



# Recommended Approach to Citywide Transportation Delivery Strategy

Transportation Commission/Planning Board  
February 25, 2015

CITY  
OF Alameda

# Introduction

Provide feedback on recommended:

- 1) Goal of Delivery Strategy
- 2) Approach to Delivery Strategy
- 3) Process for Scope of Work

# Confirmation of Goal of Citywide Transportation Delivery Strategy

- Minimize net new SOV trips at Estuary crossings during peak hours
- How the goal is expressed and measured can be addressed in plan
- Planning Board/Transportation Commission feedback on the goal tonight





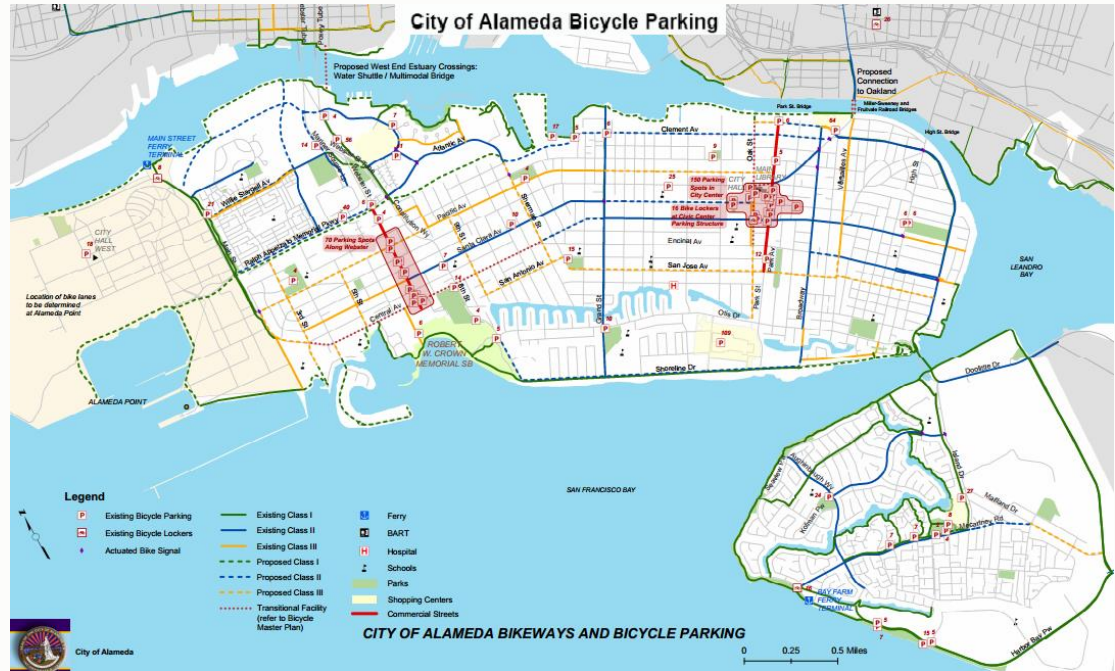
# Overview of Planning Accomplishments

- City Transportation Policies and Plans
- Transportation Strategies
- Environmental Impact Reports
- Transportation Demand Management Plans (TDM)/Implementation
- Supporting Work by Partners



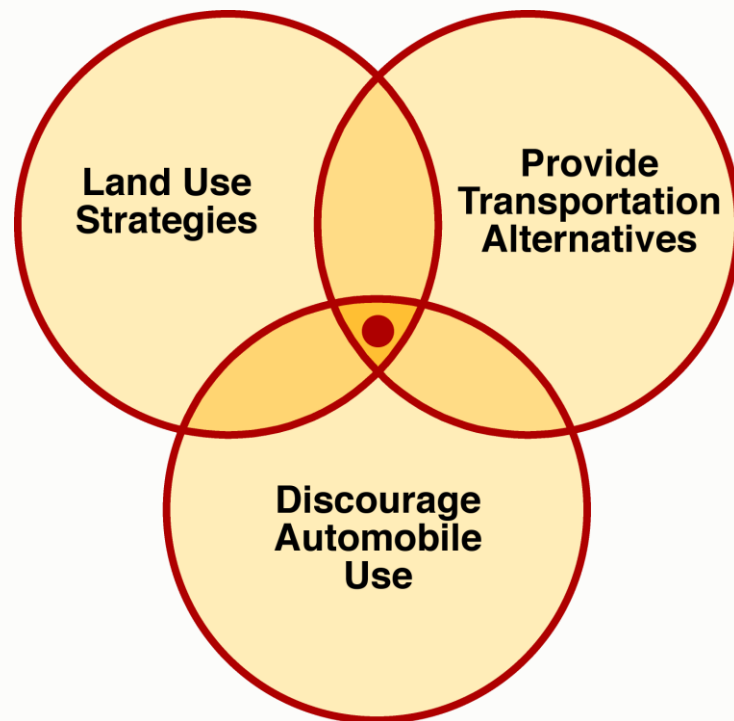
# Citywide Transportation Policies and Plans

- I. Transportation Element
- II. Bicycle Master Plan
- III. Pedestrian Master Plan
- IV. Transit Plan
- V. Transportation Systems Management Ordinance
- VI. Transportation Capacity Management Program Resolution
- VII. West End Shuttle Plan



# Transportation Strategies

- I. Regional Transit Access Study (2014)
- II. Alameda Point Transportation Strategy (2009)
- III. Alameda Point Transportation Strategy (2005)



# Environmental Impact Reports (EIRs)

- I. Bayport
- II. Alameda Landing
- III. Alameda Point (Reuse Plan, General Plan Amendment, Project)
- IV. Northern Waterfront General Plan Amendment

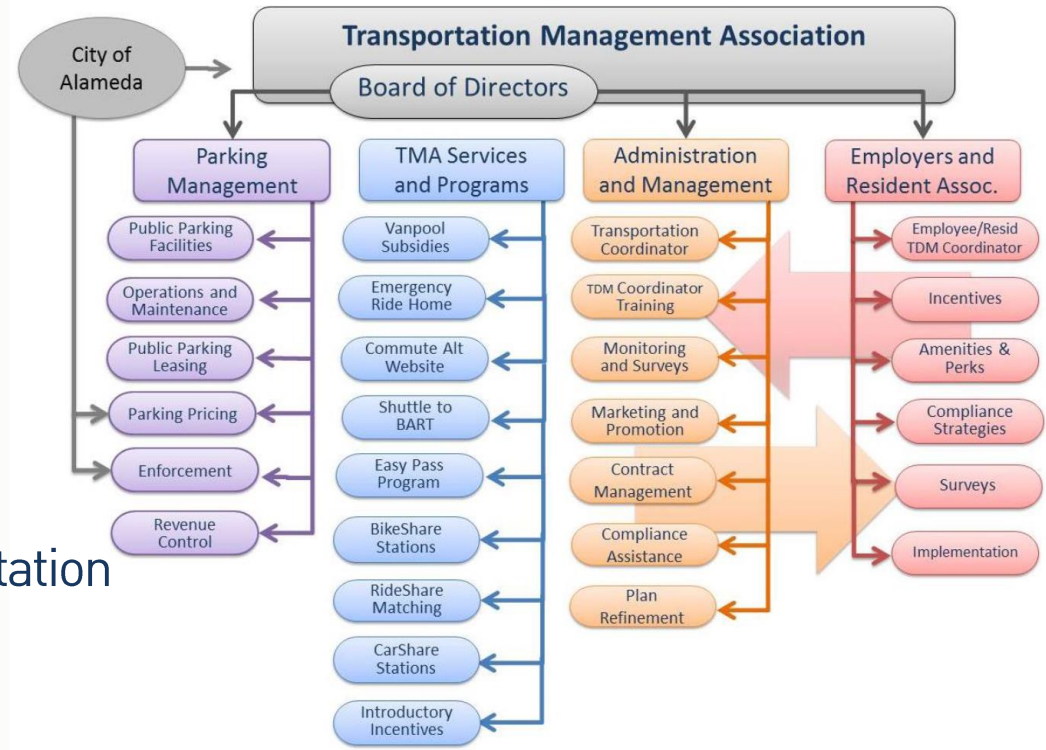


● Study Intersections



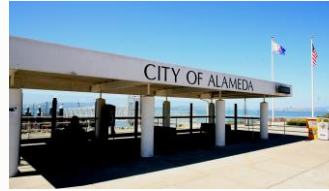
# Transportation Demand Management Plans (TDMs)/Implementation

- I. Alameda Landing TDM Plan
- II. Alameda Point TDM Plan
- III. Northern Waterfront TDM Plan
- IV. Alameda Point TDM Implementation Assistance



# Supporting Work by Partners

## I. Water Emergency Transportation Authority (WETA) Access Study

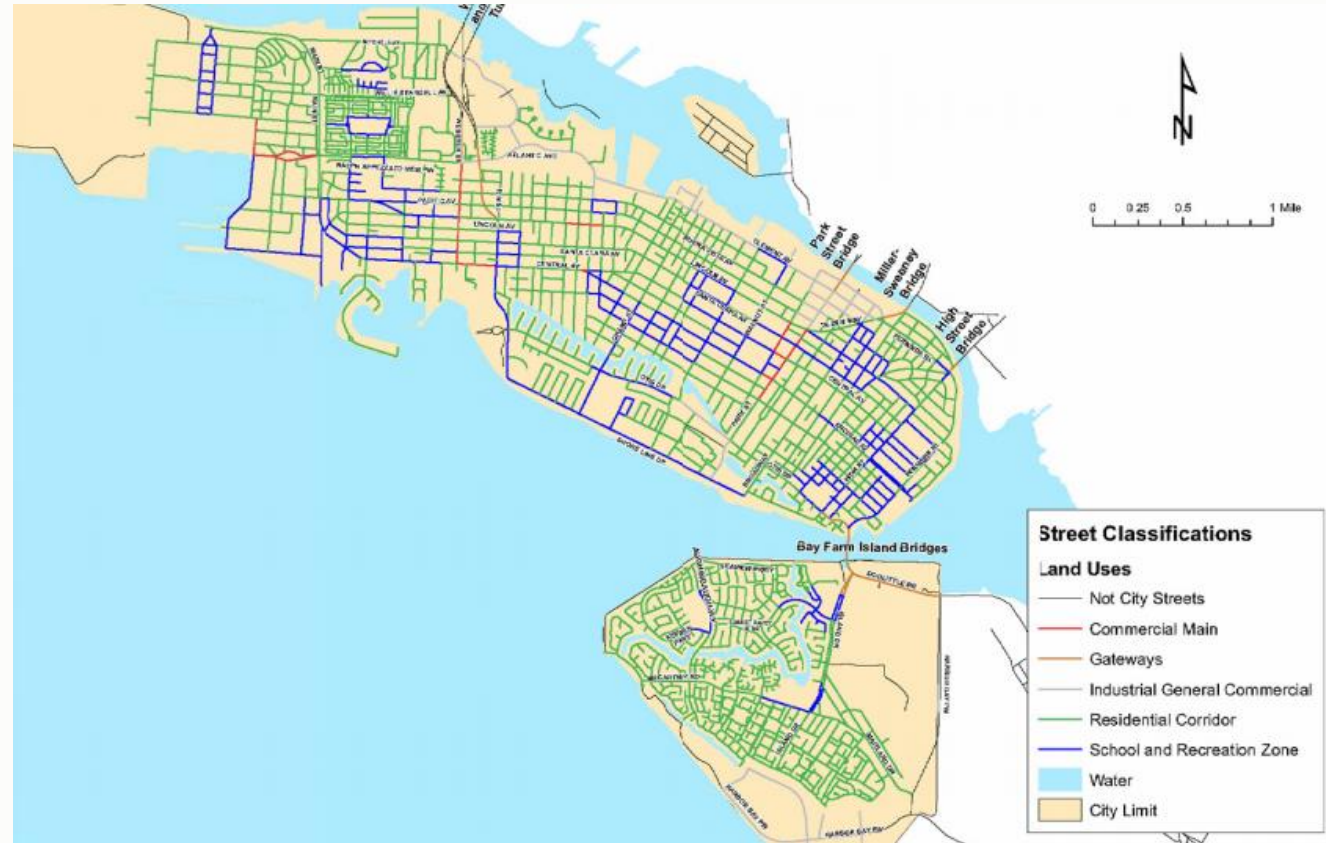


## II. Alameda-Contra Costa Transit District (AC Transit) Service and Strategic Plans



# Transportation Policy Framework

- i. Goals
- ii. Objectives
- iii. Policies



# Circulation Goal

Goal: Plan, develop and maintain a safe, barrier-free and efficient transportation system to provide the community with adequate present and future mobility.

Example Objective: Increase the efficiency of the existing transportation system by emphasizing Transportation System Management (TSM) strategies and Transportation Demand Management (TDM) techniques.

Identify, develop, and implement travel demand management strategies to reduce demand on the existing transportation system. (4.1.6)

- Example Policy:
1. Establish peak hour trip reduction goals for all new developments as follows: • 10 percent peak hour trip reduction for new residential developments • 30 percent peak hour trip reduction for new commercial developments
  2. Develop a TDM toolbox that identifies a menu of specific TDM measures and their associated trip reduction percentages.
  3. Develop a citywide ITS infrastructure assessment using a Systems Engineering approach to determine capital investment needs.
  4. Require implementation of ITS infrastructure as part of all new developments. (4.1.6.a)



# Livability Goal

Goal: Balance the mobility needs of the community with the overall community objective of creating a livable human and natural environment. Coordinate the interaction of transportation systems development with land use planning activities.

Example Objective: Develop a Transportation plan based on existing and projected land uses and plans. Encourage land use decisions that facilitate implementation of this transportation system. (4.2.4)

Example Policy: Encourage development patterns and land uses that promote the use of alternate modes and reduce the rate of growth in region-wide vehicle miles traveled. (4.2.4.a)

# Transportation Choice Goal

Goal: Encourage the use of transportation modes, especially at peak-period, other than the single-occupant automobile in such a way as to allow all modes to be mutually supportive and to function together as one transportation system.

Example Objective: Develop programs and infrastructure to encourage the use of high occupancy vehicles (HOVs), such as buses, ferries, vans and carpools. (4.3.1)

Example Policy: Update and implement the recommendations of the Alameda Long Range Transit Plan. (4.3.1.a)

# Implementation Goal

Goal: Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

Example Objective: Ensure that new development implements approved transportation plans, including the goals, objectives, and policies of the Transportation Element of the General Plan and provides the transportation improvements needed to accommodate that development and cumulative development. (4.4.2)

Example Policy: EIRs will not propose mitigations that significantly degrade the bicycle and pedestrian environment which are bellwethers for quality of life issues and staff should identify “Levels of Service” or other such measurements to ensure that the pedestrian and bicycling environment will not be significantly degraded as development takes place. (4.4.2.e)

# Multimodal Level of Service

- EIRs must analyze impacts to the transit, pedestrian, and bicycle environment in addition to traffic impacts (vehicle)
- EIRs will not impose mitigation measures that significantly degrade the bicycle and pedestrian environment.





# Layered Network Approach

- i. Street Classification
- ii. Transit Priority
- iii. Bicycle Priority
- iv. Truck Routes



# Transit Priority Streets



# Bicycle Priority Streets



# Truck Routes





# City Actions to Address Transportation Issues

- i. Requiring Compliance with the Transportation Element for Development Projects
- ii. Obtaining Funding for Operations and Capital Improvements
- iii. Actively Coordinating New and Improved Services with Transit Agencies
- iv. Implementing Multi-Modal Street and Facilities Improvements

# Requiring Compliance with the Transportation Element for Development Projects

- i. Multi-modal environmental impact analysis
- ii. TDM Plans for all new developments
- iii. Dedicated funding mechanisms
- iv. Quantifiable and verifiable monitoring of TDM measures
- v. Parking management strategies, including maximum parking requirement
- vi. Promote multi-modal streets

# Obtaining Funding for Operations and Maintenance of Transportation Facilities

- i. Developer special taxes and ongoing fees
  - a) Alameda Landing
  - b) Alameda Point
  - c) Del Monte/Northern Waterfront
  - d) Wind River
- ii. Federal, State, regional grant and other funding sources



# Obtaining Local Funding for Capital Improvements

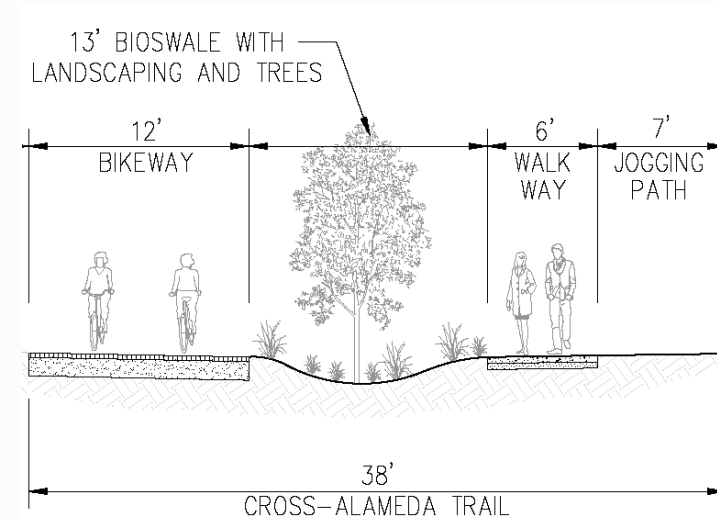
- i. Development Impact Fees
- ii. EIR mitigation requirements
- iii. Developer payments and exactions





# Obtaining Outside Funding for Capital Improvements

- i. Transportation Investment Generating Economic Recovery (TIGER) Grant (Federal)
- ii. Active Transportation Program (ATP) Grant (State/Federal)
- iii. Measure B/BB (Regional Sales Tax)
- iv. Cap & Trade (State)
- v. Vehicle License Fees (County)





# AC Transit Coordination: Existing Limited and All-nighter Routes



# AC Transit Coordination: Proposed Bus Routes





# WETA Coordination: Existing Ferry Routes





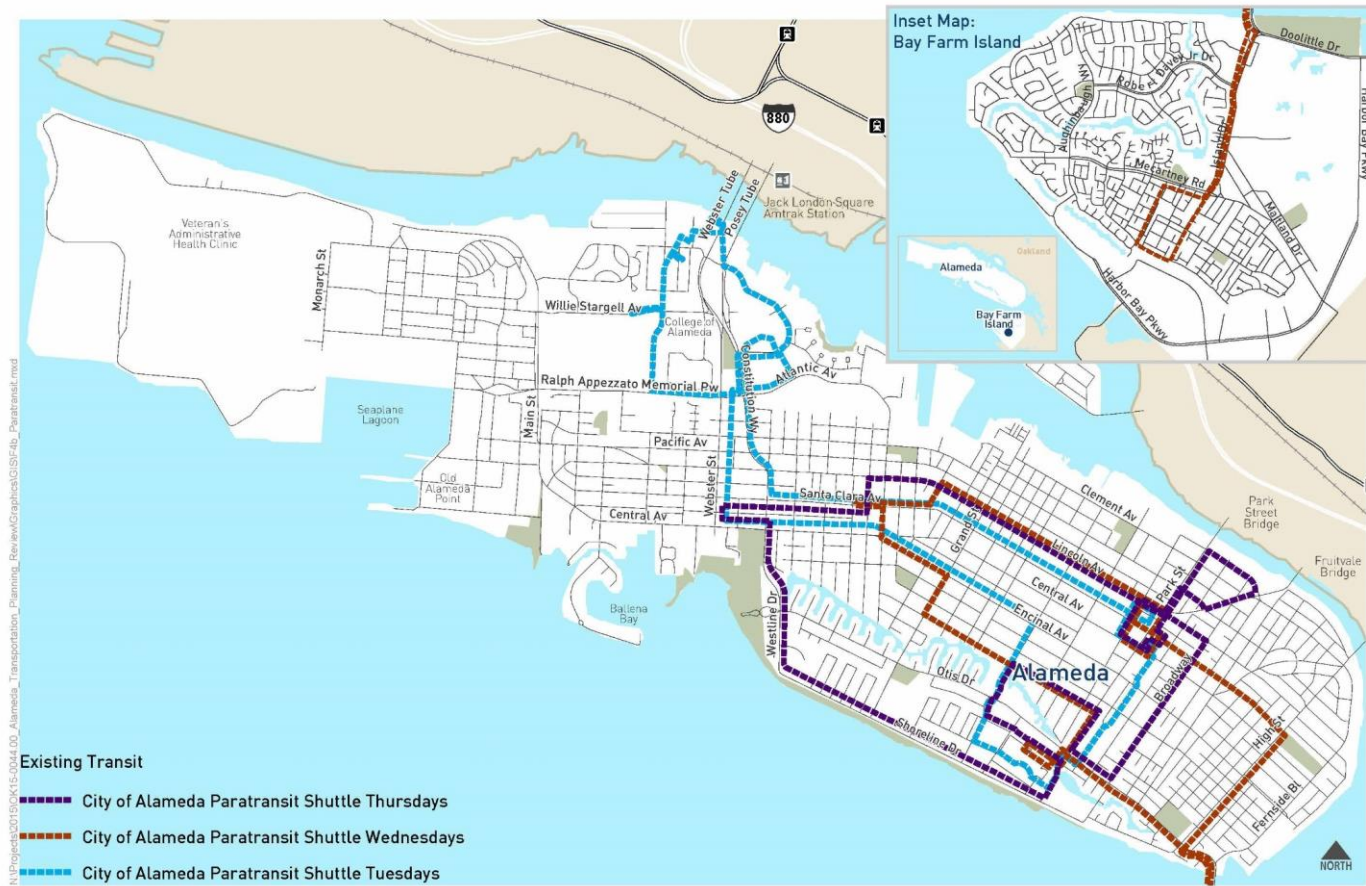
# WETA Coordination: Proposed Ferry Routes



# Shuttle Coordination: Existing Routes



# Shuttle Coordination: Existing Paratransit Routes





This map illustrates the transit network in Alameda, California, highlighting the proposed ferry service and existing bus lines. The map includes the following elements:

- Legend:**
  - Existing Transit:**
    - Ferry Terminal (Blue square icon)
    - Ferry Route (Blue line)
  - Existing AC Transit Bus Lines:**
    - 20 (Orange line)
    - 31 (Green line)
    - 51A (Light green line)
    - O (Purple line)
    - OX (Dark blue line)
    - W (Blue line)
    - 21 (Red line)
    - Harbor Bay Shuttle (Dark green line)
    - Alameda Landing Shuttle (Yellow line)
    - Marina Village Shuttle (Light blue line)
    - Estuary Crossing Shuttle (Dark purple line)
- Map Features:**
  - Geography:** The map shows Alameda Island, the San Francisco Bay, and the Golden Gate Bridge. Key landmarks include the Seaplane Lagoon, Old Alameda Point, and Ballena Bay.
  - Streets:** Major streets shown include Monarch St, Willie Stargell Av, Ralph Appenzato Memorial Pkwy, Pacific Av, Central Av, Webster St, Santa Clara Av, Grand St, Lincoln Av, Central Av, Encinal Av, Ques Dr, Shoreline Dr, Clement Av, Park St, High St, and Fernside Pl.
  - Transit Infrastructure:** The proposed ferry route is shown in blue, connecting the Ferry Terminal (marked with a blue square icon) to various points along the coast. Existing bus lines are color-coded according to the legend.
  - Inset Map:** An inset map in the top right corner shows the location of Alameda relative to the San Francisco Peninsula and the Golden Gate Bridge.

## Transit Coordination: All Existing & Proposed Routes/Providers





# Implementation: Recently Completed Projects



# Implementation: Construction Projects



# Implementation: Funded Projects



# Implementation: Projects Pursuing Funding





# All Transit Projects

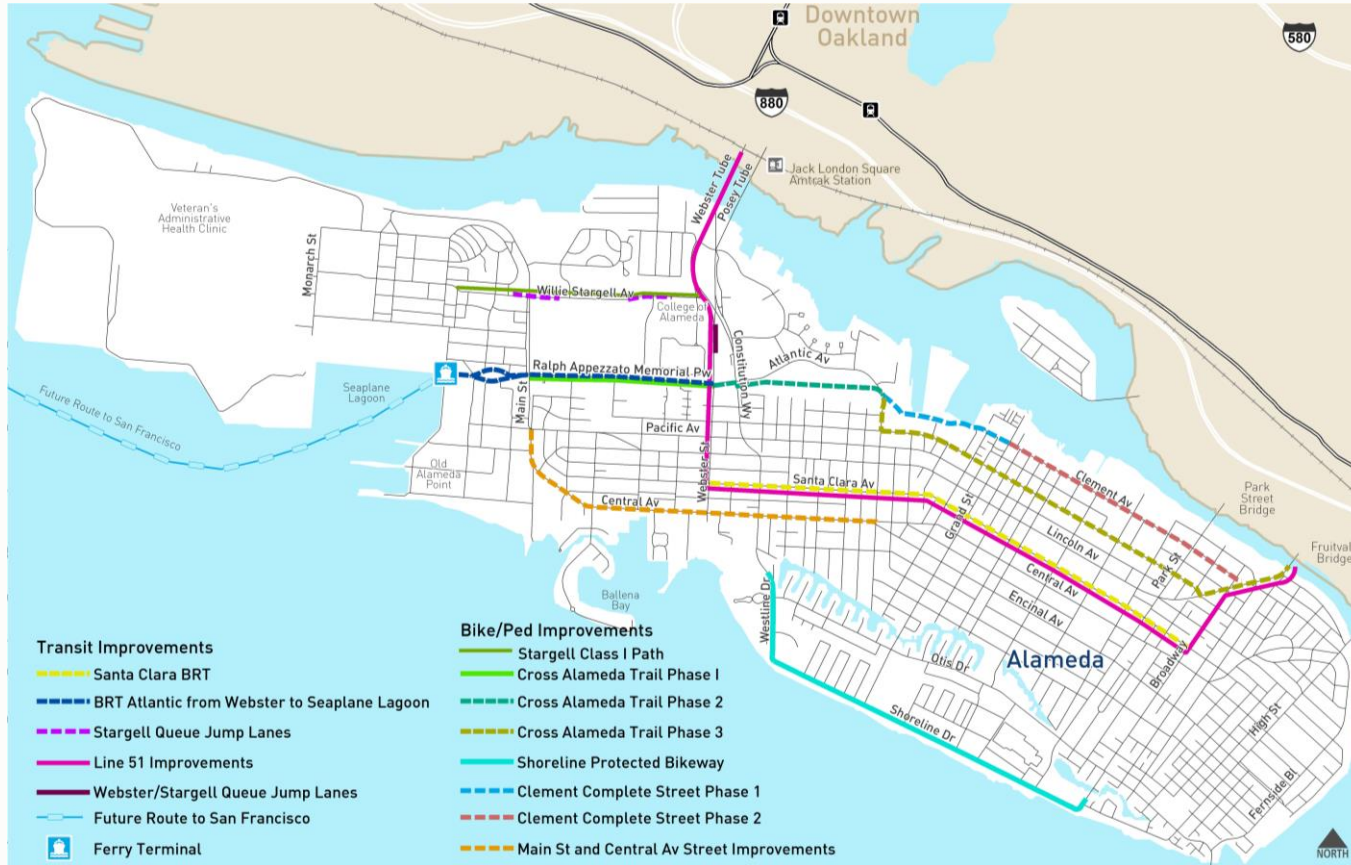




# All Bicycle & Pedestrian Projects



# All Capital Projects



# Alameda is Becoming a Better Place for Biking, Walking, and Transit

- i. Safer and more convenient
- ii. Spread of alternative modes becoming competitive with auto
- iii. Built-in “day-one” multi-modal facilities and services attracting residents that will drive less
- iv. Higher density and mixed-income housing clustered around transit corridors
- v. Improved transit and bike facilities allows folks to age in place rather than relocating to another community



# Recent National Travel Trends

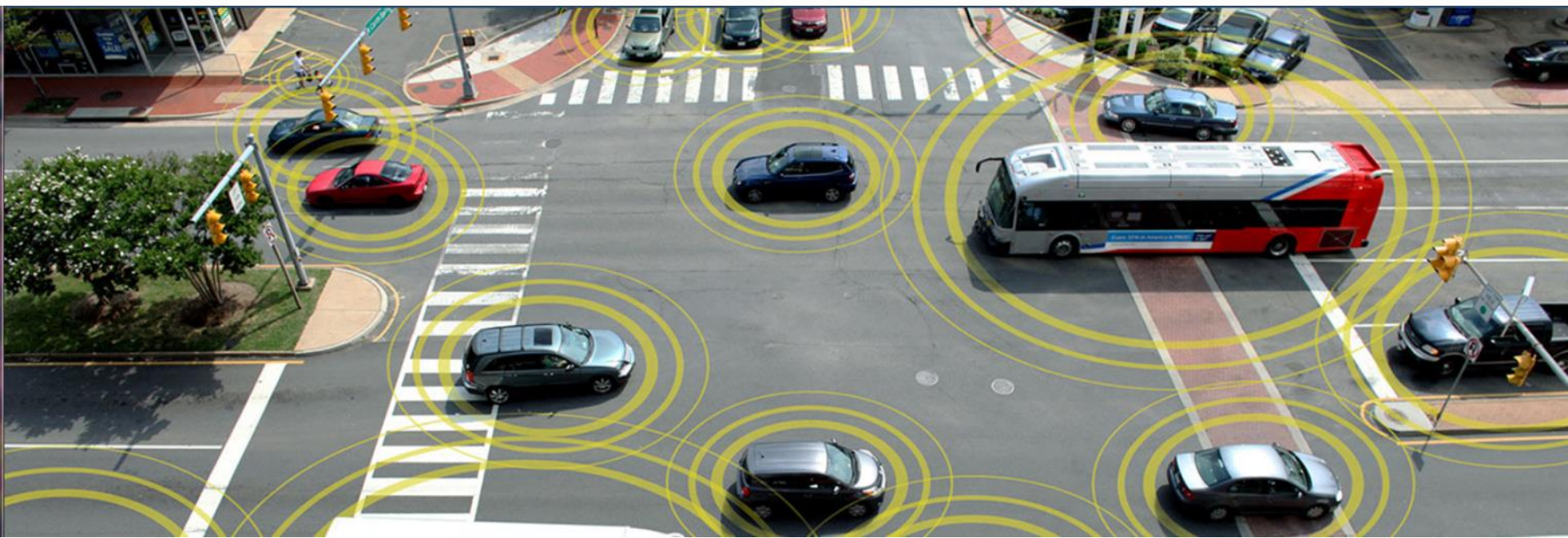
- Vehicle miles traveled are trending downward,
  - Particularly in urban areas with lots of transit options and millennials.
- Driverless vehicle technology will increase the number of cars that can fit on existing roads
- Alameda should be monitoring and planning proactively to take advantage of these trends

# National Travel Trends: People Driving Less

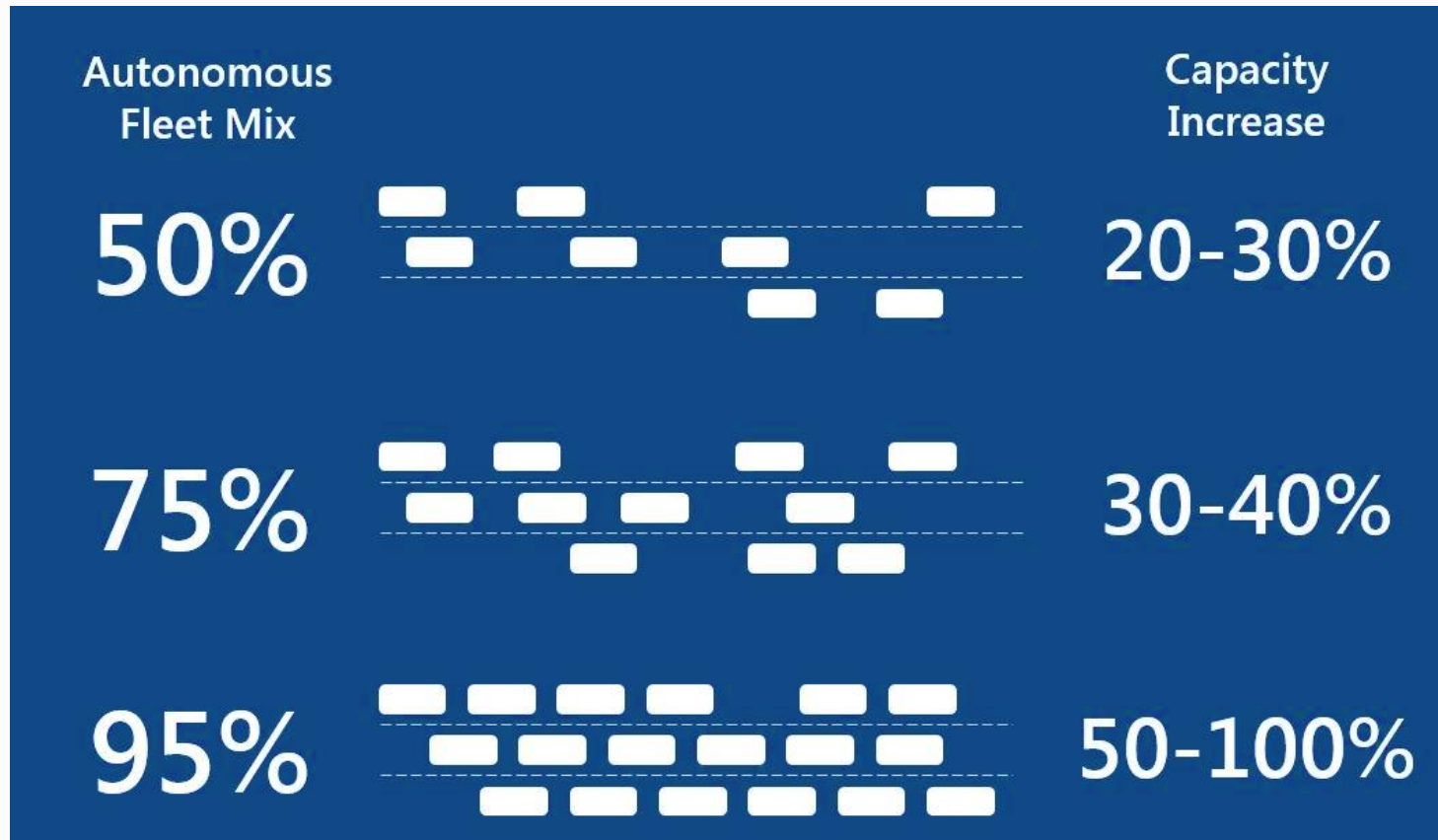




# National Travel Trends: Driverless Cars Are Coming



# National Travel Trends: More Cars will Fit on Existing Roads



# Alameda CTC: Planning for National Travel Trends

- 1500 miles of arterials, variety of functions and typologies
- Existing and future network gaps and deficiencies
- Recommend cross-sectional improvements
- Three travel forecasting scenarios



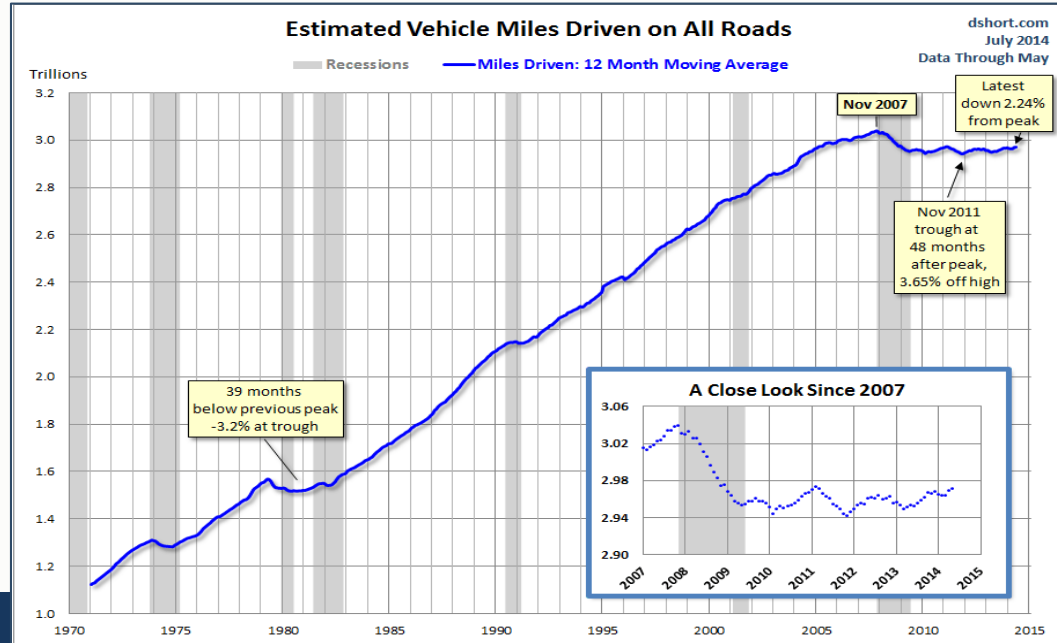
# Alameda CTC: Planning for National Travel Trends

## Travel Forecast Scenarios:

- Standard ACTC travel model, SCS transport and land use
- Behavioral Influence, reduced VMT
- Technology influence, autonomous vehicles



## Latest Transportation-Related Trends



# Forward-Thinking Citywide Transportation Efforts

- i. Multi-modal traffic analysis
- ii. Dedicated funding of transportation operations
- iii. Aggressive TDM and parking policies
- iv. Actively seeking grant funding for operating and capital
- v. Proactive coordination of multi-modal transit services



# City Can Enhance its Transportation Efforts

- i. City Transportation Systems Management ordinance focuses only on residential
- ii. May be strategic reasons to centralize certain aspects of TDM plans
- iii. Transit Plan (2000) is outdated

Minimize net new SOV trips at Estuary crossings during peak hours by preparing a holistic and integrated Citywide approach to:

- TDM for residential and commercial
- Monitoring the effectiveness of TDM
- Updating transit plan
- Information sharing about effectiveness and ongoing trends

# Recommended Process for Scope of Work

- i. Project Initiation
- ii. Refinement of Delivery Strategy Goal
- iii. Preparation of Delivery Strategy Outline
- iv. Preparation of Draft Delivery Strategy
- v. Preparation of Final Delivery Strategy
- vi. Ongoing Community and Stakeholder Outreach
  - \$250,000 to \$400,000
  - 12 – 18 Months