

Preliminary Draft Remaining Projects/Actions List

Date: December 2016

1. Introduction

This document includes the projects that were considered and not included in the Transit/TDM Draft Strategies Memo. These decisions are based on input received during the first round of community engagement and concepts carried over from previous planning studies. Not all projects/actions are included in the strategy document because they may not be feasible, are already in progress, or they do not meet the project goals.

2. Initial Projects/Actions List

The initial projects are organized into four categories:

- Transit Service
- Transit Infrastructure
- Complete Streets
- System Usability

Transit Services

Preliminary Project/Action	Project Description	Key Agency/ Partners	Origin	Transit/TDM Plan Status
A. Bus Service Improvements				
Corporate shuttle pick up locations	Identify locations where corporate shuttle buses can pick up and drop off riders. Creates partnerships between corporate shuttle operators such as Facebook, Apple and Google, AC Transit and the City of Alameda.	City of Alameda/ AC Transit/ shuttle operators	Consultant/staff recommendation	Not Included – Conversations are ongoing on an ad hoc basis.
Satellite Parking for Harbor Bay Terminal	Provide satellite parking lots with shuttle service to/from the Harbor Bay Ferry Terminal.	WETA; City of Alameda	Consultant/staff Recommendation	Not Included/In Progress Harbor Bay Access and Parking Management Access Planning
Main Street Ferry Terminal Parking Lot Shuttle	Provide parking lot shuttle service at the Main Street ferry terminal to transport ferry passengers between parking lot and terminal	WETA/City of Alameda	Suggestion from public	Not Included/In Progress Main Street Access and Parking Management Access Planning
Transportation network company Subsidies	Subsidize transportation network companies such as Uber/Lyft during specific hours and for specific origins/destinations	City of Alameda/ TMA	Consultant/staff Recommendation	Not Included – Subsidies not needed at this time.
Silicon Valley Express Bus Service	Begin express bus service to Silicon Valley	City of Alameda/AC Transit	Suggestion from planning board	Not Included – lower ridership expectations with

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				dispersed destinations
Citywide city-operated bus service	Provide free bus service throughout the City and to nearby BART stations with 15-minute frequency from 7 a.m. to 7 p.m.	City of Alameda	Suggestion from business community	Not included (specific Improvements in #18 are presented as operator-neutral)
Light Rail	Provide light rail and streetcar service in Alameda	AC Transit/ City of Alameda	Transportation Element (2009); Suggestion from public	Not Included – not cost effective
B. Ferry Service Improvements				
Expand Ferry Service to Other Destinations	Provide ferry service between Alameda and other locations such as Berkeley/Albany, Redwood City, Richmond, Vallejo or Tiburon. Includes operating costs to improve regional access and increases ferry service frequency and reliability.	WETA/City of Alameda/City of Oakland	Staff recommendation	Not included – Not a priority at this time
C. Paratransit Service Improvements				
TNCs to Support Paratransit	Investigate using transportation network companies (TNC) such as Uber or Lyft to provide “on-demand” services. Use TNC services to supplement or instead of taxi companies for “on-demand” services	City of Alameda/ Alameda CTC	Consultant/staff recommendation	Not included – not in Alameda CTC guidelines; Will include in draft plan as mid-term project

Transit Infrastructure

Project/Action Name	Project Description	Key Agency/ Partners	Policy/Document Origin	Transit/TDM Plan Status
Bus infrastructure at Estuary Crossings				
Purchase Electric Buses	Purchase electric buses for Alameda lines with potential Alameda Municipal Power (AMP) partnership for recharging. Assists AC Transit in bus acquisition to prioritize Alameda bus services and the quality of buses. Assumes that each bus costs \$1 million.	AC Transit/City of Alameda/ AMP	Staff recommendation	Not Included – Part of AC Transit Systemwide improvements
Park Street Bridge Bus Queue Jump Lane Feasibility	Investigate options for bus queue jump lanes at the Park Street Bridge	Alameda County/ Cities of Alameda and Oakland	Alameda Transit Plan (2001)	Not Included – Right of way too restricted
Bus Operator Facilities	Provide operator restrooms at the end of frequent bus lines. Service planners would need to factor in restroom locations when designing and scheduling service. Having a restroom available near the end of a route provide higher level of service reliability as well as providing drivers' comfort.	AC Transit/City of Alameda	Major Corridors Study	Not Included – include in bus stop improvements
Electric Bus Partnership with Operators	Establishes a partnership between AC Transit and AMP on potential to collaborate on electric bus fleet.	AC Transit/City of Alameda/ AMP	Staff recommendation	Not Included – AC Transit is working on how to

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				proceed with recharging
Contraflow lanes in Webster/Posey Tubes	Use contraflow lanes for buses in Webster/Posey Tube	Caltrans/City of Alameda/City of Oakland	Suggestion from public	Not Included – Not feasible
Mariner Square Drive Park & Ride lot	Mariner Square Drive Park & Ride lot for bus connections	City of Alameda	Staff recommendation	Not Included – Too circuitous for bus routes
Webster/Posey Tubes HOV Lanes	Establish peak-hour carpool/bus lane in the Webster/Posey tubes	Caltrans/City of Alameda/ AC Transit/City of Oakland	AC Transit's Major Corridors Study (2016 draft)	Not Included – Not feasible due to volumes
Ferry Infrastructure Improvements				
HOV/Motorcycle parking at Terminals	Provide parking spaces for carpools and motorcycles, and increase the number of accessible parking spaces	WETA/City of Alameda	Staff recommendation; Suggestion from WETA	Not Included - In Progress Ferry Access Plans
New Parking at Main Street Terminal	Use adjacent under-utilized private off-street parking at the Main Street Ferry Terminal and would require leasing of adjacent off-street parking lot. Use existing dog park for off-street parking when replacement park is provided at the planned Estuary Park.	WETA/City of Alameda	Suggestion from public; Staff recommendation; Suggestion from WETA	Not Included - In Progress Ferry Access Planning
Main Street Terminal Float Improvements	Build a second float west of the current float and relocate main terminal area to center on new float.	WETA/City of Alameda	Suggestion from WETA	Not Included – Maintenance
Satellite Parking for at Harbor Bay Terminal	Provide satellite parking lots with shuttle service to/from the Harbor Bay Ferry Terminal.	City of Alameda	Suggestion from public	Not Included - In Progress Ferry Access Plans
Purchase Lot for Parking at Harbor Bay Terminal	Purchase of vacant lot by the Harbor Bay Ferry Terminal	WETA/City of Alameda	Suggestion from public	Not Included - Not cost effective or best use of waterfront land for the long term.
Pave Dirt Lot at Main Street Terminal	Main Street: Pave dirt lot and on-street parking by terminal	City of Alameda	Suggestion from public	Not Included - Requires stormwater improvements such as enhanced landscaping as well as public access via a waterfront path. Would be interim until a long-term levee and shoreline stabilization could be implemented.

Complete Streets

Project/Action Name	Project Description	Key Agency/ Partners	Policy/Document Origin	Transit/TDM Plan Status
Bicycle Safety and Access				
Mariner Square Drive interim trail use	Purchase Union Pacific right-of-way east of Mariner Square Drive for potential BART corridor with interim trail use.	City of Alameda	Staff recommendation	Not included
Marina Village Trail	Design and Construct multi use trail on Union Pacific right-of-way east of Mariner Square Drive, may potentially be used for future BART corridor.	City of Alameda	Staff recommendation	Not Included – BART alignment not set for Third Crossing project
Bay Farm Island Wooden Bridge Replacement	Replace the Bay Farm Island Wooden Bridge for bicyclists/pedestrians	East Bay Regional Park District / Caltrans	Bike Master Plan (2010); Pedestrian Master Plan (2009)	Owned by East Bay Regional Park District
Pedestrian Safety and Access				
Webster Street Streetscape Improvements	Improve Webster Street Streetscape	City of Alameda	Alameda 2015/17 Capital Budget	Not Included
Safe Routes to School				
Crossing Guard Program	Expand crossing guard program	Alameda CTC/ City of Alameda	Staff recommendation	Not included/Priority Project/Action #21
Motorist-related Improvements				
Valet Parking	Provide valet parking	City of Alameda	City of Alameda Parking Study (2008)	Not included
Webster Street Parking Structure	Add parking structure for Webster Street area	City of Alameda	Suggestion from WABA and public	Not Included – future demand for parking is unclear due to autonomous vehicles and transportation network companies such as Uber and Lyft

System Usability

Project/Action Name	Project Description	Key Agency/ Partners	Policy/Document Origin	Transit/TDM Plan Status
Ferry Fare Standardization	Standardize ferry fare offerings to be consistent with regional standards	WETA	WETA Short Range Transit Plan (2016 draft)	Not included - Will be administered districtwide by WETA
Alameda Branding on Buses	Create Alameda branding with its new electric vehicle bus fleet	AC Transit/ City of Alameda	Staff recommendation	Not included – depends on AC Transit's electric bus future fleet

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All-Door Boarding	Offer all-door boarding equipment on Alameda lines and add fare inspectors	AC Transit/ City of Alameda/City of Oakland	Staff recommendation; AC Transit's Major Corridors Study (2016 draft)	Not included – Will be administered districtwide by AC Transit
Transportation Options Store	Transportation Options Store (to obtain passes and information, purchase Clipper cards, BikeLink cards, etc.)	City of Alameda/ TMA	Consultant/staff recommendation	Not included – In progress with TMA