



Planning-Level Project Cost Estimates

For planning purposes, cost estimates were developed for the high- and medium-priority projects recommended through this Plan. Since the necessary site-level work has not yet been conducted to determine accurate project-specific costs, the estimates used for this Plan were taken from other plans or studies where available, or were derived using approximate unit costs for the appropriate bicycle facility type. These numbers are intended to provide an order of magnitude estimate of the costs to implement the Alameda Bicycle Master Plan, and therefore a reasonable expectation of what can be accomplished using the resources anticipated to be available. More detail on the development of project cost estimates is provided in Appendix G.

Grouping of Proposed Projects and Programs

Table 17 below summarizes the resources needed to implement the high- and medium-priority projects and programs included in this Plan. The table provides a breakdown of the capital projects with estimated costs, and the subsequent text summarizes each of these proposed improvements. Note that some projects, such as the Cross Alameda Trail, actually consist of several smaller projects. Projects were segmented to facilitate the pursuit of funding, as in some cases a portion of a project can stand on its own. Individual project segments are described in the text. The proposed projects are displayed in Figures 10 and 11.

**TABLE 17
High-Priority Bicycle Plan Projects and Programs**

Studies and Capital Projects

(funded and initiated within 10 years)

Project	Project/ Location	Phase/Type	Description	Estimated Cost (2009 dollars)
H1	West End Estuary Crossing	Project Study Report	Analysis of recommended alternatives to connect west Alameda to Jack London Square, Oakland	Funded through Pedestrian Plan
H2	Cross Alameda Trail – Alameda Point to Sherman Street	Construction – Class I	Funding sufficient to complete only a portion of this project; City to pursue appropriate segment based on project readiness	\$1,414,000
H3	Clement Avenue (Cross Alameda Trail segment)	Construction – Class II	Grand Street to Broadway	\$42,000*
H4	Shoreline Dr./ Westline Dr.	Construction – Class II***	Otis Drive to Broadway	\$205,000
H5	Encinal Avenue	Construction – Class II	Versailles Avenue to Broadway	\$13,000

Project	Project/Location	Phase/Type	Description	Estimated Cost (2009 dollars)
H6	Central Avenue	Construction – Class II and III	Class III from Pacific Ave. to Third St.; Class II from Third St. to Grand St.	\$95,000
H7	Oak Street	Construction – Class II and III**	Class II, Blanding Ave. to Encinal Ave.; Class III, Encinal Ave. to Powell St.	\$26,000
H8	Lincoln Avenue	Construction – Class II**	Oak Street to Park Street	\$15,000
H9	San Jose Avenue	Construction – Class III	Sherman St. to Fernside Blvd.; includes extension of Class III on Versailles Ave. from San Jose Ave. to Encinal Ave.	\$22,000
H10	Pacific Avenue	Construction – Class III	Marshall Way to 8 th St and Grand St. to Park St.	\$25,000
H11	San Antonio Ave./Ninth St.	Construction – Class III	Sherman St. to Pacific Ave.	\$12,000
H12	Sherman Street	Construction – Class III	Eagle Avenue to San Antonio Avenue	\$8,000
H13	Third Street	Construction – Class III	Central Ave. to Ralph Appezzato Memorial Pkwy.	\$7,000
H14	Maitland Drive	Construction – Class III	Mecartney Road to Harbor Bay Parkway	\$6,000
H15	Fifth Street	Construction – Class III	Central Avenue to Pacific Avenue	\$5,000
H16	Bayview Shoreline Bicycle Path Feasibility Study	Feasibility Study	Intersection of Broadway at Shoreline Drive to Towata Park	\$100,000
H17	Blanding Avenue Bikeway	Construction – Class II and Class III	Oak Street to Broadway	\$10,000
TOTAL				\$2,005,000

NOTE: All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint rail-trail use.

* Railroad track removal required prior to implementation. Estimated cost does not include cost of removing railroad tracks. It is assumed that the tracks would be removed as part of reconstructing the street.

** Interim project. For long-term proposal see project N1.

*** Class II to be implemented on these segments only if it is determined that removal of on-street parking or reductions in traffic capacity would be acceptable. Otherwise, they would be implemented as Class III facilities.

Maintenance and Minor Capital Projects

Project Number	Project	Description	Estimated Cost (2009 dollars)
C1	Trail Maintenance	Repair of pavement surface	\$100,000
C2	Maintain and Enhance Signage	Replace existing signs as needed, install additional signs to enhance the user experience of the network	\$125,000
C3	Bicycle Parking Enhancement Program	Install additional bike racks	\$75,000
TOTAL			\$300,000

Programs

Program Number	Program	Description	Estimated Cost (2009 dollars)
P1	Project planning		\$250,000
P2	Promotion of Bicycling-Related Events and Services	Bike to Work Day, Walk and Roll to School Day, etc.	\$50,000
P3	Education and Enforcement	Provide educational materials to bicyclists and drivers, in combination with police enforcement activities.	\$100,000
P4	Bike Maps	Updating and production of maps	\$45,000
P5	Safe Routes to School	Mapping	Funded through Pedestrian Plan
P6	Individualized Marketing	Customized traveler information to encourage mode shift	Funded through Pedestrian Plan
P7	Operations and Maintenance		Funded through Public Works maintenance budget
TOTAL			\$445,000

TOTAL HIGH PRIORITY PROJECTS AND PROGRAMS: \$2,750,000

The estimated cost of high priority projects and programs is equal to the revenues that the City of Alameda is estimated to receive for bicycle projects over 10 years. If actual revenues are lower than projections, project implementation will be impacted accordingly. If the estimated revenues are exceeded, medium-priority projects can be funded to the degree that funding is available.

TABLE 18
Medium-Priority Bicycle Plan Projects and Programs
(to be pursued within 10 years if funding is available)

Project Number	Project	Phase/ Type	Description	Estimated Cost (2009 dollars)
M1	Neptune Park Bike Path	Construction – Class I	Webster Street to Constitution Way/Marina Village Parkway intersection	\$100,000
M2	Bayview Shoreline Bike Path	Construction – Class I	<u>Section A:</u> Bay Farm Island Bicycle Bridge, connect to Bayview Drive via existing public access <u>Section B:</u> Extend shoreline path to Broadway	\$600,000*
M3	Shoreline Park Bike Path enhancements – Bay Farm Island	Construction – Class I	Widening and resurfacing	\$2,300,000
M4	Mecartney Road Bike Lane	Construction – Class II	Mecartney Road to Maitland Drive	\$13,000
M5	Santa Clara Avenue Bike Lane	Construction – Class II	Grand Avenue to Oak Street	\$29,000
M6	Ballena Bike Path/Bike Route	Construction – Class I and III	Central Ave. to Shoreline	\$505,000
M7	Signal Detection	Construction	Install loop detectors	\$150,000
M8	Education Classes	Program	Bicyclist skills training classes	\$25,000
TOTAL MEDIUM PRIORITY				\$3,722,000

* Association of Bay Area Governments, Bay Trail Project, *The San Francisco Bay Trail Project Gap Analysis*, August 2005.

TABLE 19
Projects Not Under City Jurisdiction

Project Number	Project	Project Description	Entity with Primary Jurisdiction
N1	Shoreline Drive Bike Path Enhancements	Resurface path and widen at selected locations from Westline Drive to Broadway	East Bay Regional Parks District
N2	Wooden bridge – south side bike bridge approach	Replace decking and enhance riding surface	East Bay Regional Parks District
N3	West End Estuary Crossing	<u>Interim:</u> modification to Posey Tube path <u>Long-term:</u> Construct bicycle/pedestrian bridge between west Alameda and downtown Oakland	Caltrans
N4	West End Water Shuttle	Design, construct, and operate a bicycle/pedestrian shuttle between west Alameda and downtown Oakland	City of Alameda/ City of Oakland
N5	Miller-Sweeney Bridge/ Fruitvale Railroad Bridge	Enhance/replace one or both bridges and provide improved bicycle access.	Alameda County/ Army Corp of Engineers
N6	Paden School Bike Path	Reconstruct bike path to provide enhanced shoreline access.	Alameda Unified School District
N7	Encinal High School Bike Path	Construct path along shoreline from Alameda Park to end of Third Street; also designate Third Street south of Central Avenue as Class III bike route.	Alameda Unified School District
N8	Park Street Bridge	Enhance bicycle access as part of seismic or other bridge improvements.	Alameda County
N9	High Street Bridge	Enhance bicycle access as part of seismic or other bridge improvements.	Alameda County

NOTE: All bicycle facilities within Alameda are to be consistent with Surface Transportation Board authorized rail operations and nothing herein is to be viewed as inconsistent with joint rail-trail use.

TABLE 20
Bicycle Plan Projects Associated with
Potential Development or Redevelopment

Project Number	Project	Project Limits	Related Development
D1	Cross Alameda Trail/ Bay Trail	Grand Street to Fruitvale Railroad Bridge	Numerous private properties
D2	Cross Alameda Trail – Clement Avenue Extension bike lanes	Sherman Street to Grand Street	Northern Waterfront
D3	Cross Alameda Trail – Clement Avenue Extension bike lanes	Broadway to Tilden Way	To be determined
D4	Cross Alameda Trail – Ralph Appezzato Memorial Parkway bike lanes	Main Street to Webster Street	Alameda Point
D5	Marina Village/Northern Waterfront Bay Trail	Mariner Square Drive to Grand Marina	Marina Village, Northern Waterfront
D6	Alameda Landing/ Alameda Gateway Bay Trail	Main Street to Mariner Square Drive	Alameda Landing, other private property
D7	Mitchell Avenue bike lanes	Main Street to Mariner Square Loop	Alameda Landing/ Alameda Point
D8	5 th Street bike lanes	Wilver “Willie” Stargell Avenue to Mitchell Avenue	Alameda Landing
D9	Wilver “Willie” Stargell Avenue bike lanes	Main Street to Mariner Square Loop	Alameda Point
D10	Alameda Point Bay Trail	Perimeter of Alameda Point	Alameda Point
D11	Alameda Point bike lanes	Along major streets within Alameda Point development; specific locations to be determined	Alameda Point
D12	Main Street Bay Trail	Ferry Terminal to Navy Way	Alameda Point
D13	Mariner Square Drive Extension bike lanes	Marina Village Parkway to Constitution Way	City of Alameda transportation project
D14	Oak Street to Alameda Towne Centre connection	Oak Street to Otis Drive and connection to Alameda Towne Centre	Alameda Towne Centre



FIGURE 9

City of Alameda Existing and Proposed Bikeways

CITY OF ALAMEDA EXISTING AND PROPOSED BIKEWAYS

City of Alameda