



March 23, 2015

Alameda Transportation Commission
2263 Santa Clara Avenue
Alameda, CA 94501

Dear Transportation Commissioners:

The Water Emergency Transportation Authority (WETA) supports the City of Alameda staff recommendation for parking improvements near the Harbor Bay Ferry Terminal. Formalizing current on-street parking arrangements and creating additional on-street parking options will be a welcome development for current and prospective Harbor Bay ferry riders. As a result, supporting the staff recommendation will improve access to public transportation, getting cars off congested roadways and improving the environment.

As you all know, WETA is currently engaged in a planning process to improve multimodal terminal access for both the Harbor Bay and Alameda Main Street terminals. As part of that effort, WETA staff conducted community workshops and sought input from ferry riders and the community at large in spring 2014. WETA staff has also attended workshops hosted by City of Alameda staff to hear input from the community and present potential access improvements. Finally, staff from WETA has worked closely with Alameda staff and Transportation Commission members and other stakeholders as part of the Ad Hoc Ferry Terminal Access Subcommittee.

Both the WETA plan and the Ad Hoc Subcommittee efforts have identified a group of projects and strategies to enhance access to the Harbor Bay ferry terminal. On-street parking is just one such strategy that will hopefully be paired with improved bus transit or shuttle service, bicycle lanes and bike parking enhancements and better management of off-street parking resources. The staff recommendation to formalize what currently is an informal on-street parking arrangement on Adelpian Way should bring predictability and needed additional parking capacity to the Harbor Bay terminal area. The addition of on-street parking on Harbor Bay Parkway also supports public transit access, making it more attractive for ferry riders to take the ferry rather than drive on already congested bridges and freeways.

Approximately 95 percent of Harbor Bay ferry riders live in Harbor Bay or the east end of Alameda's main island, according to data compiled from WETA's fall 2014 passenger survey (see attached). Currently, less than half (48%) of ferry riders drive and park at the terminal. Forty percent of Harbor Bay ferry riders walk or ride their bike to the terminal, a dramatic improvement over 2011 when just 25 percent walked used those two modes. While these trends are encouraging, WETA would like to improve all modes of access to ensure there are few obstacles to choosing public transit over the automobile. That means formalizing existing on-street parking arrangements while seeking out new cost-effective opportunities to increase parking supply.

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Over the past two years, WETA has invested over \$5 million into Harbor Bay ferry service through vessel and terminal overhauls, increased crewing levels and access planning efforts. Ridership on the Harbor Bay service has also increased 25 percent over the past two years and continues to climb in 2015. Additional future investment in the service will be required to meet demand and ensure passengers are not left behind due to capacity constraints. WETA appreciates the loyalty of Harbor Bay ferry riders, the hard work of the City of Alameda staff and the support of the Alameda Council in supporting ferry transportation. That support sends a clear message to the WETA Board of Directors that continued investment in Harbor Bay ferry service is a worthwhile investment for the region.

Sincerely,



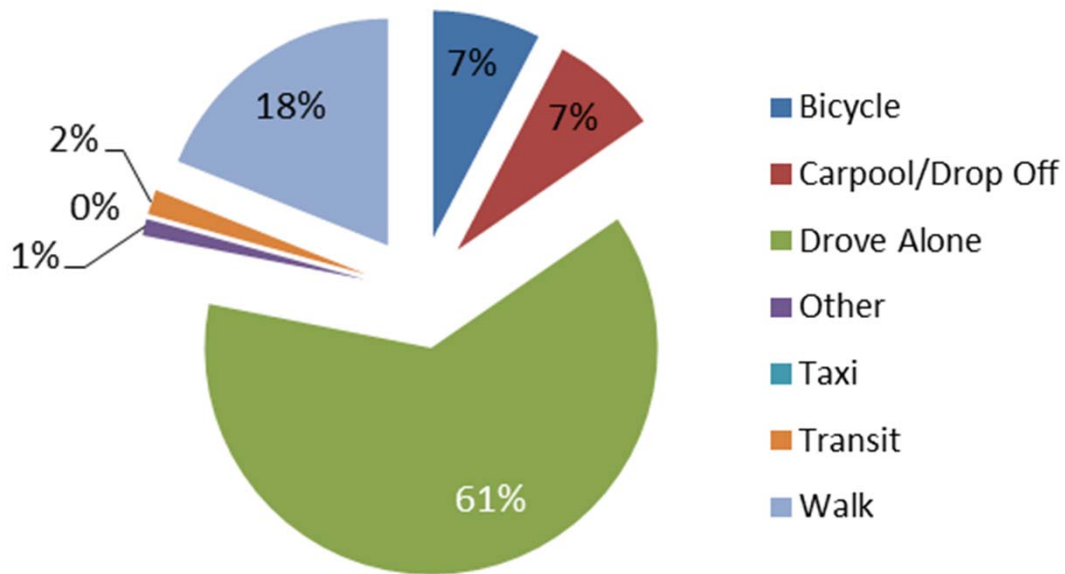
Nina Rannells
Executive Director

cc: G. Payne
K. Connolly
M. Gougherty

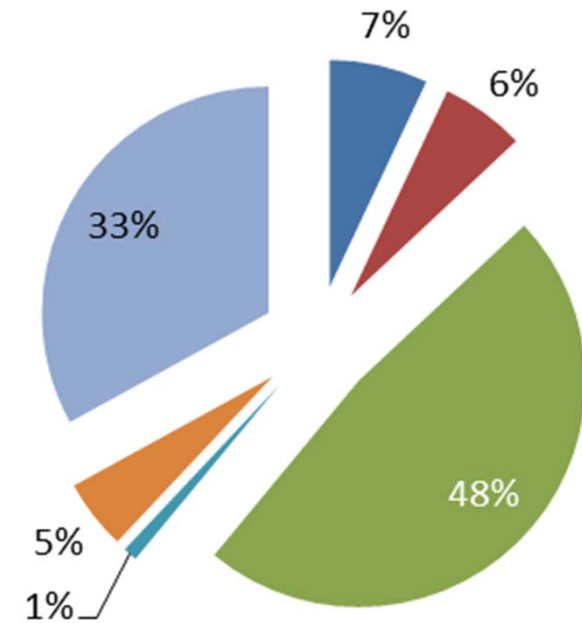
WETA Customer Access

WATER EMERGENCY
TRANSPORTATION AUTHORITY

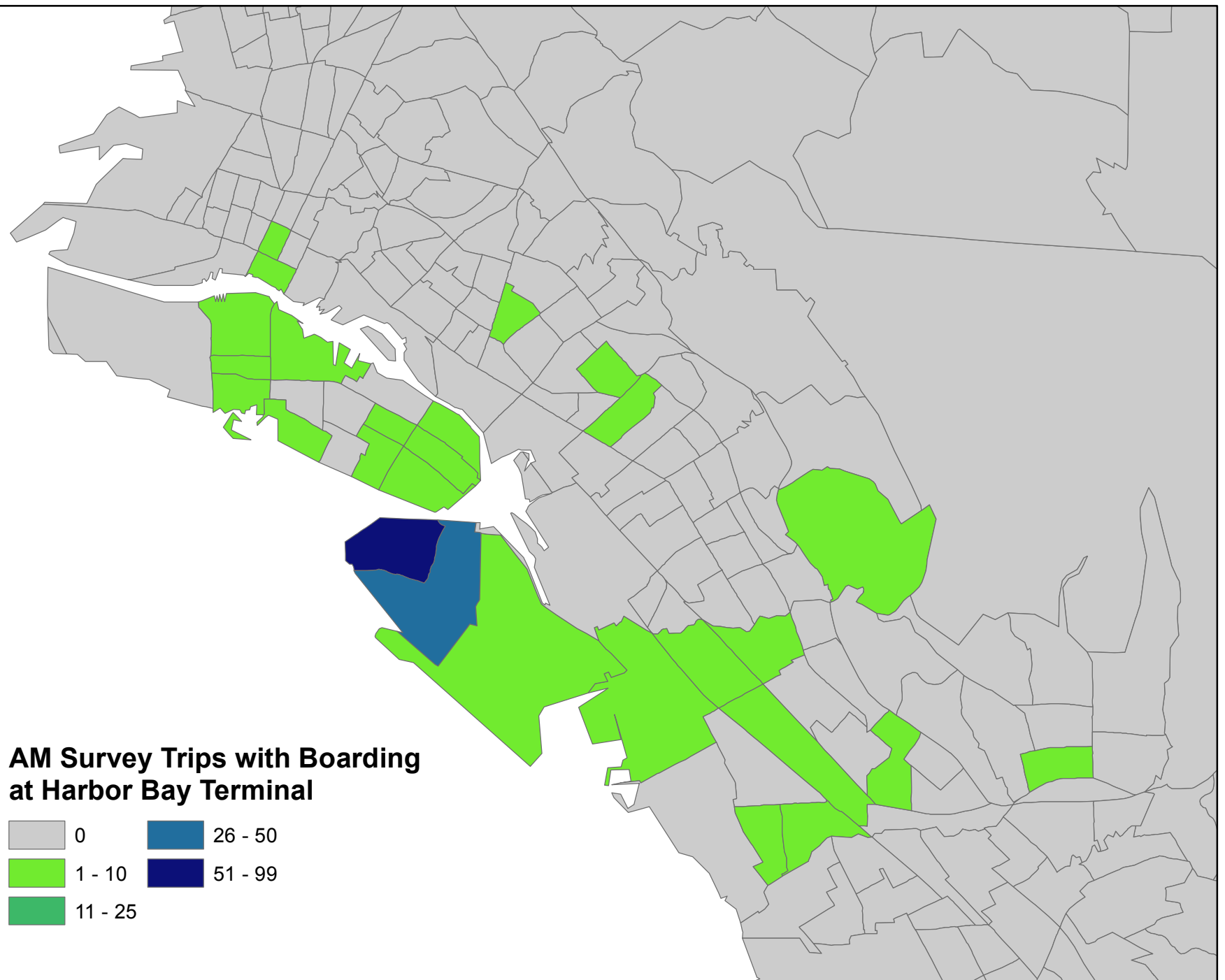
Harbor Bay 2011



Harbor Bay 2014



2011 Survey vs. 2014 Survey



**AM Survey Trips with Boarding
at Harbor Bay Terminal**

