

MEMORANDUM

March , 2024

Project# 248460.005

To: Gail Payne, Project Manager
City of Alameda
From: Mike Alston, TE, RSP1, Kittelson & Associates, Inc.

RE: Named Measure BB Bus Project Repurposing

PROJECT PURPOSE

The City of Alameda, AC Transit, and Alameda County Transportation Commission will determine how to allocate project money from the Measure BB named bus project titled "Alameda to Fruitvale BART Rapid Bus project #14". The expressly stated purpose of that allocation is to "provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda." The allocation totals \$9 million.

There are many potential projects that could meet this goal, and some projects provide co-benefits with other City goals. This memo provides a list of potential projects and asserts a priority ranking and proposed allocation among those projects. Staff expects that these priority projects may evolve in subsequent coordination conversations with AC Transit as the Realign Plan takes shape, which is why multiple projects are listed beyond the \$9 million project budget. The AC Transit Realign draft service scenario was presented to the AC Transit Board of Directors (BOD) in early 2024, but the BOD directed staff to refine a draft plan and return in six months (fall 2024). Therefore, any changes from the Realign project have been postponed to 2025.

PROPOSED REPURPOSING PROJECTS

Table 1 shows the proposed projects organized by priority tier. The project priorities align with the citywide high-priority projects as listed in the 2023 Annual Report on Transportation for grant applications and are explained in the below section.

Table 1 Repurposing Projects Organized by Priority Tier

| Project | Proposed Allocation (Total Project Cost) | Grant Application Priority in 2023 Annual Report |
|--|--|--|
| Tier 1 Projects | | |
| 1A Lincoln/Marshall/Pacific corridor improvements | \$4M (\$20M) | Y |
| 1B Stargell/Alameda Point multimodal improvements | \$4M (\$9M) | Y |
| 1C Westline Bus Queue Jump Lane | \$1M | Y |
| Tier 2 Projects | | |
| 2A Park Street Bus Transit Efficiencies | \$1M | N |
| 2B Citywide Roundabout Projects | \$4M each | Y |
| 2C Fernside, Tilden to High, bus transit access improvements | \$1M | Y |

Tier 1 Projects

1A. LINCOLN/MARSHALL/PACIFIC CORRIDOR IMPROVEMENTS

The Lincoln/Marshall/Pacific corridor project is a high priority project for the City along a high-injury corridor as identified in the City's [Vision Zero Action Plan](#). The project concepts are designed but currently are unfunded for construction. The project includes a roadway reconfiguration to support multimodal safety and access. Transit amenities west of Webster Street include a bus island at the Academy of Alameda, consolidated bus stops between Fifth Street and Webster Street for improved efficiencies, bus stop amenities, and intersection improvements at bus stops to make bus stops easier and safer to access. This project provides access to Alameda Point and to one of the City's two Priority Development Areas (PDAs) per Plan Bay Area 2050. The project would also serve some of the City's most vulnerable communities, according to Bay Conservation and Development Commission's (BCDC's) Community Vulnerability map.

The following sites provide more information about the project:

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- The project's webpage is www.alamedaca.gov/LincolnMarshallPacific.
- The City Council approved concept design for the west end of the corridor with bus operations between Main Street and Webster Street is shown here:
<https://www.alamedaca.gov/files/assets/public/v/1/departments/alameda/transportation/lincoln-marshall-pacific/lincoln-ave-strip-maps-202303016-1.pdf>

Existing Bus Lines : 96 (30-min. frequency)

Proposed Realign Bus Lines: DA20 (30-min. frequency), DA96 (30-min. frequency)

Project Funding Plan: The City of Alameda will resubmit the \$20 million grant application in May 2024 to the Safe Streets for All (SS4A) federal request for projects. The \$4 million bus repurposing Measure BB monies will pay for the transit-related improvements and will fulfill part of the local match requirements for the SS4A grant. If the City is not successful in obtaining federal or state corridor funding, the \$4 million transit-related improvements could be completed as a standalone project. With or without corridor funding, the City expects the project to follow the below schedule.

Schedule:

| Tasks | Completion |
|---|------------|
| Final Plans, Specifications and Estimates | Sept 2025 |
| Publish "Notice Inviting Construction Bids" | Oct 2025 |
| Pre-bid meeting, Site Tour | Nov 2025 |
| Construction Bid Opening | Dec 2025 |
| City Council Bid Award/Authorization | Feb 2026 |
| Issue Notice to Proceed | March 2026 |
| Estimated Construction Completion | March 2027 |
| Project Close-out | Sept 2027 |

1B. STARGELL/ALAMEDA POINT MULTIMODAL IMPROVEMENTS

This project would enhance the current Willie Stargell Avenue Complete Street project with additional transit-focused improvements. The Complete Street Project will construct improvements by building both walking and bicycling paths in the vacant right-of-way north of the roadway, slowing speeding traffic along the corridor, and making intersection safety and access improvements. The project has been advanced to conceptual design and will be submitted for Active Transportation Program (ATP) funds for the second time in 2024. This project provides access to Alameda Point, and is within the Naval Air Station PDA, one of the City's two PDAs per Plan Bay Area 2050. The project is located along the border of an area of high social vulnerability, and connects to Alameda Point, an area of highest social vulnerability, according to [BCDC's Community Vulnerability map](#).

Transit-focused improvements would add to the Complete Street bike/pedestrian project by incorporating bus efficiencies, transit stop improvements (with the addition of new transit lines per Realign), and enhanced pedestrian and bicycle crossings to access the new bus stops. Additionally, the Stargell corridor project would identify a vision for the corridor with two or three roundabouts (Main, Fifth and East Campus/Mariner Loop) and then would fund one of the roundabouts. The potential roundabout locations in this project area are described in more detail in item 2B and include:

- Willie Stargell Avenue/Mariner Square Loop/East Campus Drive
- Willie Stargell Avenue/Fifth Street
- Willie Stargell Avenue/Main Street

Existing Bus Lines: 96 (30-minute frequency) - only for Mariner Sq. Loop/E. Campus Dr. intersection

Proposed Realign Bus Lines : DA19 (45-min. frequency), DA20 (30-min. frequency) and DA96 (30-min. frequency)

Project Funding Plan: The City of Alameda will resubmit its \$5 million grant application in June 2024 to the state and regional Active Transportation Program Cycle 7 request for projects. The \$4 million bus repurposing Measure BB monies will pay for the transit-related improvements and will fulfill a portion of the local match requirements for the ATP grant. If the City is not successful in obtaining the ATP funding or other grant monies, the \$4 million transit-related improvements would be completed as a standalone project, or a Tier 2 project could be delivered. The City expects the project to follow the schedule below.

Schedule:

| Tasks | Completion |
|---|------------|
| ATP Award Announced | June 2025 |
| ATP Executed Agreement | Oct 2025 |
| Project Approvals and Environmental Documentation | Jul 2026 |
| Final Plans, Specifications and Estimates | Jul 2027 |
| Caltrans approval of CON phase | Oct 2027 |
| Award, Execute Contractor Agreement | Feb 2028 |
| Issue Notice to Proceed | March 2028 |
| Estimated Construction Completion | March 2029 |
| Project Close-out | Sept 2029 |

1C. WESTLINE DRIVE BUS QUEUE JUMP LANE

The Westline Drive Bus Queue Jump Lane project would identify a transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue. A dedicated bus lane would allow buses traveling northbound to Central Avenue to bypass general traffic queues. As part of a multimodal concept design process, the project would also identify a separated bike path on the west side of Westline Drive/Eighth Street to close the Westline/Shoreline and Central Avenue bike lane gap.

The project was identified in the City's [Transportation Choices Plan](#) as a Medium Priority project and in the [Active Transportation Plan](#) as a project with an expected completion date of 2027.

Existing Bus Lines: W (20-min. frequency), 20 (30-min. frequency), 663 (school service)

Proposed Realign Bus Lines : DA20 (30-min. frequency), DAW (20-min. frequency)

Project Funding Plan: The repurposed Measure BB funds will cover developing a multimodal concept design that includes dedicated spaces for all modes including a bus queue jump lane and a bikeway and completing the bus queue jump lane including design and construction.

Schedule:

| Tasks | Completion |
|---|---------------|
| Concept Design/Community Outreach for Multimodal Corridor Concept | 2025 |
| Final Plans, Specifications and Estimates | March 2026 |
| Publish "Notice Inviting Bids" | April 2026 |
| Pre-bid meeting, Site Tour | May 2026 |
| Bid Opening | May 2026 |
| City Council Bid Award/Authorization | July 2026 |
| Issue Notice to Proceed | August 2026 |
| Estimated Construction Completion | February 2027 |
| Project Close-out | June 2027 |

Tier 2 Projects

2A. PARK STREET EFFICIENCIES

Park Street is a key corridor for AC Transit buses in the City. AC Transit has identified an opportunity to improve transit service by modernizing traffic signals along Park Street to allow for transit signal priority (TSP) where it currently does not exist. AC Transit has requested funding for this project through MTC's BusAID funding program. Pending the results of that funding award, the City could allocate some repurposed funding to this effort. AC Transit's BusAID proposal involves installing GPS-tracking TSP technology and optimizing signals at four intersections: Alameda Avenue/Park Street, Encinal Avenue/Park Street, San Jose Avenue/Park Street, and Otis Drive/Park Street. It is focusing on these intersections because the City of Alameda implemented TSP technology and signal optimization along the rest of the Park Street corridor from Blanding Avenue to Central Avenue. This project aims to complete the TSP network along the remainder of the Park Street corridor.

Existing Bus Lines : 20 (30-min. frequency), 21 (30-min. frequency), 663 (school service)

Proposed Realign Bus Lines : DA20 (30-min. frequency), DA21 (30-min. frequency)

2B. CITYWIDE ROUNDABOUT PROJECTS

Through its citywide screening analysis, the City/Kittelson consultant team has identified top roundabout locations for implementation. Some of the top locations include intersections that serve AC Transit lines and provide access to and from the City's priority development areas, including:

- **Mariner Square Drive/Marina Village Parkway.** This intersection serves the existing 19 and 96 lines and would serve the proposed DA19, DA20, and DA96 lines.
- **Willie Stargell Avenue/Mariner Square Loop/East Campus Drive.** This intersection serves the existing 19 and 96 lines and would serve the proposed DA19, DA20, and DA96 lines.
- **Willie Stargell Avenue/Fifth Street.** This intersection serves the existing 96 line and would serve the proposed DA19, DA20, and DA96 lines.
- **Willie Stargell Avenue/Main Street.** This intersection provides access to the Alameda Point development and would serve the proposed DA19 and DA20 lines.

The roundabout project activities would include:

- Traffic analysis including bus operations, access, and mobility
- Conceptual design (advancing scaled sketches)
- Community engagement
- Environmental clearance
- Design
- Construction

2C. FERNSIDE, TILDEN TO HIGH

The City's Fernside Boulevard Traffic Calming and Bikeways Projects (more information is available on the [City's website](#)) will create an updated design concept for Fernside Boulevard from Tilden Way to San Jose Avenue to increase safety and mobility for all users and to implement the City's Active Transportation Plan recommendations. The project is still in the early stages and could incorporate transit efficiencies for buses as well as improvements to make bus stop access easier and safer.

Existing Bus Lines: O (30-min. frequency), W (20-min.), School 663 route

Proposed Realign Bus Lines : DAO (30-min. frequency weekdays; 60-min. frequency Saturdays and Sundays)

AC TRANSIT PRELIMINARY DRAFT REALIGN

The preliminary draft AC Transit Realign routes are under staff consideration for potential revision later this year. Any changes are set to take effect 2025, so the City has an opportunity to identify improvements to intersections and roadways for existing and newly proposed lines. Table 2 shows the most recently proposed routes (presented January 2024) with the major corridors they serve. The project descriptions above note which lines each project would serve along with the draft proposed frequencies.

Table 2 AC Transit Preliminary Draft Realign Proposed Bus Lines

| Line # | Existing | Proposed | On/Off Alameda via... | Corridors |
|--------------|----------|----------|--------------------------|---|
| <u>DA6</u> | No | Yes | Tubes and Miller-Sweeney | Broadway, Santa Clara / Pacific, Tilden, Webster |
| <u>DA19</u> | Yes | Yes | Tubes and Miller-Sweeney | Atlantic, Buena Vista, Main, Marina Village Pkwy, Mariner Square Loop, Tilden, Willie Stargell |
| <u>DA20</u> | Yes | Yes | Tubes and Park Street | Central, Eighth / Westline, Grand, Lincoln / Marshall / Pacific, Main, Otis, Park, Shoreline, Willow, Webster, Willie Stargell |
| <u>DA21</u> | Yes | Yes | Park Street | Island, Mecartney, Otis, Park, Robert Davey Jr. |
| <u>DA51A</u> | Yes | No | Tubes, Miller-Sweeney | none – DA6 will cover current Line 51A in Alameda |
| <u>DA96</u> | Yes | Yes | Tubes | Lincoln / Marshall / Pacific, Main, Mariner Square Loop, Monarch, Orion, Webster, West Atlantic, West Midway, West Tower, Willie Stargell |
| <u>DA851</u> | Yes | Yes | Tubes, Miller-Sweeney | Broadway, Santa Clara, Tilden, Webster |
| <u>DAO</u> | Yes | Yes | Tubes, Miller-Sweeney | Broadway, Encinal, Fernside, High, Santa Clara, Tilden, Webster |
| <u>DAOX</u> | Yes | No | Extending W instead | none |
| <u>DAW</u> | Yes | Yes | Tubes, Bay Farm | Webster, Central, Eighth / Westline, Grand, Island, Otis, Island, Mecartney, Robert Davey Jr, Shoreline, Willow |