

Transportation Commission

September 28, 2016

Item 6A

Review Quarterly Report on Activities Related to Transportation Policies and Plans

BACKGROUND

Alameda Municipal Code (AMC) Section 2-8.1 states that the Transportation Commission “shall monitor, via quarterly staff reports, implementation of approved transportation plans and policies.” This report provides an update regarding activities during the period of January through August 2016.

DISCUSSION

The table below lists various work tasks completed or are being worked on by staff relating to Transportation Plans from January through August 2016.

Plans	Recent/Upcoming Activities
Updated Bicycle Master Plan (Approved November 2010)	<p>Cross Alameda Trail – Appezzato Parkway: City staff engaged a consultant to determine the extent of soil contamination and to develop a remediation plan; continued working with property owners to finalize various encroachment issues; submitted trail designs for city review; and continued to explore options for additional funding. The Transportation Commission and the Planning Board approved the preliminary design at a joint meeting in February 2015. The project is funded from a Measure B/VRF Bike/Pedestrian Funds grant application totaling \$793,000, Citywide Developer Fees as the local match totaling \$198,000, and Federal Transit Administration monies totaling \$787,440. Next Steps: Obtain the County’s final approval on the Soil Remediation plan, finalize all encroachment issues, obtain federal NEPA clearance, and put the project out to bid, with construction expected in the first half of 2017. Project web page: https://alamedaca.gov/public-works/cross-alameda-trail</p> <p>Cross Alameda Trail – Gap Closure (Atlantic Ave from Webster St to Constitution Way): Staff brought a draft design to the TC in early 2016 and received comments, which are being incorporated into a revised design, with input from AC Transit. The City Housing Authority decided against applying for a grant which would have provided some outside funding for the project, due to changes to their original housing project. As part of the original Jean Sweeney Cross Alameda Trail project, staff is working to close this trail gap between the Jean Sweeney Park and Appezzato Parkway trail segments. Next Steps: Finalize a revised design, develop a cost estimate and find project funding. Request Transportation Commission approval of staff recommendation for design in November.</p> <p>Cross Alameda Trail – Jean Sweeney Park: The Recreation and Parks Department is the lead agency in charge of designing and constructing the Cross Alameda Trail through Jean Sweeney Park. Preliminary design drawings were reviewed by the Recreation and Park Commission and are complete. Next Steps: Construction is expected to begin by December 2016. Project web page: https://alamedaca.gov/recreation/projects/cross-alameda-trail-jean-sweeney-open-space-park</p>

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	<p>Main Street Bikeway (Singleton Ave to Ferry Terminal): Bikeway designs were developed to improve bicycle access to/from the ferry terminal in the mid-term. Due to other project needs (namely Cross Alameda Trail segments) there is no funding to build this project in this fiscal year. Next Steps: The design will be refined and brought to the Transportation Commission for approval of staff recommendation in early 2017, with construction in the next fiscal year.</p> <p>Central Avenue Area Complete Streets Concept Proposal: The TC approved the recommended concept in November 2015. The City Council approved the recommended concept in February 2016, and requested more analysis on the Webster Street/Central Avenue intersection once the design and construction is funded. The concept was funded by a Caltrans Community-Based Transportation Planning grant totaling \$232,200, with a local match, from Measure B, totaling \$25,800. Next Steps: Staff submitted an Active Transportation Program grant in June, and will hear if it is successful in October. Project web page: https://alamedaca.gov/public-works/central-avenue-complete-street</p> <p>Clement Avenue Area Complete Street Concept Proposal: The TC approved the Class II bicycle lane concept alternative in May 2015. In June 2015, staff submitted a grant application to the Active Transportation Program yet this grant application was not successful. The concept was funded by a \$125,000 Sustainable Communities Technical Assistance Program grant, which was administered by the Alameda CTC. Next Steps: Staff will continue to seek funding. Project web page: https://alamedaca.gov/public-works/clement-avenue-complete-street</p> <p>Shore Line Drive/Westline Drive Bikeway: In March 2015, the City completed and opened a two-way bikeway with reduced travel lanes on Shore Line Drive and Westline Drive. Next Steps: Project will be evaluated for any needed improvements. Project web page: https://alamedaca.gov/public-works/shore-line-drivewestline-drive-cycle-track</p> <p>Estuary Crossing Shuttle: A Metropolitan Transportation Commission grant began funding 50% of the costs of the shuttle as of August 2015. This federal grant, called Job Access and Reverse Commute Program, totals \$187,957. The grant is matched with Measure B/BB and TDM/TSM funds from Wind River. The shuttle is currently in its sixth year of operation. The boardings per day averaged 141 during the first year of operation; in its fifth year, the most recent full year of data, there were an average of 450 per day. Next Steps: In December 2016, two AC Transit lines will also serve this shuttle route: the restored Line 19 through the Northern Waterfront and the modified Line 31 which will connect the College of Alameda and Laney College. With these new services in place, and the expenditure of all grant funding, the Estuary Crossing Shuttle, will end service in summer 2017. Project web page: https://alamedaca.gov/about-alameda/estuary-crossing-shuttle</p>

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	<p>Bicycle Safety Education: A multi-faceted bicycle education program was included as a non-infrastructure component of the Jean Sweeney Cross Alameda Trail Active Transportation Program grant totaling \$124,000. The two-year effort will fund on-bike bicycle safety education at four schools near the trail, citywide bike safety education classes for all ages, and education programs targeted to low-income, homeless and formerly homeless youth. Staff received approval from Caltrans for the work program in June 2016. Next Steps: Receive Caltrans approval to begin using funds, and contract with bicycle safety education providers to begin programs in late 2016.</p>
<p>Long-Range Transit Plan Update</p>	<p>Transit and TDM Plans: On January 21, 2015, the City Council directed staff to prepare a comprehensive citywide transportation planning and implementation effort in response to a City Council referral from Councilmember Tony Daysog. During this 18-month citywide planning effort, the City will identify opportunities for strategic transportation investment and coordination with transit providers to provide Alamedans with enhanced transportation options while reducing congestion, carbon footprint and air pollution. Next Steps: Please save-the-date for the second community workshop on Wednesday, October 19 at 6:30 p.m. in the Mastick Senior Center Social Hall at 1155 Santa Clara Avenue. An Organizational Advisory Group meeting, which is open to the public and targeted to individuals representing key stakeholders, is scheduled for Thursday, October 13 at 3 p.m. in the City Council Chambers. At both these meetings, City staff and the consultant team will request input on preliminary strategies to help improve transportation in Alameda. Please share your thoughts on transportation issues in a web survey: http://www.peakdemocracy.com/portals/198/forum_home This web survey asks some of the same questions that are part of a citywide telephone survey on transportation. Project web page: https://alamedaca.gov/expanding-transportation-options-citywide-transittdm-plan</p> <p>AC Transit Service Expansion Plan: In January, the Transportation Commission approved restoring Line 19 along the Northern Waterfront as part of AC Transit's Service Expansion Plan, which is possible due to Measure BB - passed by voters in 2014. The City Council approved this Northern Waterfront alternative in February, and AC Transit approved it in March. Next Steps: In December, AC Transit will restore Line 19 along the Northern Waterfront. Public Works staff is working with AC Transit to restore and upgrade the bus stops along this bus line.</p> <p>Paratransit Program: Staff hired an on-call paratransit expert to assist with evaluating and implementing the current program, and developing new programs. The Premium taxi program, which provides a 50 percent discount for eligible residents, averages 69 monthly trips. The Medical Return Trip Improvement Program (MRTIP), which provides subsidized trips for individuals returning home from medical appointments, averages 23 monthly trips. The Alameda Paratransit Shuttle averages 430 monthly trips. Next Steps: City staff will develop, solicit input on, and submit the Paratransit Program Plan for</p>

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	<p>Fiscal Year 2017/18 in late 2016 and early 2017. Project web page: www.AlamedaParatransit.com</p> <p>Harbor Bay Ferry Terminal Access: The Transportation Commission and the City Council approved in concept the residential parking permit program for the Homeowner Associations (HOAs) adjacent to the ferry terminal. In August, AC Transit improved Line 21 so that each morning ferry to San Francisco has a connecting bus service to the ferry and each afternoon/evening ferry from San Francisco has a connecting bus service from the ferry. Staff has actively marketed alternative modes of transportation at the ferry terminal, including the Line 21 and existing bicycle access as shown in the attached infographic. Next Steps: The HOAs will vote on the residential parking permit program concept and then the City Council will consider voting to proceed. The WETA Board will consider a parking charge policy in the coming months.</p> <p>Main Street Ferry Terminal Access: Staff is looking into ways to close the bikeway gap on Main Street (as noted above), and ways to fund a bus feeder service to/from the ferry terminal and improve parking. Next Steps: Staff will request the Transportation Commission to approve a proposed bikeway gap closure and will seek funding to provide bus service to/from the ferry terminal, as well as other potential parking management strategies that are under evaluation.</p>

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<p>TSM/TDM Plan</p>	<p>Webster Street Smart Corridor Project: The project includes six intersections between Central Avenue and the Webster/Posey Tubes as well as Constitution Way, and will implement an Intelligent Transportation System (ITS) or SMART Corridor to improve safety and operations of transit and vehicular modes and to enhance mobility and safety. The Environmental Document (ED) and Right-of-Way (ROW) Certification were approved by Caltrans Local Assistance Division. The design phase began in July 2009 and the final design and construction is now complete. Next Steps: System integration currently is in process. Project web page: http://alamedaca.gov/public-works/webster-street-smart-corridor</p> <p>Parking Management: At the March 3, 2015 City Council meeting, Council approved the recommendation to procure, install and operate credit card enabled “smart” parking meters at all of the City’s single space meter locations. The resizing of meter poles to allow for the installation of the new meters was completed in late 2015 and the new meters were installed in February 2016. This meter upgrade was part of the 2014 City Council approved goal of freeing up one-two available parking spaces per block in Alameda’s business districts. In addition to the meter upgrade, Council approved signage improvements including installation of Variable Messaging Signage (VMS) at the Civic Center Parking Structure to display real time occupancy and better guide on street parkers to the off street parking supply as well as refreshed curb painting for time restricted zones in the downtown commercial districts. Both of these items were completed in Fiscal Year 2015-16. Additional parking management improvements include the July 2016 upgrade of the multi space payment kiosks at the Civic Center Parking Structure and execution of a new Parking Operations and Management contract for the Civic Center Parking Structure. Next Steps: Fiscal Year 2016-17 improvements will include implementation of a pay by cell phone option, an energy efficiency lighting upgrade at the Civic Center Parking Structure, and beginning the process to upgrade the single space meter housings and locks.</p>
<p>Pedestrian Plan (Approved January 2009)</p>	<p>Accessible Pedestrian Signals - New Freedom Grant: On January 6, 2015, City Council adopted plans and specifications and authorized a call for bids for installation of pedestrian push button upgrades proposed for individuals with visual impairments. The grant provides monies to install Accessible Pedestrian Signals at nine intersections adjacent to bus stops. The total project cost is \$188,625, and the grant funds total \$150,900. Staff installed the accessible pedestrian signals and completed this project. Next Steps: Not applicable.</p> <p>Park Street Streetscape and Pedestrian Safety Improvements Project: The project improves pedestrian safety at the intersections of Lincoln Avenue/Tilden Way, Pacific Avenue and Buena Vista Avenue along the Park Street corridor. On March 26, 2014, the Transportation Commission approved the improvement concepts for the Pacific Avenue and Buena Vista Avenue intersections at Park Street. On July 23, 2014, the Transportation Commission approved the improvement concept for the Lincoln Avenue/Park Street intersection. The City Council approved the construction contract. Next Steps: Construction is expected to be completed in late 2016.</p>

Plans	Recent/Upcoming Activities
<p>Countywide Transportation Projects</p>	<p>Proposed I-880/Broadway/Jackson Multimodal Transportation and Circulation Improvements for Alameda Point, Oakland Chinatown, Downtown Oakland and Jack London Square Project: This project includes improvements to Jackson Street on-ramp, Sixth Street, Martin Luther King Jr. off-ramp, Market Street on-ramp, and pedestrian and bicycle improvements. Next Steps: City staff is actively engaging with staff from Alameda County Transportation Commission and the City of Oakland to pursue a mutually beneficial multi-modal circulation project in and around the Broadway Jackson interchanges. There is \$75 million from Measure B/BB funds that are available to help fund this project once a feasible project alternative is developed. Staff will be engaging the community, the Transportation Commission and the City Council in this planning process.</p> <p>I-880/29th Avenue/23rd Avenue Interchange Improvement Project in Oakland: The City of Alameda, Caltrans, the City of Oakland and the Alameda CTC have developed a project to implement operational and safety improvements along I-880 between 23rd and 29th Avenues in Oakland. The Alameda CTC has been managing this project. The construction phase of the project is expected to begin in late spring/early summer 2014. Alameda CTC provided an update to the Transportation Commission at the March 26, 2014 Transportation Commission meeting. Construction is underway. Next Steps: Project completion. Construction completion is expected in 2019.</p>
<p>Ongoing Traffic Calming/ Intersection Improvement Projects</p>	<p>Robert Davey Jr. Road/Island Drive Intersection: At the City Council's request, City staff investigated the following traffic relief issues at Robert Davey Jr. Rd. and Island Drive. PW staff analyzed traffic operations in this area and recommended extension of the northbound left-turn lane on Island Drive and work with Alameda County and US Coast Guard to review Bay Farm Island bridge operation, and work with the Alameda Unified School District to review start times for the Lincoln Middle School.</p> <p>Park Street Corridor Signal Upgrade Project: Staff conducted an outreach meeting for this project on March 5, 2015 to obtain public interest of traffic signal upgrades along Park Street between Blanding Avenue and Encinal Avenue. Staff received full support from the public and the members of the Downtown Alameda Business District (DABA). Next Steps: Currently scheduled for Council adoption of PS&E in January 2016.</p>

BUDGET CONSIDERATIONS/FISCAL IMPACT

The City Council has approved the funding for staff efforts required for the above activities.

RECOMMENDATION

This item is for discussion purposes only.

Respectfully submitted,
Jennifer Ott, Base Reuse Director and Transportation Planning Director