

Comprehensive Transit \ Traffic Strategic Planning and Implementation

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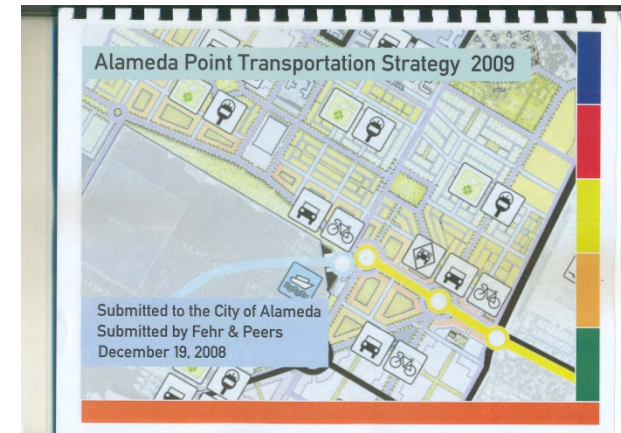
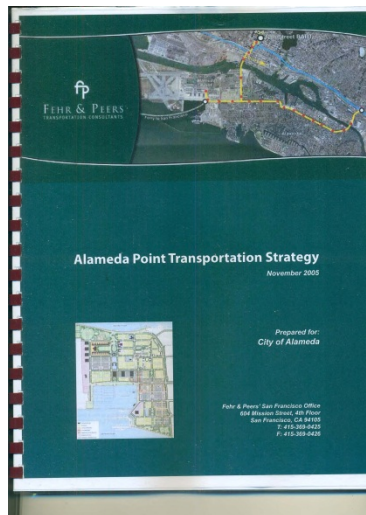
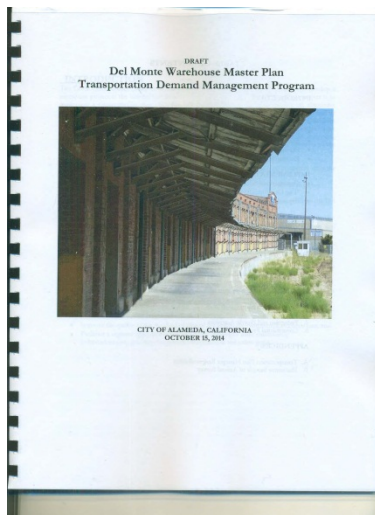
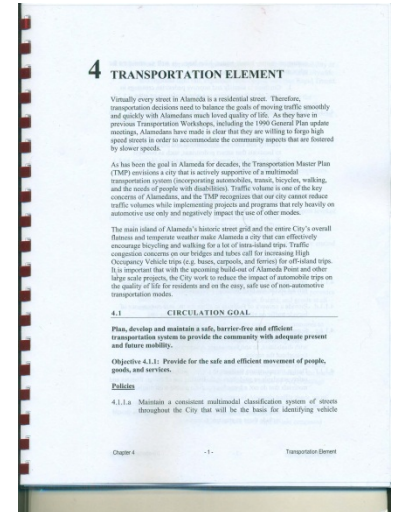
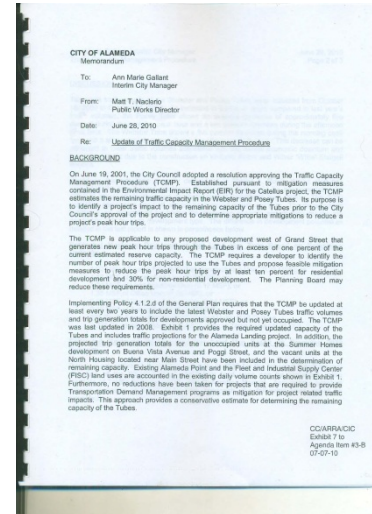
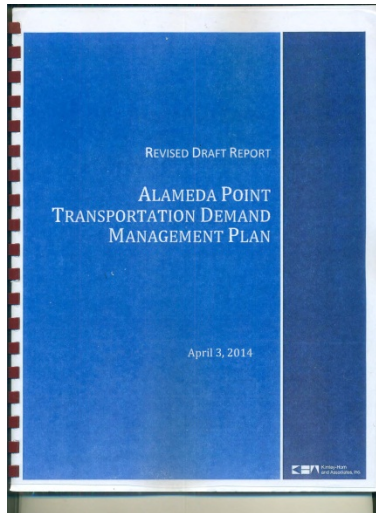
Key Numbers

**AM Peak Commute Hour Outbound
Traffic Capacity: Posey Tube**

Reality Capacity: 2,900

Theoretical Capacity: 4,007

Reports!



Why?

“Due to a limited budget for this project, the analysis was concerned primarily with persons who currently work in Alameda.”

**source: page 49, City of Alameda TSM/TDM Plan
(February 2012)**

Purpose

Implementation strategies with clear, relevant, and achievable goals

Example: the Emery Go Round's Hollis Street shuttle route has a ten minute headway during peak commute hours

source: <http://www.emerygoround.com/#hollis>

Purpose (cont.)

Prior work is about “what” we should be doing with regard to transit \ traffic planning : we are now in the “how” stage of things, and the point of this is to lay-out for all to see the costs and benefits to each implementation strategies.

Work Product Example

“If Alameda implements its own shuttle system with a 10-minute headway during peak commute hours, the end-product report will indicate congestion reduction benefits, as well as up-front and on-going cost for this implementation strategy (ie city-owned shuttle).”

“If Alameda implements a hybrid shuttle system with AC Transit, with an assured 10-minute headway, the report will indicate costs and benefits of this particular implementation strategy (i.e. hybrid-owned shuttles)”

“If Alameda implements a hybrid shuttle system with AC Transit agreeing to provide only one shuttle every thirty minutes and Alameda then having to make-up any difference to achieve an overall 10-minute headway, the report will indicate costs/benefits to this implementation strategy.

Next Steps

Staff should talk with Councilmembers, interested public (residents, businesses, and business associations), transit planning entities, transit-service providers, and developer-stakeholders, to get input on how each see's the matter of implementing various transit \ traffic strategies in the context of Alameda.

Staff might frame their input-gathering discussion by saying, “Ok, we have a variety of studies identifying different transit approaches, many of which are outlined in TDMs adopted for certain areas. We want to **build-off** of that work to not only bring together different TDMs for different parts of Alameda into one comprehensive strategy, but also to lay-out the logistics (costs/benefits) involved between different strategies (i.e. shuttle versus car share) but as important logistics involved in implemented various shades of one strategy (i.e. city-owned shuttles versus AC-developer-city shuttles, versus depending solely on AC, etc).” **Staff should then report back to Council what it's heard and provide recommendations on next steps.**