



AC TRANSIT AND THE SEAPLANE SHIFT

CITY OF ALAMEDA – AC TRANSIT INTERLIAISON COMMITTEE

APRIL 28, 2021

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THEN AND NOW



Pre-COVID:
all cross-bay transit
connections
oversubscribed

Today:
low demand for cross-bay
travel, slow rebound
expected

When Seaplane Lagoon Ferry Terminal opens,

- Most weekday riders will want to board at Seaplane Lagoon
- All direct San Francisco service will shift from Main Street to Seaplane Lagoon
- Main Street boats will serve SF, but via Jack London Square
- City of Alameda moving to institute paid parking at all ferry terminals

SEAPLANE SHIFT



In 2015, the AC Transit Comprehensive Operational Analysis (COA) included two Alameda service options:

1. **Service to the Main Street Ferry Terminal** via Fernside, High, Encinal, and Webster
2. **Service to BART** from the Northern Waterfront area via Buena Vista



In the AM:

The shuttle would operate like the 51A from Fruitvale BART but turn towards Seaplane Lagoon at Ralph Appezzato Memorial Parkway.

In the PM:

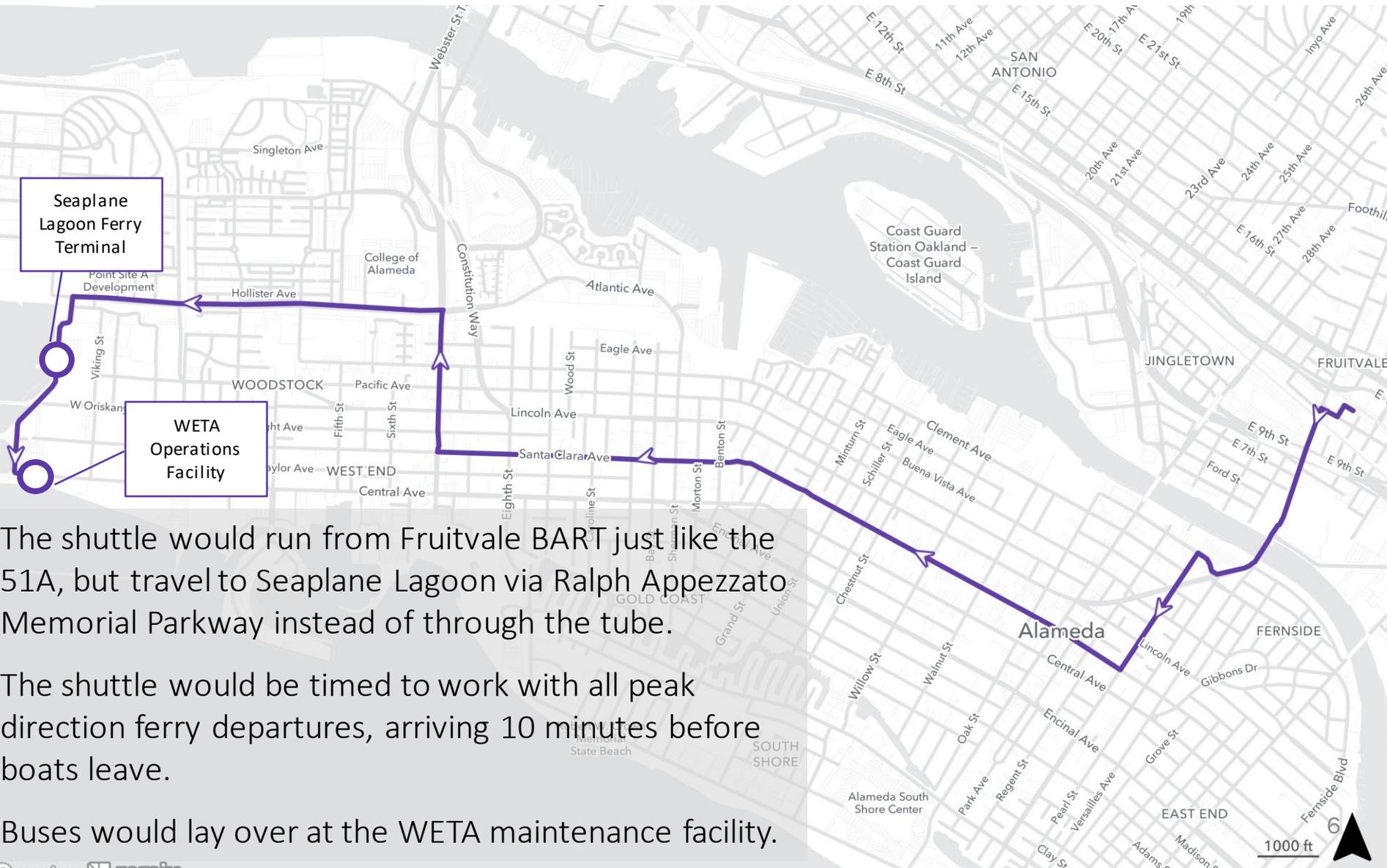
The shuttle would operate in reverse, ending at Fruitvale BART.

Specially timed to meet:

- **All peak boats to SF:**
Will arrive 10 minutes before boat departure times.
- **All peak boats from SF:**
Will depart 6 minutes after the boat arrives. Trips would hold for the ferry.



PILOTING A TIMED FERRY CONNECTION, AM

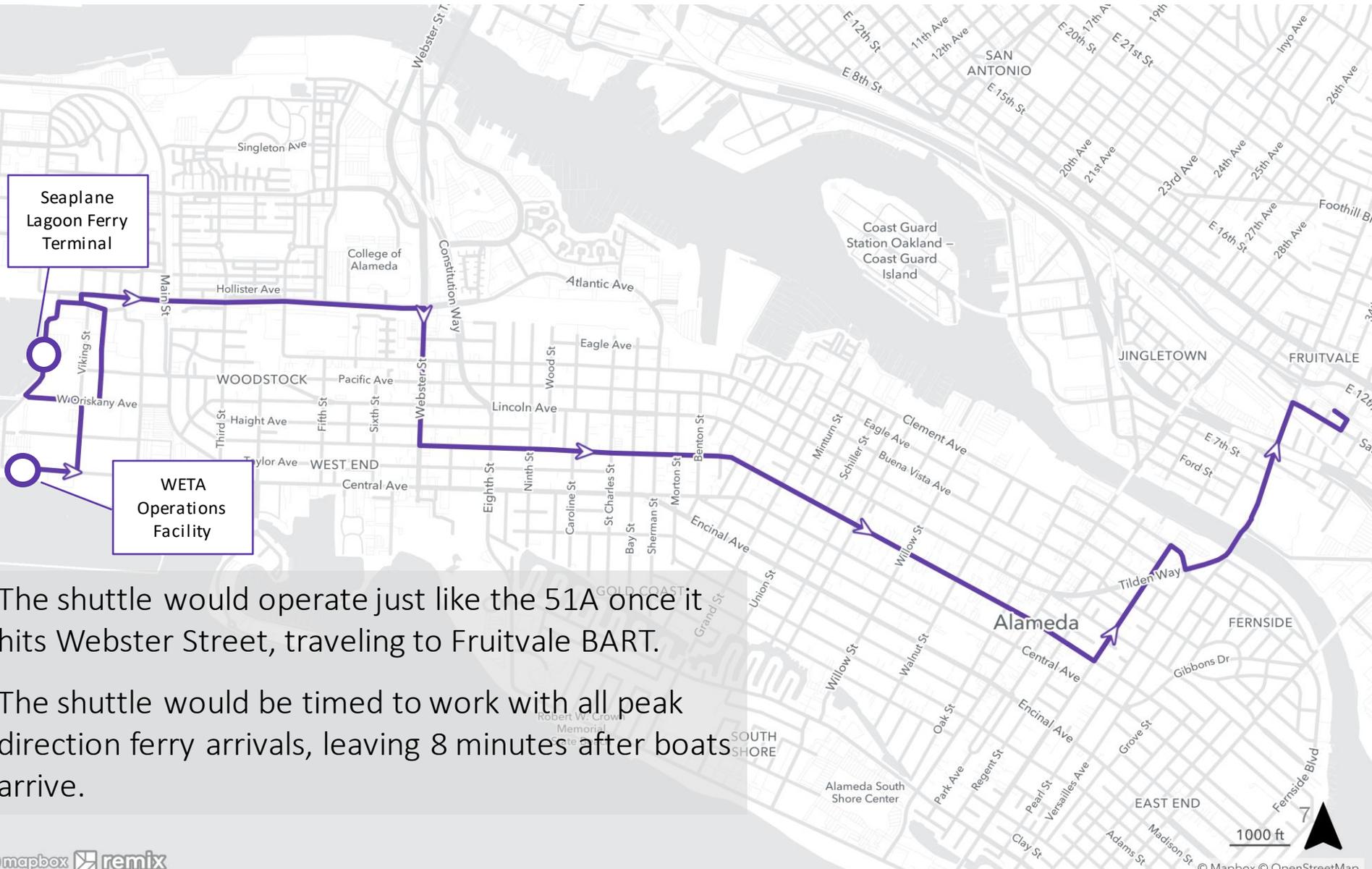


The shuttle would run from Fruitvale BART just like the 51A, but travel to Seaplane Lagoon via Ralph Appezato Memorial Parkway instead of through the tube.

The shuttle would be timed to work with all peak direction ferry departures, arriving 10 minutes before boats leave.

Buses would lay over at the WETA maintenance facility.

PILOTING A TIMED FERRY CONNECTION, PM



The shuttle would operate just like the 51A once it hits Webster Street, traveling to Fruitvale BART.

The shuttle would be timed to work with all peak direction ferry arrivals, leaving 8 minutes after boats arrive.

- Address consistent community calls for a bus to the ferry
- Paid Ferry Parking incentivizes Alamedans to leave their cars at home
- Ferry Recovery Plan + Free Bus Transfer improves affordability and equitable access
- Ample ferry capacity with room for future growth
- Better Ferry/Bus integration aligns with increasing regional focus on “seamless” connectivity between transit operators
- Improves AC Transit efficiency, enabling reinvestment in higher-ridership local backbones like the 51A