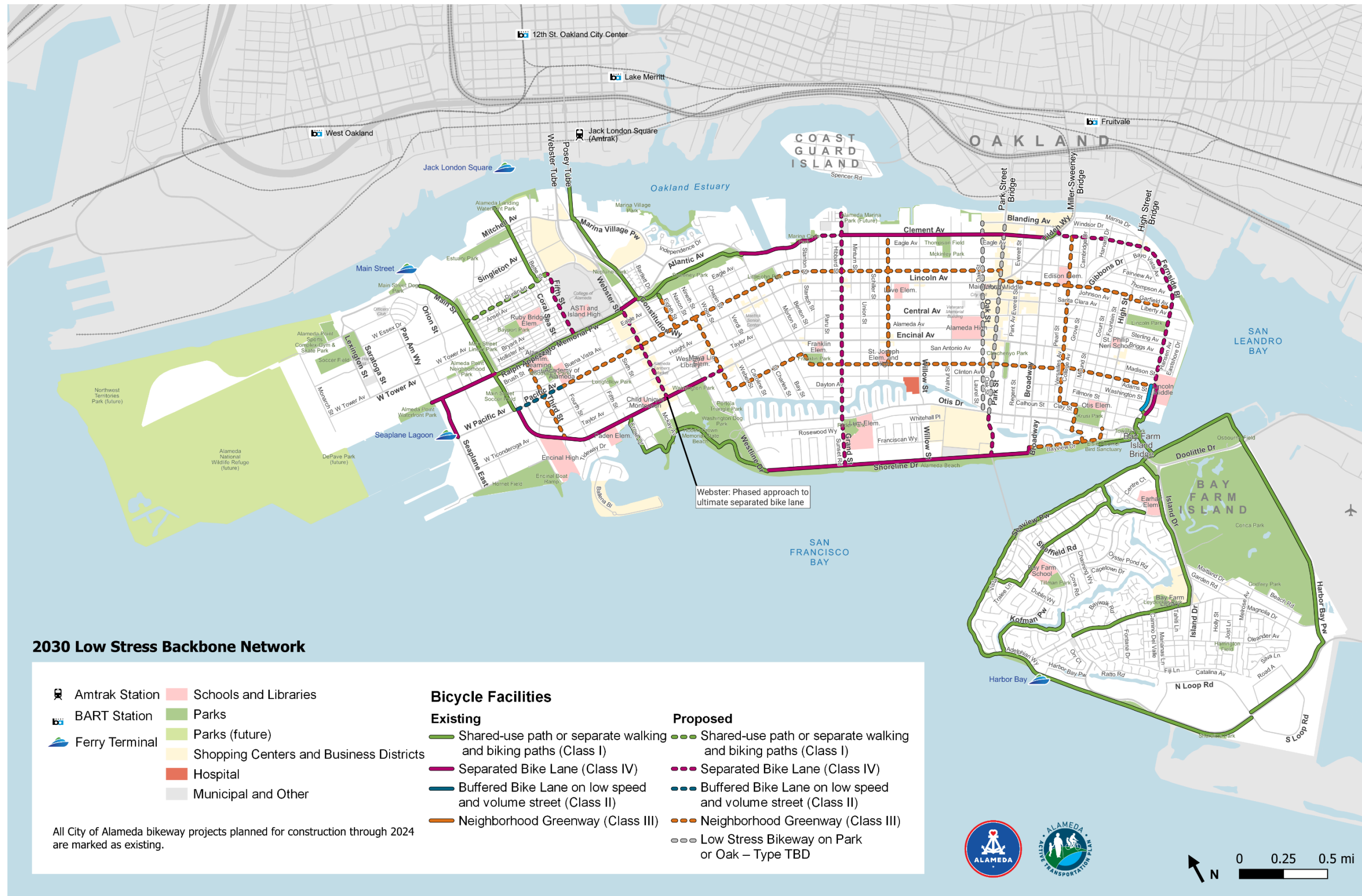
	Project	Outcome by 2030	Ped	Bike	Trails	2030 Low-Stress Backbone Network
3	<b>Grand Street</b> (Shore Line Dr to Clement Ave) <i>Pedestrian safety improvements and separated bike lanes</i>	Complete construction in two phases, north and south of Encinal Ave	X	X		X
4	<b>Alameda Point Bicycle and Pedestrian Improvements</b> [All streets within Site A and West Midway areas, and on Pan Am, Saratoga and West Redline to new Veterans Affairs (VA) facility and Northwest Territories] <i>Sidewalks, pedestrian safety improvements and separated bike lanes</i>	Complete construction by City, development partners, and VA	X	X	X	
5	<b>Lincoln/Marshall/Pacific Corridor Improvements</b> (Main St to Broadway) <i>Pedestrian safety improvements and mix of buffered and standard bike lanes and Neighborhood Greenways</i>	Constructed	X	X		X (partial)
6	<b>Willie Stargell Avenue Safety Improvements</b> (Main St to Fifth St) <i>Shared use path and pedestrian safety improvements</i>	Constructed	X	X	X	X
7	<b>Park Street and/or Oak Street Corridor</b> (Full extents) <i>Initial Phase: Low-cost, quick-build, low-stress facility on selected corridor, and pedestrian safety improvements</i>  <i>Final Phase: Low-stress facility on selected corridor, and pedestrian safety improvements</i>	Initial Phase: Complete initial improvements.  Final Phase: Complete plan, for future construction post-2030.	X	X		X

	Project	Outcome by 2030	Ped	Bike	Trails	2030 Low-Stress Backbone Network
8	<b>Webster Street</b> (Atlantic Ave to Central Ave) <i>Initial Phase: Bicycle lanes (standard and buffered) and pedestrian safety improvements</i>  <i>Final Phase: Separated bike lanes and pedestrian safety improvements</i>	Initial Phase: Complete construction Final Phase: Complete plan, for construction post-2030.	X	X		X
9	<b>Oakland-Alameda Bicycle-Pedestrian Bridge</b> (West Alameda to Oakland)	Complete Project Initiation Document (PID), and identify Lead Agency for all future phases. Construction by others post-2030	X	X	X (Bay Trail)	
10	<b>Miller-Sweeney Bridge</b> <i>Initial Phase: Add bicycle lanes (standard) to bridge</i>  <i>Final Phase: Select long-term option for adding shared use path or protected bicycle lanes.</i>	Initial Phase: Build bike lanes (by Alameda County)  Final Phase: Select long term option, for construction post-2030.	X	X	X (Bay Trail)	
11	<b>Bay Farm Bike Bridge Access Upgrades</b> <i>Upgrades to path surfaces, street crossings and Wooden Bridge</i>	Constructed	X	X	X (Bay Trail)	X
12	<b>Pacific Avenue (Marshall Way to Park St)</b> <i>Neighborhood Greenway, including transition of the Slow Street portion, in near term</i>	Constructed	X	X		X
13	<b>Fifth Street</b> (Ralph Appezato Memorial Parkway to Stargell Ave) <i>Separated bike lanes</i>	Constructed		X		X
14	<b>Third Street</b> (Central Ave to Ralph Appezato Memorial Parkway) <i>Neighborhood Greenway</i>	Constructed	X	X		X



	Project	Outcome by 2030	Ped	Bike	Trails	2030 Low-Stress Backbone Network
15	<b>Eighth Street</b> (Jean Sweeney Park to Pacific Ave) <i>Neighborhood Greenway</i>	Constructed	X	X		X
16	<b>Ninth Street</b> (Pacific Ave to San Antonio) <i>Neighborhood Greenway</i>	Constructed	X	X		X
17	<b>San Antonio Avenue/San Jose Avenue/Morton St</b> (Ninth to Fernside) <i>Neighborhood Greenway, including transition of the Slow Street portion on San Jose/Morton, in near term</i>	Constructed	X	X		X
18	<b>Chestnut Street</b> (Clement Ave to San Jose Ave) <i>Neighborhood Greenway</i>	Constructed	X	X		X
19	<b>Lincoln Avenue/Garfield Avenue</b> (Park to Fernside) <i>Neighborhood Greenway</i>	Constructed	X	X		X
20	<b>Fernside Boulevard</b> (Tilden to San Jose) <i>Separated bike lane and pedestrian safety improvements</i>	Constructed	X	X	X (Bay Trail)	X
21	<b>Versailles (Fernside to Calhoun), Calhoun (Versailles to Mound), Mound (Calhoun to Waterton), Waterton (Mound to Court), Court (Waterton to Bayview)</b> <i>Neighborhood Greenway, including transition of the Slow Street portion on Versailles Ave, in near term</i>	Constructed	X	X		X
22	<b>Bayview Drive</b> (Broadway to Otis Dr) <i>Neighborhood Greenway</i>	Constructed	X	X		X
23	<b>Eighth Street/Westline Drive</b> (Otis Dr to Central Ave) Plan bike and pedestrian improvements and secure funding	Plans complete and funding secured		X	X	
24	<b>Neptune Park Path</b> (Webster St to Constitution Way) <i>Shared Use Path</i>	Constructed	X	X	X	

	Project	Outcome by 2030	Ped	Bike	Trails	2030 Low-Stress Backbone Network
25	<b>Sidewalk gaps completion</b> (Various) <i>Add sidewalks where missing at key gaps, as funding allows</i>	Constructed	X			
26	<b>Trail maintenance and upgrades</b> (Various) <i>Maintain and upgrade shared use trails, based on prioritization criteria</i>	Constructed			X	
27	<b>Safe Routes to School Access Improvements</b> (Various) <i>Complete improvements recommended in School Site Assessments</i>	Constructed	X	X		
27	<b>Oakland Alameda Access Project</b> <i>Upgrades to existing paths to and within Webster and Posey Tubes</i>	Constructed by Caltrans	X	X	X	
28	<b>Otis Drive/Doolittle Drive Resurfacing and Improvements</b> <i>Pedestrian safety improvements, bike lanes (standard) and separated bike lanes</i>	Constructed by Caltrans	X	X	X	
29	<b>Encinal Avenue Resurfacing and Road Diet</b> (Sherman St to Broadway) <i>Pedestrian safety improvements and bike lanes (standard)</i>	Constructed by Caltrans	X	X		
30	<b>Northern Waterfront Bay Trail Gap Closures</b> (At Wind River, Encinal Terminals, Alameda Marina and Boatworks) <i>Shared use trails</i>	Constructed by Property Owners			X (Bay Trail)	



**Figure 9. 2030 Low Stress Backbone Network**



## ONGOING EVALUATION

Performance measures will be used to track the effectiveness of the various projects, programs, and investments presented in this Plan. Quantifiable data is needed to knowledgeably evaluate effectiveness. Based upon these future evaluations, the City and community will be able to make adjustments on an annual basis through the City's budgeting process. Staff will report on the performance measures and progress on relevant actions annually. Further, this Plan will be updated in five years, at which time further adjustments may be made in response to the evaluation findings.

**Table 11. Active Transportation Plan Performance Measures**

Goal		Performance Measures	Data Source(s)
<b>Safety</b>	Increase the safety of all people using active transportation.	<ul style="list-style-type: none"> <li>» Number of people walking or bicycling involved in crashes that resulted in an injury.°</li> <li>» Percent of people who feel safe walking and biking.</li> </ul>	<ul style="list-style-type: none"> <li>» Police Department Reports</li> <li>» Alameda City Community Survey</li> </ul>
<b>Equity</b>	Prioritize active transportation investments in underserved communities and actively engage underrepresented groups in the planning process.	<ul style="list-style-type: none"> <li>» Percent of active transportation improvement projects installed in equity priority communities</li> </ul>	City tracking
<b>Connectivity and Comfort</b>	Develop a well-connected network of active transportation facilities that are comfortable and convenient for people of all ages and abilities.	<ul style="list-style-type: none"> <li>» Number of pedestrian crossing improvements or upgrades.</li> <li>» Miles of completed bikeways and completed low-stress bikeways.</li> </ul>	City tracking
<b>Community</b>	Promote and inspire safe and fun walking, bicycling and rolling to foster a strong culture of walking and bicycling.	<ul style="list-style-type: none"> <li>» Number of encouragement or educational events or campaigns held to support walking and bicycling.</li> <li>» Number of 5th grade classes that receive bicycle safety education.</li> <li>» Number of schools participating in Safe Routes to Schools activities.</li> <li>» Number of new or enhanced bike parking facilities built.</li> </ul>	City and County Agency Tracking

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Goal		Performance Measures	Data Source(s)
<b>Mode Shift</b>	Increase percentage of walking and bicycling trips.	<ul style="list-style-type: none"> <li>» Percent of students who walk or bicycle to school</li> <li>» Number of people walking and biking at established count sites and at recently completed project sites.</li> <li>» Percent of biking and walking trips to work and percent of drive alone trips to work.</li> </ul>	<ul style="list-style-type: none"> <li>» Alameda County SR2S Program surveys</li> <li>» City and county counts</li> <li>» American Community Survey</li> </ul>

° Performance measure from *Alameda Vision Zero Action Plan*