

City of Alameda Draft Transportation Choices Plan

AC Transit ILC Meeting
July 12, 2017



COREY, CANAPARY & GALANIS

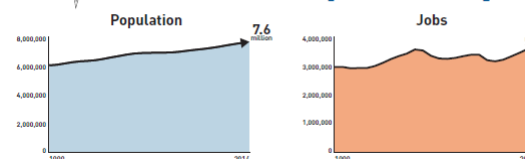


Purpose and Goals of Plan

Vision:

Sustain a high quality of life in Alameda by improving mobility for all over the next 15 years

VITAL SIGNS What's the latest pulse of the Bay Area?



Goals:

- 1. Estuary crossings:** No increase in drive alone trips at estuary crossings, especially in the peak period.
- 2. Within Alameda:** Increase the share of walking, bicycling, bus and carpool trips within Alameda.

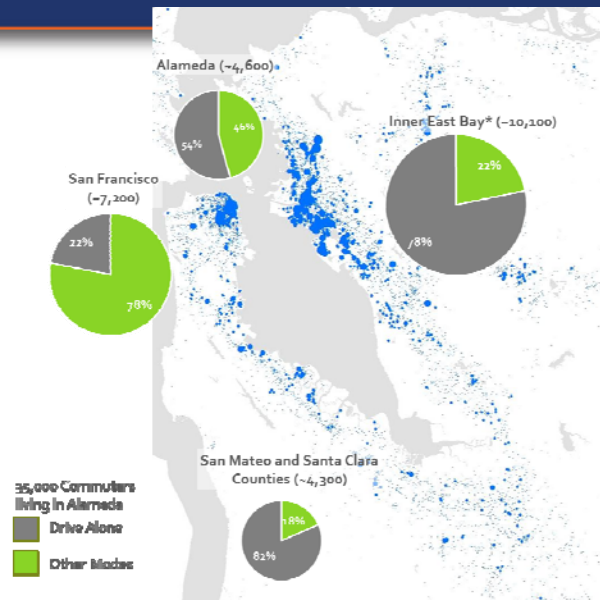


Understanding Trends: Regional Data

- 78% of inner East Bay commuters drive alone compared to 22% of San Francisco commuters
- Increase in commuters leaving Alameda for work by 5,000 since 2005
- Fewer commuters drive alone at 62%
- More commuters take transit at 16%



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Understanding Trends: Scientific Survey

- Drive Alone Respondents
 - 73% said that they needed a car before, during or after work
 - 71% stated that alternative modes would increase commute time too much
 - 15% responded that more public transit routes, closer stops or fewer transfers would encourage them to take transit
 - 13% said that more frequent transit would encourage them to take transit



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Understanding Trends: Scientific Survey

- All Respondents
 - 69% would use a free bus service, but only 33% would support higher sales or property taxes to pay for it
 - 65% support a BART station in Alameda
 - 61% stated that congestion at island crossings at rush hour is an issue
 - 58% want to make it easier to walk, bicycle or take transit rather than relying on a car



Source: East Bay Times

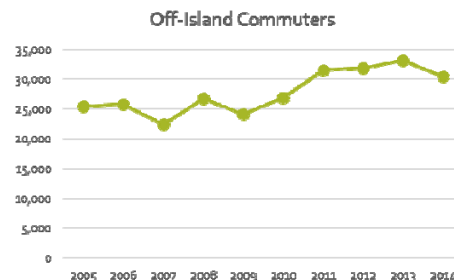


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On/Off Island - Priority Strategies

1. Expand transit, bicycling and walking to/from **Oakland and BART**
2. Expand transit and carpools to/from **San Francisco**



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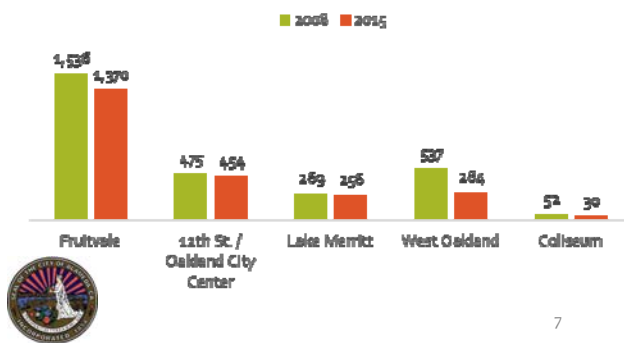
On/Off Island Strategy: Oakland and BART Access

- **Rationale:** Reduces drive alone trips to closest and most prevalent destinations

- **Issues:**

- Congestion and slow speeds to Oakland
- Buses are not fast, reliable and frequent compared to car
- Lack of public awareness and poor perception of public transit
- TDM programs only serve new developments not existing residents or businesses

Alameda Home-Based BART Boardings



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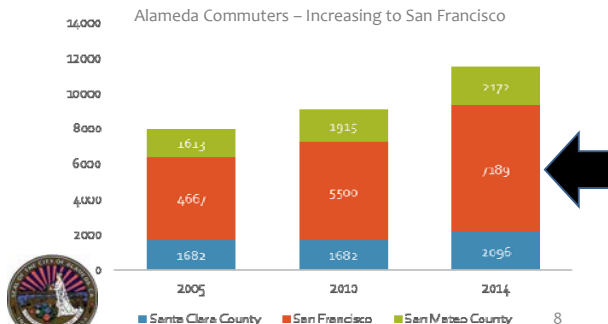
On/Off Island Strategy: San Francisco Access

- **Rationale:** Addresses increasing demand from Alameda commuters and maintains high transit ridership

- **Issues:**

- Increased demand for commute travel to San Francisco
- Transit, bicycle and pedestrian access to ferry terminals
- Lack of public awareness of options
- Slow speeds for Transbay buses
- Lack of incentive to carpool

Alameda Commuters – Increasing to San Francisco



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On/Off Island Strategy: Key Projects

– Core Projects:

- Dedicated Bus Infrastructure (lanes, signals & stops)
- EasyPass Expansion & Expanded TDM Participation
- Transportation Awareness Campaign

– San Francisco Projects:

- Constitution Way Carpool Lane & Expanded Pickup Spots
- Improved Ferry Terminal Access & Parking Management
- Increased Frequency of Ferry & Transbay Services
- New Seaplane Lagoon Ferry Terminal & Service
- Regional Connector & Crosstown Express Bus Services

– Oakland/BART Projects:

- Alameda Point Bus Rapid Transit
- Bikes in Buses through Webster/Posey Tubes
- Estuary Water Shuttle Crossing or WETA Ferries to Oakland
- Faster Line 51A Bus Service

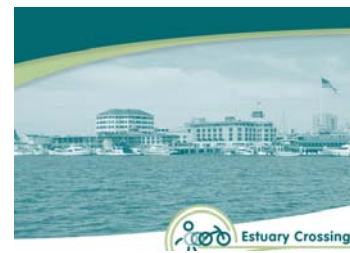


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On/Off Island Strategy: Long-term Projects

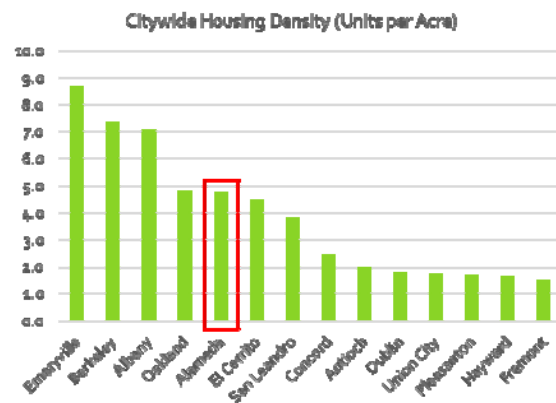
- Miller-Sweeney Multimodal Lifeline Bridge
- New Transit/Bike/Pedestrian Lifeline Tube
- West End Bicycle/Pedestrian Bridge
- Webster/Posey Multimodal Lifeline Tubes
- BART to Alameda
- Comprehensive Congestion Management
 - Maximum 15-minute Frequency for Local Buses
 - Citywide EasyPass Expansion
 - Other Key Project Implementation
 - Congestion Pricing or Parcel Tax



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Within Alameda: Priority Strategies

1. Expand **transit** and achieve a low-cost or “free” rider experience
2. Improve **bicycle** and **pedestrian** safety
3. Improve mobility for **all modes**



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Within Alameda Strategy: Expand Transit

- **Rationale:** Makes bus services more attractive
- **Issues:**
 - Slow transit speed
 - Congestion causes reliability issues for buses
 - Lack of public awareness and poor perception of public transit
 - Free or low-priced parking encourages driving
 - TDM programs only serve new developments not existing residents or businesses



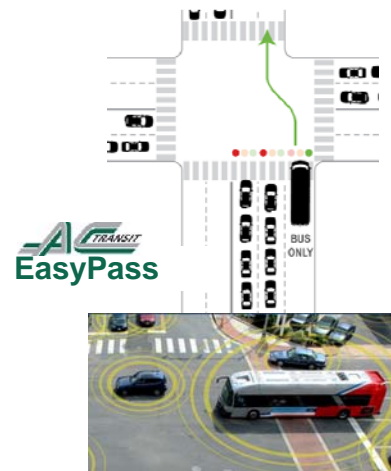
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Within Alameda Strategy: Expand Transit

– Key Projects:

- Dedicated Bus Infrastructure (lanes, signals & stops)
- EasyPass Expansion & Expanded TDM Participation
- Faster Express Bus Services (Line 51A & Crosstown)
- Enhance Frequencies for Local Buses
- Shared Ride Service for Seniors and People with Disabilities



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Within Alameda Strategy: Improve Bicycling and Walking

- **Rationale:** Provides comprehensive bicycling and walking networks and services
- **Issues:**
 - Safety is a key concern for Alamedans
 - 31% of telephone respondents stated that poor safety for **bicyclists** is an issue
 - 24% of telephone respondents stated that poor safety for **pedestrians** is an issue
 - Alamedans are “interested but concerned” about bicycling and want more bikeways



Source: Alameda Magazine



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Within Alameda Strategy: Improve Bicycling and Walking

– Key Projects:

- Bicycle and Pedestrian Gap Closures
- Bicycle and Pedestrian Plan Updates
- Bike Share

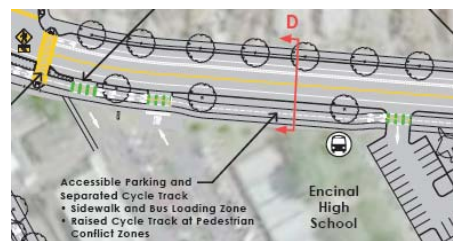


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Within Alameda Strategy: Improve Mobility for All Modes

- **Rationale:** Reduces drive alone trips within Alameda by making all other modes more attractive
- **Issues:**
 - **School-related traffic:** traffic from schools is an issue according to 35% of survey respondents
 - **Free parking:** key reason why 65% of survey respondents choose to drive to work
 - **New technologies:** can facilitate all modes



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Within Alameda Strategy: Improve Mobility for All Modes

– Key Projects:

- Citywide Safe Routes to School
- New Technologies and Innovations
- Parking Management & Demand Pricing
- Transportation Awareness Campaign
- Vision Zero Safety/Traffic Calming



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Next Steps

- Public Review of Draft Plan
 - Transportation Commission, August 23, 2017
 - Planning Board, September 11, 2017
 - City Council, September or October, 2017
- To monitor progress:
 - Project Website: <http://alamedaca.gov/citywide-transit-tdm-plans>
 - Staff Contact: Gail Payne, Transportation Coordinator
510-747-6892 - gpayne@alamedaca.gov



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