

Consideration List for Competitive Grants and Regional Funding													
Updated Project List - March 2014													
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Rankings							Total Pts	Comments/Challenges
					Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance			
46. Estuary Crossing Project Study Report (PSR) / Environmental Impact Report (EIR) (ON HOLD)	Bike/Pedestrian bridge could be moved forward to a PSR equivalent document only if this option is deemed feasible.	Studies an alternative pedestrian/bike and possibly transit crossing of the estuary.	\$500,000 to \$750,000 (2008 dollars)	Bike: High (4) CBT: Medium (2) Econ Dev: Listed (2) Ped: High (4) Transit: Listed (2) TOTAL: 14 pts	Circulation (2) Livability (2) Multimodal (2) Implement: (1) TOTAL = 7 pts	2	2					25	Part of the Estuary Crossing Feasibility Study (Sept 2009) and the Countywide Bicycle Plan (2006). Requires approval of other agencies. Significant environmental and right-of-way constraints, and Coast Guard operation impacts. Estimated construction cost for bridge: \$60 million (2008 dollars); administration: \$5 million (2008 dollars); design: \$8 million (2008 dollars); mitigation: \$1 million; operations: \$1.5 million per year (2008 dollars) assuming 24/7 service.
47. I-880/Broadway/Jackson Multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland and Jack London Square	Includes improvements to Jackson Street on-ramp, Sixth Street frontage, bus rapid transit to 12th Street BART, Transit Center at Alameda Point, Park and Ride Lot at the Posey Tube, bike lanes on Ralph Memorial Appezato Parkway, signal priority for buses and signal coordination, SMART corridor type improvements, pedestrian improvements and MLK Jr Way off-ramp and Market Street on-ramp.	Provides mitigations for Alameda Point development and other significant economic development projects in Alameda and Oakland. Considered a regionally significant deficient segment in the Countywide Congestion Management Plan.	\$189,000,000 (2013 dollars)	AlaPt SAP: Listed (2) Bike: Listed (2) CBT: Medium/High (3) Climate: Listed (2) Econ Dev: Listed (2) Transit: Listed (2) TOTAL: 13 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2		2	1			25	A project study report (PSR) for a portion of the project has been completed. One project element has some Chinatown community concerns. Project has received regional funding totaling \$8 million from Measure B and Caltrans (STIP) that could be used to leverage additional funding. Proposed to be funded up to \$75 million in reauthorized Measure B, which is on the November 2012 ballot. Required as a mitigation in the Alameda Point EIR and the State Route 260 Deficiency Plan.
48. Estuary Crossing Water Shuttle/Taxi	Provides an intermediate solution that will meet the project objectives with consideration of the planned developments on both sides of the estuary.	Targets bicyclists/pedestrians needing to travel between west Alameda and downtown Oakland/Chinatown.	construction: \$3 million; operations: \$2.5 million (24/7 service), \$1.25 million for 12 hour, \$625,000 for 6 hour (2008 dollars)	Bike: Listed (2) CBT: Medium (2) Econ Dev: Listed (2) Ped: Medium (2) Transit: Listed (2) TOTAL: 10 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2	2				23	Included in the Estuary Crossing Feasibility Study (Sept 2009). The Alameda Landing Transportation Demand Management (TDM) Plan requires a water shuttle/taxi study. The Alameda Landing TDM Plan is required in the Alameda Landing EIR.
49. Rapid Bus Service - Alameda Point	Connects Alameda Point to Fruitvale BART at 15 minute headways.	Improves transit options for the development at Alameda Point.	\$9,000,000 (2013 dollars)	AlaPt GPA: Listed (2) AlaPt SAP: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) Transit: Listed (2) TE: Listed (2) TOTAL: 13 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts	2						23	Included in the FTA funded transit plan. (Update: The TC and Planning Board reviewed the Regional Transit Access Study in 2013. Staff will request the TC to accept the study and approve the phase 2 construction in 2014.)

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50. Individualized Marketing	Provides transportation information to residents or employees. Increases educational materials on transit for seniors. Increases Paratransit services education. Provides educational materials to bicyclists and drivers.	Helps residents determine the most efficient bus, Paratransit, ferry, bicycle or walking routes.	\$90,000 (2008 dollars); \$10,000 for initial production, \$4,000 for printing (2009 dollars)	Bike: High (4) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: High (4) TOTAL: 13 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts	2			1		22	Required as a mitigation in the Alameda Landing EIR and in the Boatworks EIR.	
51. Miller-Sweeney Bridge Improvements	Provides an emergency lifeline structure for Alameda to ensure that it functions after a major event such as an earthquake. Provides dedicated auto, bicycle and transit lanes, sidewalks on both sides, a center median and removes rail bridge.	Improves multimodal access to Fruitvale BART and Oakland. Provides the only lifeline bridge structure for the City.	\$94,000,000 (2013 dollars)	Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 9 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2				20	Will be consistent with Surface Transportation Board requirements. Part of the Countywide Bike/Pedestrian Plan.	
52. Park Street Bridge Retrofit	Retrofits to current seismic standards.	Provides bike/pedestrian facilities and amenities such as pedestrian-scaled lighting.	\$46,000,000 (2008 dollars)	Bike: Listed (2) CBT: Medium/High (3) Ped: Low (1) TOTAL: 6 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts	2	2			4	20		
53. Traffic signal installations & upgrades	Installs signals at intersections that meet warrants, upgrades signals as needed. Installs accessible pedestrian signals (APS) and countdown signals.	Improves traffic circulation and safety, reduces delay, including pedestrian and bike enhancements such as bicyclist detection at intersections using loop detectors, video detection or left-turn phases.	\$150,000 (2009 dollars for bicycle detection); \$1.2 million (2008 dollars for APS and countdown signals), new signal installation is estimated at \$450,000 per installation (2011 dollars)	ADA: Listed (2) Bike: Medium (2) Ped: High, Medium & Low (4) TOTAL: 8 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts			2	1		19	For APS, 12 intersections are high priority, 19 are medium priority and 27 are low priority. For countdown signals, 7 are high, 16 are medium and 25 are low. Some intersections are part of the Countywide Bike/Pedestrian Plan, or are included in the Citywide Development Fee, which provides partial funding. Oak/Clement and Park/Pacific proposed signals are included in the Northern Waterfront EIR as a required mitigation. Oak/Clement also is included as a mitigation in the Boatworks EIR. Park/Blanding proposed signalized intersection is included in the North of Lincoln Plan EIR.	
54. School Route Enhancements	* Pedestrian enhancements around schools and along school routes. * Assists schools with walking school buses. * Creates and updates school route maps. * Provides necessary striping and signage requirements.	Improves traffic control measures along the school routes, helps develop and maintain walking school buses. Guides children to key intersections to minimize crossing locations; reduces congestion; increases students who walk/bike to school. Examples include stop bar restriping and improving faded white curbs, obsolete signs and bus stops.	\$500,000 (2008 dollars); \$25,000 (2008 dollars for school route maps); \$50,000 (2008 dollars for signage/striping); \$15,000 (2008 dollars for walking school buses)	Bike: High (4) CBT: Medium/High (3) Ped: High (4) TOTAL: 11 pts	Circulation (1) Livability (2) Multimodal (2) Implement (2) TOTAL = 7 pts						18		

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55. Alameda Point Shopper Shuttle	Creates shopper shuttle on the weekends.	Improves transit access to downtown Oakland from Alameda Point.	\$33,000 annually (2009 dollars)	AlaPt GPA: Listed (2) CBT: High (4) Econ Dev: Listed (2) TOTAL: 8 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2						17	In collaboration with private sector for on-going operations and maintenance costs.
56. High Street Bridge Retrofit	Retrofits to current seismic standards.	Improves access and bike/pedestrian amenities.	\$40,300,000 (2008 dollars)	Bike: Listed (2) Ped: Low (1) TOTAL: 3 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts	2	2				4	17	
57. Pedestrian District/Corridor Enhancements	Provides pedestrian enhancements along sections of streets where pedestrian demand is or could be high based on adjacent land uses and transit activity. Could include art, benches, bike lanes/racks, enhanced bus stops, enhanced crosswalks, curb extensions, gateways, refuge islands, traffic calming, landscaping and widened sidewalks.	Provides pedestrian enhancements to emphasize pedestrian needs along corridors.	High priority = \$500,000 (2008 dollars); Medium priority = \$1,200,000 (2008 dollars); Low priority = \$3,630,000 (2008 dollars)	CBT: Medium/High (3) Econ Dev: Listed (2) Ped: High, Medium & Low (4) Transit: Listed (2) TOTAL: 11 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							17	High-priority districts : Park St and Webster St; Medium-priority districts : Otis Dr (South Shore), Santa Clara Ave (downtown) and Central Ave (downtown); Low-priority districts : Island Dr, High St commercial areas and the historic railroad stations. Some districts are part of the Countywide Bike/Pedestrian Plan.
58. Clement Avenue East Extension	Extends Clement Avenue between Broadway and Tilden Way, and includes bicycle lanes.	Uses Fruitvale Ave Bridge for truck traffic and reduces congestion on Park Street Bridge and Park/Clement intersection.	\$3.6 million (2012 dollars)	Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 7 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2						16	
59. Shuttles / Transit Service for Northern Waterfront Area	Develops shuttle services to/from Northern Waterfront development. Provides Northern Waterfront transit services in corridors through and between the Northern Waterfront and the high ridership generators inside and outside the City such as Oakland BART station.	Minimizes parking demand and traffic in the Northern Waterfront area.	TBD	Econ Dev: Listed (2) N. Water: Listed (2) TOTAL: 4 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts	2			1			15	Required as part of the Northern Waterfront EIR.
60. Alameda InterIsland Shuttle/Bus Line	Provides cross-island transit access between west Alameda and Bay Farm Island. Increases transit access to business parks.	Increases the mobility of City residents within the City of Alameda.	\$2,100,000 annually (2001 dollars)	Econ Dev: Listed (2) Transit: Listed (2) TOTAL: 4 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts	2						14	
61. Mariner Square Drive Realignment	Extends Mariner Square Drive from Mariner Square Loop to Marina Village Parkway, and includes bike lanes. Includes a Park & Ride lot facility.	Improves circulation and access. Provides direct transit access onto Constitution Way using the current Mariner Square Drive access.	\$4,500,000 (2009 dollars)	Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) TE: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts							14	

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62. Car Share	Provides hybrid or alternative fuel vehicles during the week for City employees and weekends and nights for residents or other interested parties.	Provides car share opportunities for residents and reduces maintenance costs for the City.	TBD	AlaPt SAP: Listed (2) Econ Dev: Listed (2) Climate: Listed (2) TOTAL: 6 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts						13	
63. Lincoln Avenue Bicycle Improvements	Installs Class II bike lanes or Class III bike route between Oak Street and Park Street.	Links two designated bikeways – Oak Street and Tilden Way – in Park Street area.	\$15,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						13	Requires removal of on-street parking for library; potential long-term major transit route.
64. Oak Street Bicycle Improvements	Installs Class II bike lanes or Class III bike route between Blanding Avenue and Powell Street.	Provides a “lower traffic” alternative route for bicyclists in proximity to Park Street.	\$26,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						13	Class II bike lanes between Blanding Ave. and Encinal Ave. only if removal of on-street parking.
65. Bike Route Class III Improvements	Provides bike routes on 5th Street, Maitland Drive, Pacific Avenue, San Antonio Avenue, 9th Street, San Jose Avenue, Sherman Street and 3rd Street.	Provides cross-town bike routes.	\$85,000 (2009 dollars)	Bike: High (4) Econ Dev: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						12	(Update: City won a federal resurfacing grant for Pacific Ave betw Main Street and Marshall Way, which will include a Class III bike route.)
66. Bus Stops & Shelters	Adds trash receptacles, lighting, shelters, benches, transit information, bicycle parking, etc. at bus stops.	Helps make transit a more attractive transportation alternative.	\$220 per trash receptacle; \$3,000 per lighting; \$18,000 per shelter including maintenance (2009 dollars)	CBT: High (4) Transit: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						12	(Update: City and AC Transit applied for a Safe Routes to Transit grant for improved bus stops along Webster Street, north of Lincoln Avenue, yet was unsuccessful at winning the grant.)
67. Intersection/Trail Enhancement Projects	Improves intersections to address multi-modal access, including where trails intersect. Installs appropriate traffic control devices that will improve traffic circulation.	Improves multi-modal access at intersections.	High priority = \$800,000 (2008 dollars); Medium priority = \$3.7 million (2008 dollars); Low priority = \$8,100,000; \$100,000 (2008 dollars for trail access)	CBT: Medium (2) Ped: High, Medium & Low (4) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						12	High-priority intersections total 8; medium priority total 37 and low priority total 81. Included in on-going studies to address circulation and safety.
68. Bay Trail / Shoreline Path - Northern Waterfront Area	For Northern Waterfront area, ensures that the public access path along the waterfront includes a separated path for bicyclists or is wide enough to minimize conflicts between pedestrians and bicyclists. Creates pedestrian and bicycle pathways and visual corridors.	Establishes connections to the Bay Trail and other regional circulation systems.	TBD	Bike: Listed (2) N. Water: Listed (2) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts				1		11	Required as part of the Northern Waterfront EIR.

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69. Mecartney Road Bike Lanes	Provides Class II bike lanes between Island Drive and Maitland Drive.	Extends existing bike lanes on Mecartney Road eastward towards Maitland Drive providing improved bikeways on Bay Farm Island.	\$13,000 (2009 dollars)	Bike: Medium (2) CBT: Medium/High (3) TOTAL: 5 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						11	Part of the Countywide Bike/Pedestrian Plan. Requires curb/gutter/sidewalk improvements on the north side.
70. Santa Clara Avenue Bicycle Improvements	Provides bike lanes (Class II bikeways) between Grand St. and Oak St.	Enhances access to the Park Street area extending the existing bike lanes on Santa Clara Ave. east to Park Street.	\$29,000 (2009 dollars)	Bike: Medium (2) CBT: Medium/High (3) TOTAL: 5 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						11	
71. Low-Income Transit Fare Subsidy	Implements a low-income fare discount.	Encourages additional transit users, and focuses on the transit-dependent population. Provides a more cost effective way to travel for low-income individuals.	Costs would vary depending on subsidy level.	CBT: Medium (2) Econ Dev: Listed (2) TOTAL: 4 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts						10	In collaboration with AC Transit and BART.
72. Ballena Path/Bike Route	Provides a Class III bike route on Ballena Blvd. between Central Ave and Cola Ballena and a Class I path adjacent to Ballena Blvd. between Cola Ballena and the Ballena Blvd. terminus.	Enhances bicycle and pedestrian access along Ballena Blvd.	\$505,000 (2009 dollars)	Bike: Medium (2) Ped: Low (1) TOTAL: 3 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						9	Part of the Countywide Bike/Pedestrian Plan as a San Francisco Bay Trail connector.
73. Paden School Trail Improvements	Improves the existing trail east and south of Paden School off of Central Avenue.	Improves trail access.	\$72,600 (2005 dollars)	Bike: Listed (2) Ped: Low (1) TOTAL: 3 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						9	Could be included as part of a future San Francisco Bay Trail alignment. Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan.
*Plan definitions are as follows:												
<i>ADA</i> : Americans with Disabilities Act Transition Plan Update (2008) - http://www.cityofalamedaca.gov/City-Hall/ADA-CDI-Accessibility												
<i>AlaPt GPA</i> : Alameda Point General Plan Amendment (2003) - http://www.cityofalamedaca.gov/City-Hall/General-Plan												
<i>AlaPt SAP</i> : Alameda Point Station Area Plan (2008) - considered a feeder plan for the Transit Plan until it is updated. (http://alamedapointinfo.com/alameda-point-topics/Traffic-and-Transit)												
<i>Bike</i> : Bicycle Master Plan Update (2010) - http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation												
<i>Climate</i> : Climate Action Plan (2008) - http://www.cityofalamedaca.gov/Go-Green/												
<i>CBT</i> : Community Based Transportation Plan (2009) - http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation												
<i>Econ Dev</i> : Economic Development Strategic Plan Update (2008) - http://www.cityofalamedaca.gov/City-Hall/Econ-Development												
<i>N. Water</i> : Northern Waterfront General Plan Amendment (2007) - http://www.cityofalamedaca.gov/City-Hall/General-Plan												
<i>Ped</i> : Pedestrian Master Plan (2009) - http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation												
<i>Transit</i> : Alameda Transit Plan (2001)												
<i>TE</i> : Transportation Element Projects (2009) - http://www.cityofalamedaca.gov/City-Hall/General-Plan												