

# CITY OF ALAMEDA TRANSIT AND TDM PLAN DRAFT STRATEGIES

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City Council – January 17, 2017



silvani



TRANSPORTATION CONSULTING



COREY, CANAPARY & GALANIS

# BACKGROUND AND PURPOSE

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# What is the Transit and TDM Plan?

- **Vision**

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

- **Transit Plan**

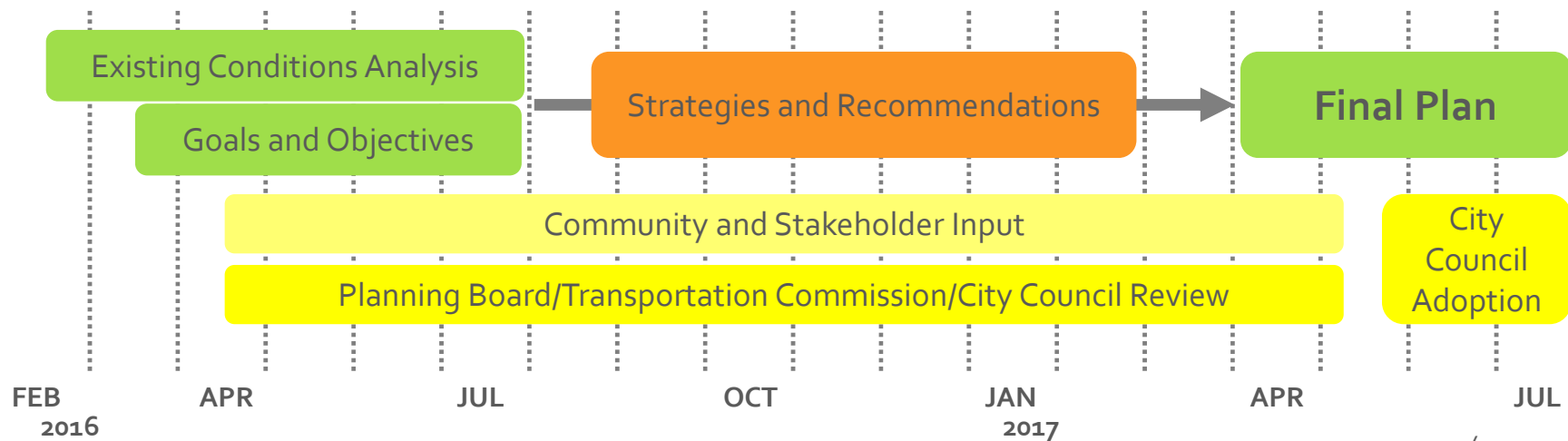
- Outcome of the General Plan to guide transit improvements
- Analyze existing transit conditions
- Implementation focus: identify strategies, projects, and key steps to improve transit

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

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

# Why this Presentation and Meeting?

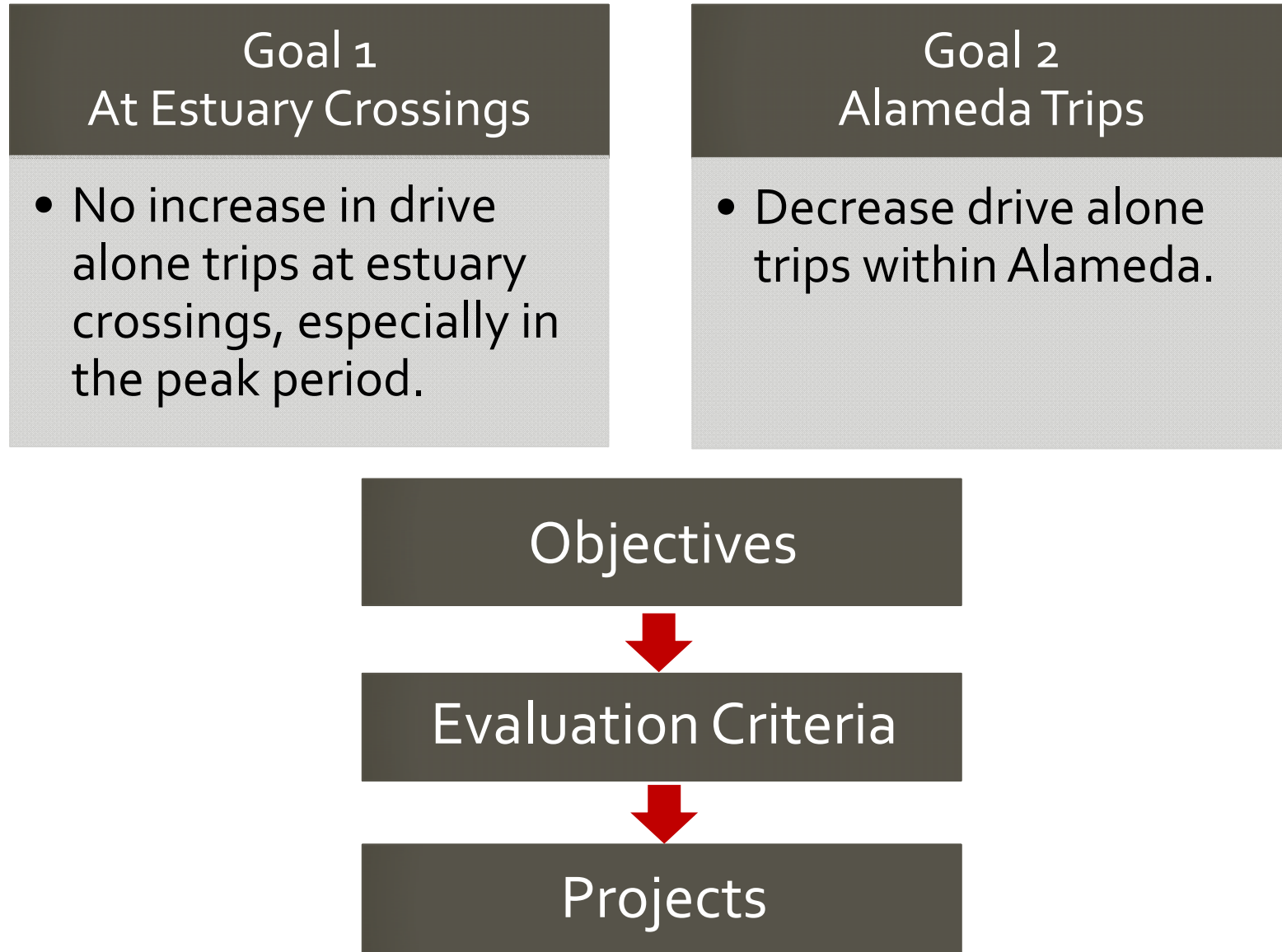
- Recap of Work Completed
  - Existing Conditions
  - Goals and Objectives
  - Community Input
- Transit and TDM Strategies
  - Your role: Consider projects to improve transportation options.



# GOALS, OBJECTIVES AND EVALUATION CRITERIA

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# Goals and Objectives Framework



# EXISTING CONDITIONS ANALYSIS

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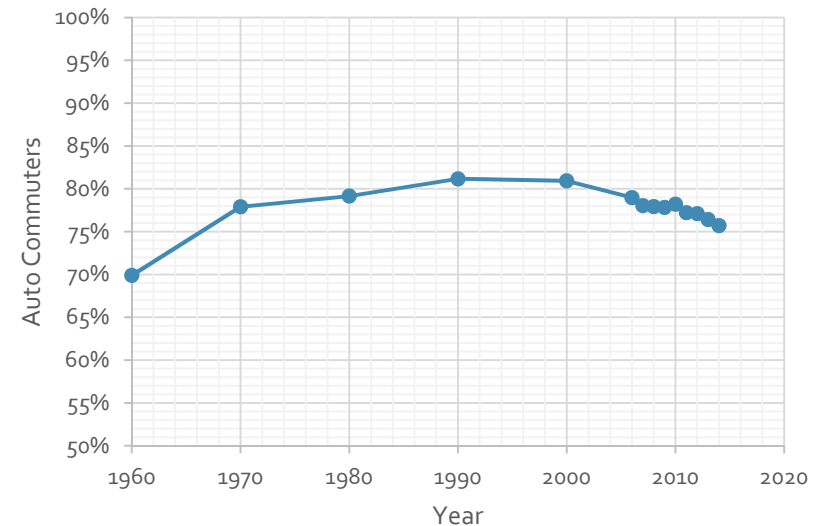
# Key Concepts

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



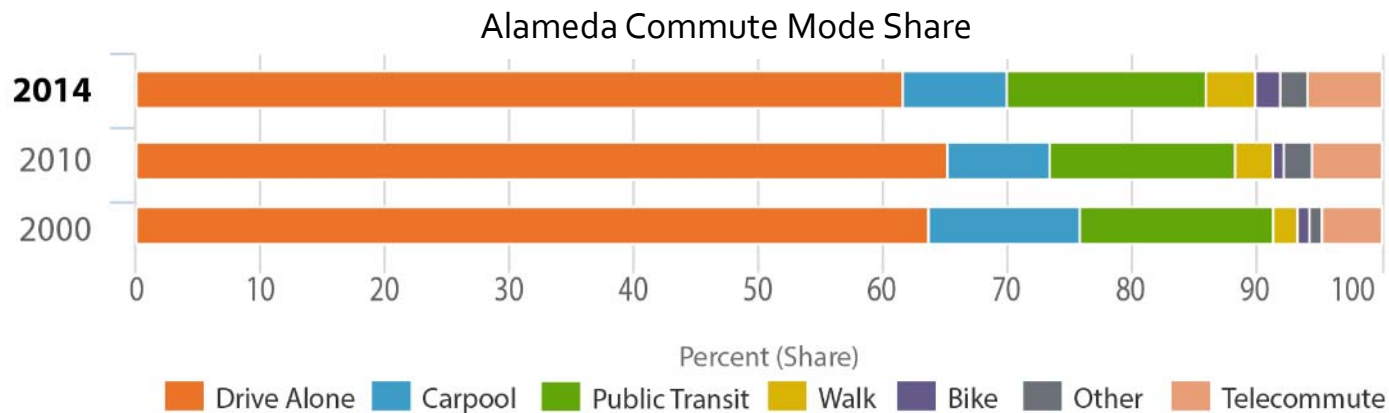
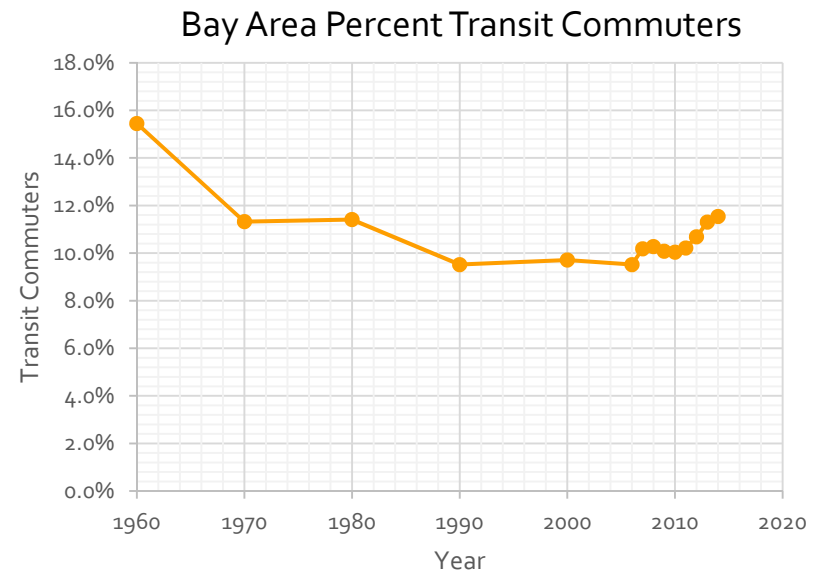
Bay Area Percent Auto Commuters

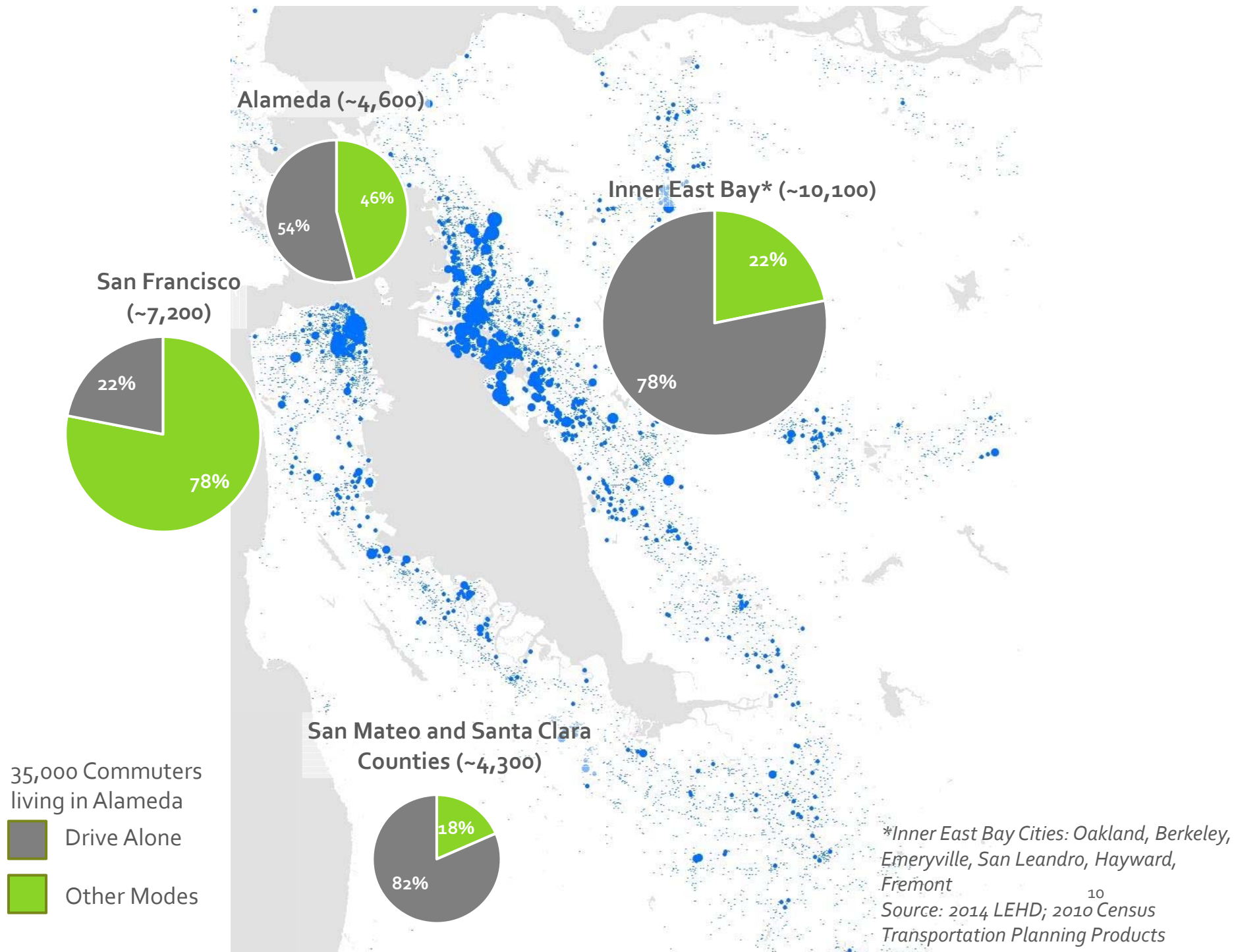




# Regional Growth and Changes

- **Transit commuters increasing**
  - Regional: from 10% to 12% of all commute trips
  - Alameda: now at 16%
- **Millennials are multimodal**
  - 22% of young people plan on never getting a driver's license





# TRANSIT AND TDM STRATEGIES

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# 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 are to Oakland/BART
  - 75% of commute trips to Oakland are drive alone
  - From Oakland to Alameda: majority of workers and visitors drive
- Why is it important?
  - Reduces traffic at estuary crossings
  - Improves transit, bicycle and pedestrian access



# Strategy 1 Improve Multimodal Access To/From Oakland and BART

- In-Progress Projects

- Restored AC Transit Line 19 – Northern Waterfront
- Bike access on ferry to/from Jack London Square
- Standard requirements for developments
- Expanded Transportation Management Association

- Key Proposed Projects

- Bus speed, frequency and reliability
- Expanded EasyPass program
- Cross Town Express Bus
- Appezzato Pkwy Bus Rapid Transit
- Estuary Water Shuttle
- Bicycle/pedestrian safety and access
- Major capital investments
  - Miller-Sweeney Bridge
  - West End Estuary Crossing
  - BART to Alameda

## Strategy 2 Improve Multimodal Access To/From San Francisco

- What is the issue?
  - Increasing number of commuters work in San Francisco
  - Difficult first-mile/last-mile access to key transit hubs
- Why is it important?
  - Can serve more people by improving access to transit/carpools
  - Improves options for getting to/from key transit hubs





## Strategy 2 Improve Multimodal Access To/From San Francisco

- In-Progress Projects

- Restored Line 19 – Northern Waterfront
- Line 21 connection to Ferry
- Ferry Terminal Access and Parking Management
  - Harbor Bay
  - Main Street
- Standard requirements for developments
- Expanded Transportation Management Association

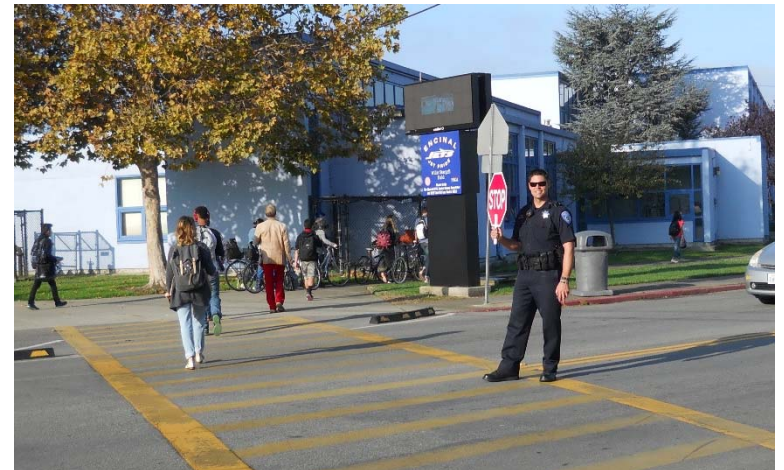
- Key Proposed Projects

- Constitution Way Carpool Lane
- Ferry service
  - Access improvements
  - Increased ferry frequency
  - New Seaplane Lagoon Terminal
- Transbay bus service
  - Bus queue jump lanes
  - Increased Transbay frequency
- Major capital investments
  - Miller-Sweeney Bridge
  - West End Estuary Crossing
  - BART to Alameda



## Strategy 3 Improve Multimodal Access Within Alameda

- What is the issue?
  - Inconvenient or uncomfortable to bicycle, walk or take the bus
- Why is it important?
  - Reduces traffic
  - Contributes to a higher quality of life
  - Improves mobility and addresses equity, especially for:
    - Youth
    - Seniors
    - People with disabilities
    - Individuals without access to a car



## Strategy 3 Improve Multimodal Access Within Alameda

- In-Progress Projects

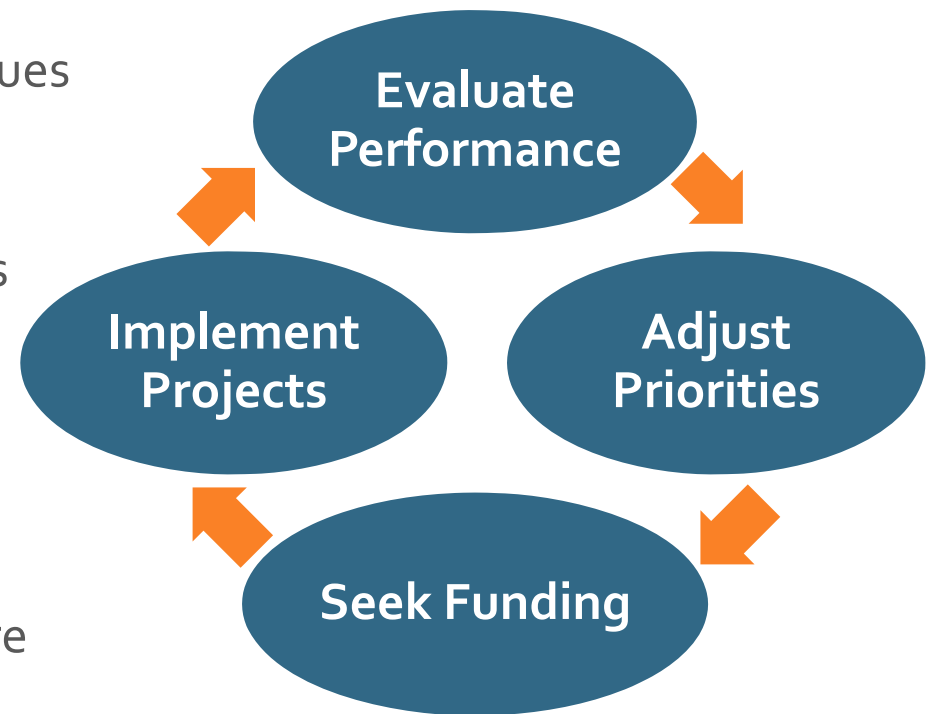
- Cross Alameda Trail Construction
- City-based Paratransit
- Sidewalk Repair
- Bicycle Parking Expansion
- Safe Routes to School Program

- Key Proposed Projects

- Bicycle/Pedestrian Safety and Access
  - Safe Routes to Schools Program Expansion
  - Vision Zero Safety
  - Complete Streets
- Bus Speed, Reliability and Frequency
- Cross Town Express Bus
- Parking Management

## Strategy 4 Effectively Manage and Monitor Transportation Efforts

- What is the issue?
  - Need to address high priority issues
  - Maintain accountability and evaluate performance
  - Plan for sufficient staff resources
- Why is it important?
  - Need a strategic approach
  - Effective strategies will position Alameda for funding
  - Ensure projects and programs are relevant





## 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

# COMMUNITY INPUT

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# 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

# Key Themes of Community Input

- Improve first-mile/last-mile access to key transit hubs
- Increase bicycle/pedestrian safety and facilities
- Want more frequent bus and ferry service
- Want an Alameda only, free shuttle similar to Emeryville
- Encourage casual carpooling/ridesharing
- People still want to drive such as to shopping/daycare
- Enforce traffic safety and the 25 mph speed limit better
- Add another way on/off island, especially in west end

# Support for “Free” Alameda Bus Service: What does that mean?

*This is what we’ve heard:*

- Free for bus riders throughout Alameda, including potential shoppers from Oakland
- Easy to access shopping destinations, BART and ferries
- Frequency: every 10-15 minutes
- \$10-\$11 million annually, although costs may vary depending on who and how it is implemented
- Unclear on sources of financing
- Unclear on who operates the service (City, private, AC Transit), although costs based on non-AC Transit rates
- Free bus service survey results
  - 69% would use it
  - 33% would support higher sales or property taxes to pay for it



# Support for “Free” Alameda Bus Service: What are the goals for bus service?

- More Affordable
- More Frequent
- Safer and More Reliable

# *Staff & Consultant Recommendation*

## Incremental Approach: Enhanced AC Transit Service

- New routes
  - Line 19
  - Cross Town Express Bus
  - Express Line 51 Service
  - Alameda Point Bus Rapid Transit
- Frequency to 15 minutes (Lines 20, 21 and 31)
- Transbay routes – increased frequencies
- Free bus transfers
- Expansion of discounted bus passes (EasyPass), including long-term goal of Citywide bus passes
- **Pros:**
  - Allows for incremental improvements as monies obtained
  - Leverages current AC Transit funding and regional efficiencies
  - Easier to implement compared to a new City operation
- **Cons:**
  - Controlled by AC Transit and not by the City of Alameda
  - Not free to users or to visitors unless easy pass program expanded Citywide
  - Requires ongoing operations monies, possibly by regional toll or sales tax measures, developer fees, business improvement district financing, parcel tax or congestion pricing

# Alternative Approach: Free City Run Alameda Bus Service

- Free for riders, including from Oakland to Alameda shopping destinations
  - City or privately operated system
  - Frequency from 10-15 minutes for local routes
  - Competing with existing AC Transit routes (to/from BART and ferries)
  - Transbay routes could be separate and maintained by AC Transit
- **Pros:**
    - City control over operations
    - Direct costs potentially less than AC Transit depending on service provider
  - **Cons:**
    - Removes AC Transit as the full-service
    - Requires new City administrative and planning services
    - Requires ongoing operations monies, possibly using AC Transit monies, developer fees, business improvement district financing, parcel tax or congestion pricing

# DISCUSSION

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# 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?*
3. **Discuss approach to improved bus service.** *Seeking Council direction on staff recommendation.*

# Next Steps

- Review all of the community and board input
- Evaluate changes to the project list
- Expand on how projects meet the goals and on their benefits/impacts and costs
- Prioritize resources to focus on groups of projects with the greatest potential benefit
- To monitor progress:
  - Project Website: <http://alamedaca.gov/citywide-transit-tdm-plans>
  - Open Forum Web Surveys: <https://alamedaca.gov/public-works/open-forum>
  - Staff Contact: Gail Payne, Transportation Coordinator  
510-747-6892 - [gpayne@alamedaca.gov](mailto:gpayne@alamedaca.gov)

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# EXTRA SLIDES

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# Existing Local Bus Service



# Proposed Local Bus Service



# 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

# 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