

CITY OF ALAMEDA TRANSIT AND TDM PLAN DRAFT STRATEGIES

Planning Board – December 12, 2016



COREY, CANAPARY & GALANIS

Why this Presentation and Meeting?

- Project Background and Purpose
- Recap of Work Completed
 - Existing Conditions
 - Project Goals and Objectives
 - Community Input
- Transit and TDM Strategies
 - Your role: Consider projects and actions you think would make the biggest impact for improving transportation options.

BACKGROUND AND PURPOSE

What is the Transit and TDM Plan?

- **Vision**

- Sustain a high quality of life in Alameda by improving mobility for all.

- **Transit Plan**

- Outcome of the General Plan to guide transit improvements
- Analyze existing transit conditions
- Implementation focus: identify strategies, projects, and key steps to improve transit

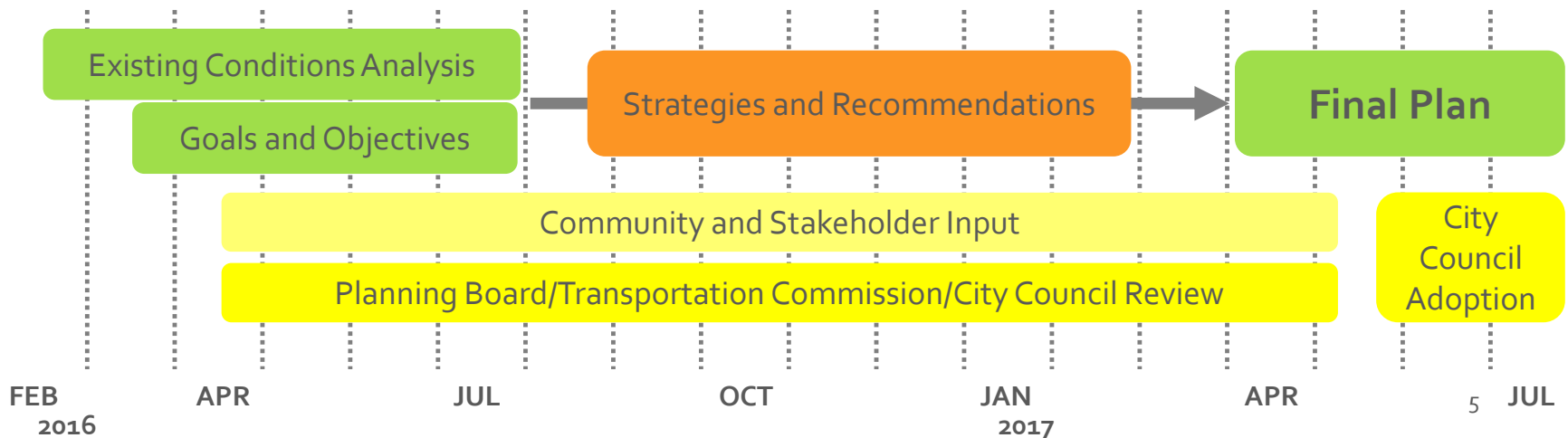
- **Transportation Demand Management (TDM) Plan**

- Assess state of TDM in Alameda
- Identify strategies to improve and expand TDM

Project Background

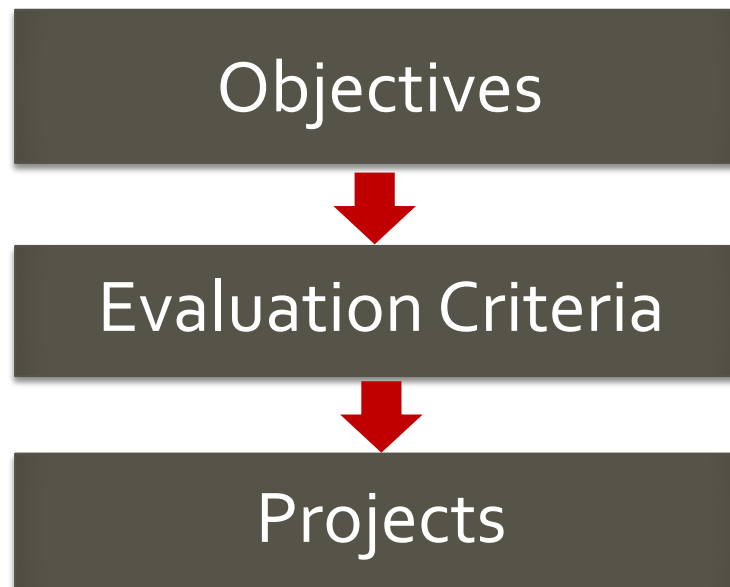
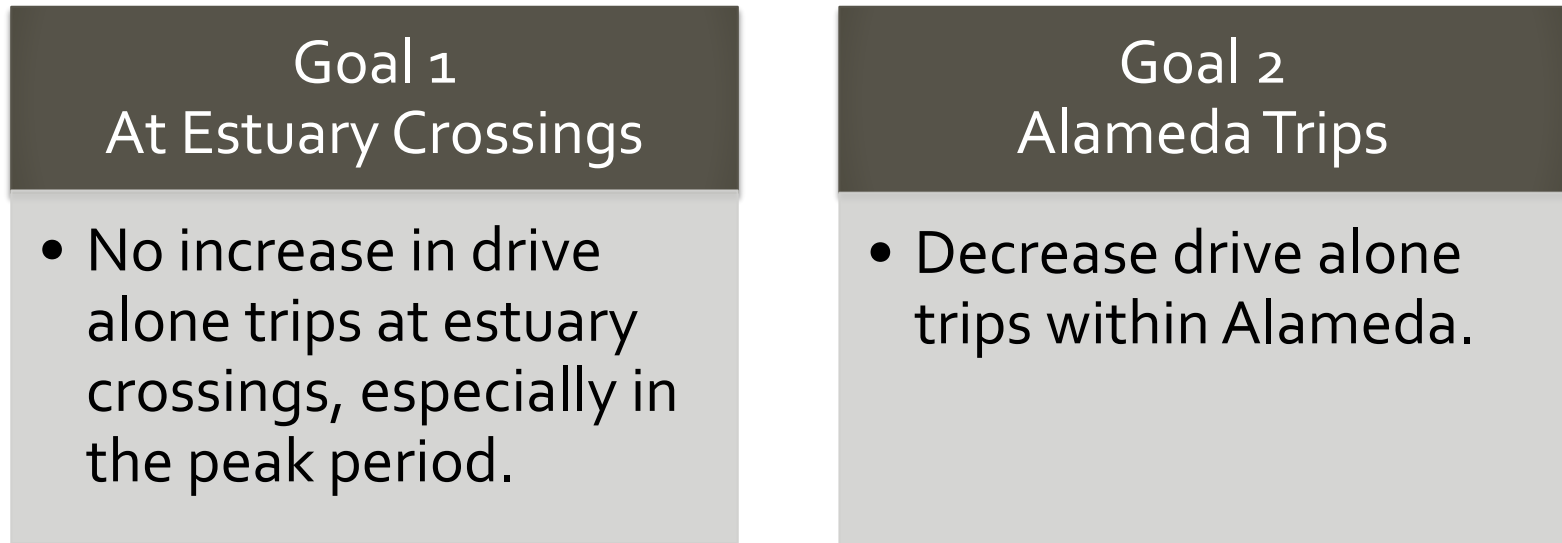
- City Council direction
- Implementation-focused plan
- Carry out General Plan Transportation Element

Planning Process



GOALS, OBJECTIVES AND EVALUATION CRITERIA

Goals and Objectives Framework

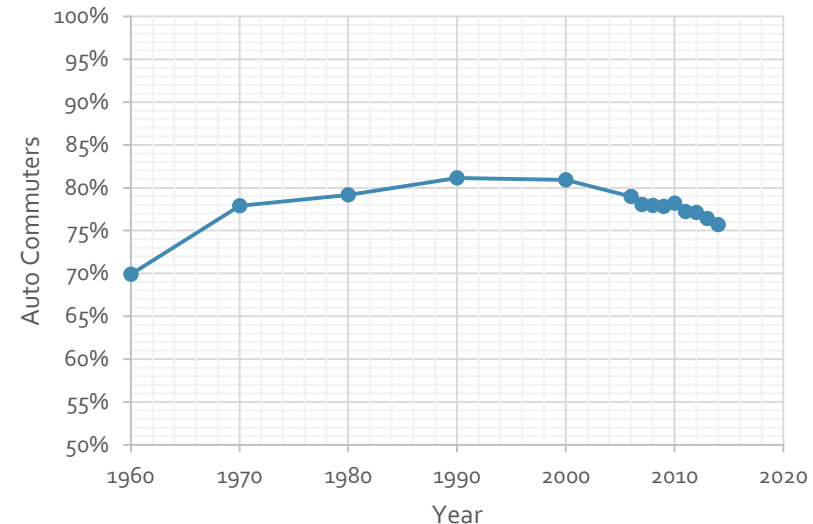
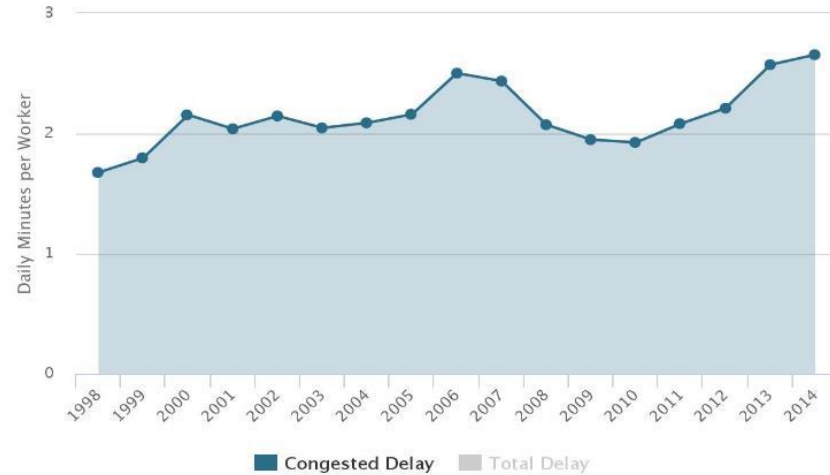


EXISTING CONDITIONS ANALYSIS

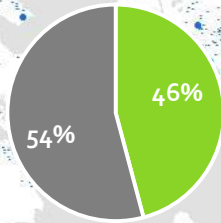
Key Concepts

1. Congestion is increasing
2. Housing and jobs are growing
3. Regional commute patterns are changing
4. Alameda is a multimodal city
5. Alameda is well-served by transit
6. Transportation Demand Management (TDM) improves transportation options

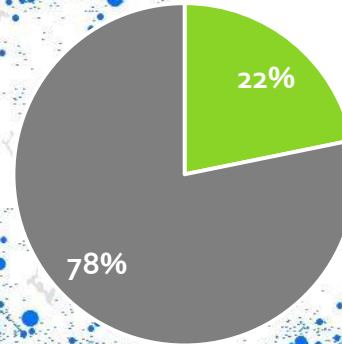
Bay Area Delay Caused by Congestion



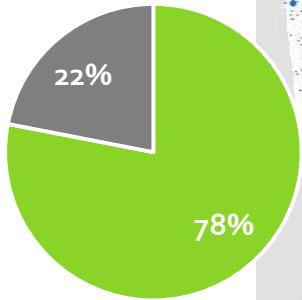
Alameda (~4,600)



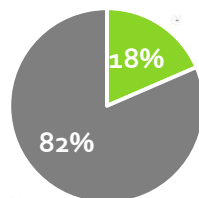
Inner East Bay* (~10,100)



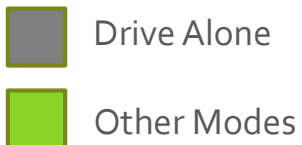
San Francisco (~7,200)



San Mateo and Santa Clara Counties (~4,300)



35,000 Commuters living in Alameda



**Inner East Bay Cities: Oakland, Berkeley, Emeryville, San Leandro, Hayward, Fremont*

Source: 2014 LEHD; 2010 Census
Transportation Planning Products

TRANSIT AND TDM STRATEGIES

Four Strategies

- **Strategy 1** Improve multimodal access to/from Oakland and BART
- **Strategy 2** Improve multimodal access to/from San Francisco
- **Strategy 3** Improve multimodal access within Alameda
- **Strategy 4** Effectively manage and monitor transportation efforts

Strategy 1 Improve Multimodal Access To/From Oakland and BART

- What is the issue?
 - 51% of morning auto trips to Oakland/BART
 - Three in four commute trips from Alameda to Oakland are drive-alone
 - From Oakland/BART to Alameda: majority of workers and visitors drive
- Why is it important?
 - Reduces traffic at estuary crossings
 - Improves transit, bicycle, and pedestrian access – offers more choices
 - Improved mobility options for visitors and Alameda workers



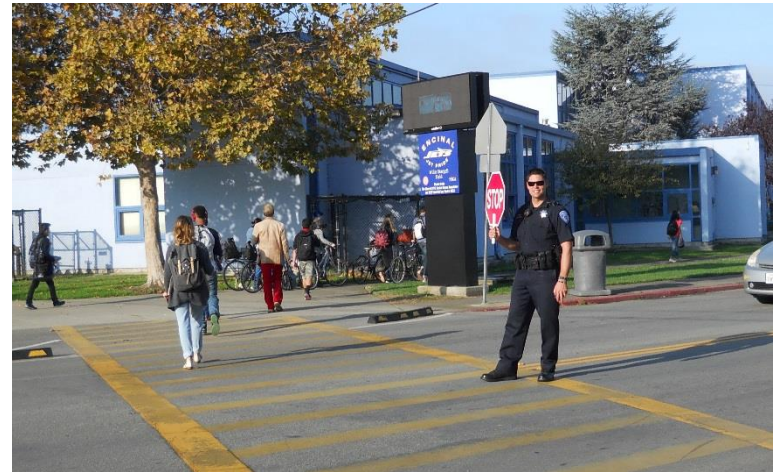
Strategy 2 Improve Multimodal Access To/From San Francisco

- What is the issue?
 - Increasing number of commuters work in San Francisco
 - SF commuters prefer to take transit, but not all can get to transit easily
- Why is it important?
 - Improves options for getting to/from multiple transit modes
 - Can serve more people by improving access to transit/carpools



Strategy 3 Improve Multimodal Access Within Alameda

- What is the issue?
 - Need to make bicycling, walking, and transit more safe, convenient, and fast for getting around Alameda
- Why is it important?
 - Effective strategy for reducing traffic
 - Contributes to a higher quality of life
 - Improves mobility for youths, seniors and people with disabilities



Strategy 4 Effectively Manage and Monitor Transportation Efforts

- What is the issue?
 - Complex transportation issues with multiple stakeholders need a strategic approach.
 - Maintaining accountability and evaluating performance
- Why is it important?
 - Effective strategies will position Alameda for additional funding for transportation programs and projects
 - Management and evaluation ensures projects and programs are effective and relevant

In-Progress Projects/Actions

Transit

- AC Transit Line 21 Timed Connection to Ferry
- AC Transit Line 31 Route Changes
- City-based Paratransit Program
- Harbor Bay Ferry Terminal Access and Parking Management Improvements
- Main Street Ferry Terminal Access and Parking Management Improvements
- Maintain Ferry Service Levels from 2016 until December 2018
- Restored Northern Waterfront AC Transit Line 19

Bicycle/Pedestrian

- Citywide Bicycle Parking Expansion
- Bikes on Main Street Ferry
- Citywide Sidewalk Repair
- Cross Alameda Trail Construction

Multimodal

- Consolidated Transportation Management Association
- Parking Management in Business Districts
- Safe Routes to School Program (Countywide Program)
- Standardized TDM Requirements

DRAFT PRIORITY PROJECTS AND ACTIONS

Transit Projects

- New Transit Route
- Bus Queue Jump/Bus Lane

Bicycle/Pedestrian Projects

- Bicycle/Pedestrian Connection
- Complete Street

Multimodal Projects

- Multimodal Connection
- Carpool Connection

- Major Retail Areas
- Priority Development Areas
- Parks & Open Space
- Ferry Routes



Near Term Projects/Actions (1 to 3 years)

Transit

- AC Transit Bunching Dispatcher
- AC Transit EasyPass Program Expansion
- AC Transit Policy Changes
- Appezzato Parkway Dedicated Bus Lanes
- Bus Stop Improvements
- Cross Town Express Bus Service
- Transit Signal Priority and Adaptive Traffic Signal Control
- Transportation Awareness Campaigns

Bicycle/Pedestrian

- Bicycle Master Plan Update, Design Guidelines and Vision Zero Policy/Plan
- Pedestrian Master Plan Update, Design Guidelines and Vision Zero Policy/Plan

Multimodal

- Citywide Safe Routes to School
- Casual Carpool Pickup Locations
- Parking Management and Shared Parking Lots
- TDM Partnerships with Existing Businesses

Mid Term Projects/Actions (3 to 8 years)

Transit

- Alameda Point Bus Rapid Transit Service
- Bus Queue Jump Lanes on Stargell Avenue, Island Drive, and Eighth Street/Westline Drive
- Ferry Vessel Maintenance, Improvements and Procurement
- Increase Frequency and Span of Service for Ferry Service
- Increase Frequency and Span of Service for Transbay Bus
- Increase Service for Local Bus Routes
- New Seaplane Lagoon Ferry Terminal
- Transit Center Improvements

Bicycle/Pedestrian

- Bicycle and Pedestrian Facility Gap Closures and Surface Improvements
- Complete Street Improvements on Central, Clement, Tilden, Stargell, Otis and Mecartney
- Estuary Water Shuttle to/from Oakland (bikes and pedestrians)
- Regional Bike Share
- Vision Zero Safety Implementation

Multimodal

- Autonomous/Driverless Vehicle Policy and Implementation
- Constitution Way Carpool Lane
- Improved Freeway Access in Oakland
- Miller-Sweeney Bridge
- Parking Management and Demand Based Parking Program

Long Term Projects/Actions (8+ years)

Transit

- BART to Alameda
- Free Bus Service (or Free Bus Passes)
- Stargell Avenue Bus Route

Multimodal

- Comprehensive Congestion Management
- Enhanced West End Estuary Crossing
 - Webster/Posey Tubes Redesign
 - New West End Bicycle/ Pedestrian Bridge

COMMUNITY INPUT

Public Opinion Survey (Summer 2016)

Organizational Advisory Meeting #2 (Oct 13)

Community Workshop #2 (Oct 19)

Web Survey #2 (Oct)

Economic Development Advisory Board (Nov 2)

Transportation Commission (Nov 16)

Public Opinion Survey Results

- **Free Bus Service:** 69% would use it, but only 33% would support higher sales or property taxes to pay for it
- **BART to Alameda:** 65% support a BART station in Alameda
- **Island Crossings:** 61% stated that traffic congestion at island crossings at rush hour is an issue
- **Access to Schools:** 64% supported improved bicycle, pedestrian and transit access to/from schools
- **Multimodal Access:** 58% want to make it easier to walk, bicycle or take transit rather than relying on a car
- **Bike Share:** 58% said they would not use a bike share system
- **Parking:** 54% want to retain parking and not convert for bicycle, transit or walking uses
- **Driving/Parking Easier:** 50% want to make it easier to drive and park in the City

Comments on Strategies

- Transportation options should **serve the entire island**, including future development and more impoverished areas
- Improve **transit frequency, affordability, and access**, including for riders coming to Alameda as a destination
- The pace of **implementation should be faster**, whenever possible
- The **highest ranked projects** that participants would use included:
 - Estuary Water Shuttle to/from Oakland
 - Enhanced West End Estuary Crossing
 - BART to Alameda
 - Bus Stop Improvements
 - Free Bus Service

DISCUSSION

Discussion Topics

1. **Are the projects right?**

Please validate or correct the projects we have suggested as ways to respond to this strategy.

2. **Are there other projects/actions that we should be covering?**

Did we miss anything? Are there gaps in coverage or modes?

Next Steps

- Commission on Disability Issues: **December 14, 2016**
- City Council: **January 17, 2017**
- Project Website: <http://alamedaca.gov/citywide-transit-tdm-plans>
- Open Forum Web Survey: <https://alamedaca.gov/public-works/open-forum>
- Staff Contact:
Gail Payne, Transportation Coordinator
510-747-6892 - gpayne@alamedaca.gov

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EXTRA SLIDES

Local Bus Service Improvements (In Progress to 8+ years)

- New routes (Line 19, Cross Town Express Bus and Alameda Point Bus Rapid Transit)
- Frequency improvements on Lines 20, 21 and 31
- Bus queue jump lanes on Island Drive, Miller-Sweeney Bridge, Westline and Appezato Pkwy
- Bus stop improvements
- EasyPass program expansion
- Relieve bus bunching
- Transit signal priority
- Transportation awareness campaign
- Free bus transfers

Existing Local Bus Service



Proposed Local Bus Service



COMMUNITY FEEDBACK

Organizational Advisory Meeting #1

Community Workshop #1

Web Survey

Commission on Disability Issues

Planning Board and Transportation Commission Public Comments

SUMMARY OF COMMUNITY INPUT

Public input from commissions/boards, community surveys, and community workshops, along with extensive technical analysis, informed the strategies and actions recommended by the Transit and Transportation Demand Management (TDM) Plan. Strongly supported and reoccurring themes from the community's input are summarized below.



TRANSIT

- Establish an Alameda bus service that also serves shoppers in Alameda.
- Improve bus service to/from: West End, Bay Farm and BART
- Improve bus service to/from ferry terminals. The highest priority is the Main Street ferry terminal.
- Enhance the reliability and increase the frequency of bus service within Alameda.
- Increase ferry frequency.
- Establish a BART line to Alameda.
- Increase/improve parking at ferry terminals.

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BICYCLING AND WALKING

- Create more bikeways throughout Alameda.
- Improve bicycle and pedestrian safety.
- Improve bicycling options to/from Oakland, especially in the West End.

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MULTIMODAL

- Add another route on/off island. The highest priority is improving access in the West End, especially for bus riders, bicyclists and pedestrians.
- Increase safe transportation choices for youth.
- Ensure safe and accessible transportation options for people with disabilities and seniors.
- Plan for new technologies, such as driver-less and interconnected vehicles.
- Limit new development until congestion is addressed, and attract jobs as highest priority.
- People still want to be able to drive, especially to shopping and daycare.
- Enforce traffic safety and speed limits.