# Comprehensive Transit \ Traffic Strategic Planning and Implementation

Tony Daysog

Alameda City Council

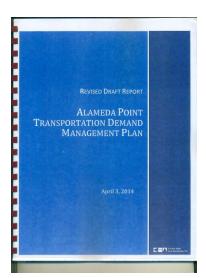
## **Key Numbers**

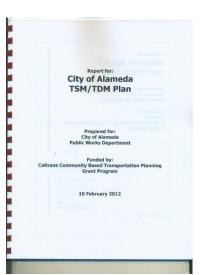
AM Peak Commute Hour Outbound Traffic Capacity: Posey Tube

Reality Capacity: 2,900

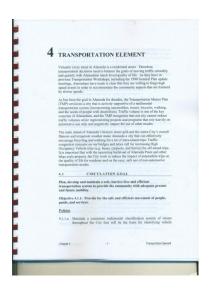
Theoretical Capacity: 4,007

### Reports!

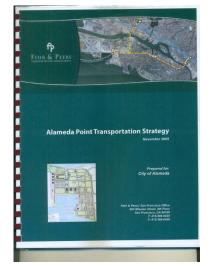


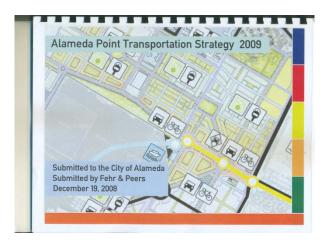












## Why?

"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 it 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 <a href="mailto:implementing">implementing</a> 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 <u>build-off</u> 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)." <u>Staff should then report back to Council what it's heard and provide recommendations on next steps</u>.