

Exhibit 2: Addendum to the Transportation Choices Plan

Executive Summary

p. 3 – For the estuary crossing goal, staff and the consultant team recommend changing it to the high mode shift estimate, which is more aggressive at 2,500 fewer drive alone trips rather than the current goal of 1,700 by the 15 year time horizon. Revise the text and Figure 2 to reflect the new high end goal estimate.

pp. 6-7 – Under “Summary of Findings,” use the high estimate for the estuary crossing goal, and change the carbon dioxide emission reduction to account for the more aggressive estuary crossing goal.

p. 7 – Spell out “WETA” as “Water Emergency Transportation Authority.” Add as the last sentence under the “Implementation” paragraph: “This Plan is a “living document” that will evolve with future plans, funding and technologies, and will be reviewed to provide a progress report on the two-year benchmarks that are listed for each project.”

Chapter 1: Introduction and Goals

p. 10 – Change the title of Figure 4 to reflect the graphic such as “Number of Vehicles Needed to Carry 45 People.”

p. 12 – Update “City of Alameda Parking Study (2008)” to “2014.”

p. 13 – Update Figure 5 to reflect final approval dates.

pp. 15 and 16 – Change the estuary crossing goal to the high mode shift estimate, which is more aggressive at 2,500 fewer drive alone trips rather than the current goal of 1,700 by the 15 year time horizon. Revise the text, Table 2 and Figure 6 to reflect the new high end goal estimate.

p. 17 – In Table 3, first column, fourth row, replace “Total Estuary Crossing Trips” with “Total Trips within Alameda.”

p. 18 – Staff will add the following sentence to the equity bullet of the objectives section in Chapter 1: “In general, improved transportation options created by this plan will make it possible to reduce car ownership and driving, which is the most costly form of transportation; therefore, improving transportation equity.”

p. 27 – Update Figure 15 to delete “Route 31” and to replace it with “Route 96.” Update the percent of transit riders from “sixteen” to “seventeen.”

Chapter 3: Priority Strategies

pp. 33-34 – Update Figure 17 and Table 6 to reflect the more aggressive estuary crossing goal.

p. 46 – Update Goal 1 Estuary Crossings to reflect the more aggressive high mode shift goal, change the carbon dioxide emission reduction to account for the more aggressive estuary crossing goal.

Chapter 4: Implementation of Projects and Programs

p. 48 – Add “Impacts of transportation network company trips such as Uber and Lyft on drive alone trips” as the last bullet point under Performance Monitoring. Update “Performance Monitoring” inset to reflect the more aggressive estuary crossing goal.”

p. 49 – Replace on page 49 “City Staff Resources: Evaluate needs and provide staffing resources to effectively implement projects.” with the following statement “City Staff Resources: Provide sufficient staffing resources to effectively implement projects and increase staffing levels to expedite implementation of the projects and programs, if funding is available.”

p. 50 - Add Table 1 and the bulleted text below the table at the bottom of the “Funding Programs” section.

p. 50 – At the end of the second paragraph, add the following sentence: “This document is a “living document” that will evolve with future plans, funding and technologies. As part of the status report on the two-year benchmarks, staff will provide recommendations on next steps, which could include mid-course corrections, if needed.” Staff recommends adding the following table and bulleted text to page 50 in the “Funding Programs” section.

Table 1: Plan Implementation – Funded Projects and Programs

Project # in Plan	Projects/Programs	Fiscal Years 2017-19	Fiscal Years 2019-21	Total Budget
7 & 19	AC Transit EasyPass Program Expansion	\$100,000	NA	\$100,000
15	Appezato Parkway Bus Lanes	\$1,350,000 (Preliminary Engineering)	\$7,650,000 (Construction)	\$9,000,000
2, 3, 7, 16, 31 & 32	Bicycle Parking	\$30,000	NA	\$30,000
1 & 5	Bicycle and Pedestrian Plan and Guidelines Update / Vision Zero Safety Policy/Plan	\$300,000	NA	\$300,000
2	Bus Stop Improvements	\$10,000	NA	\$10,000
27	Central Avenue Safety Improvements (Pacific Ave/Main St to Sherman St/Encinal Ave)	\$557,000 (PE)	\$11,644,000 (CON)	\$12,200,000
27	Clement Avenue Complete Street (Grand Street to Broadway)	\$641,000 (PE)	\$5,027,082 (CON)	\$5,668,082
27	Clement Avenue / Tilden Way – Union Pacific purchase – Complete Street Extension	\$2,282,000 (PE/ROW)	\$7,200,981 (CON)	\$9,482,981
16	Cross Alameda Trail (Appezato Pkwy and Gap Closure to Jean Sweeney)	\$5,186,119 (PE/CON)	NA	\$5,186,119
27	Otis Drive Traffic Calming and Bikeway (Westline – Grand Street)	\$500,000 (PE/CON)	NA	\$500,000
24	Seaplane Lagoon Ferry Terminal (assumes Site A moves forward)	\$2,500,000 (PE)	\$15,700,000 (CON)	\$18,200,000
14	Transportation Awareness Campaign	\$250,000	NA	\$250,000
Implement-ation Chapter	Transportation Monitoring and Evaluation	\$75,000	NA	\$75,000
Total		\$13,781,119	\$47,222,063	\$61,002,182

Note: “NA” is denoted in subsequent fiscal years because the City only has approved a two-year budget cycle through June 30, 2019.

Besides the grants and funded projects/programs listed in the above table, other on-going City actions include the following:

- Improving access to the ferry terminals in concert with WETA and AC Transit (Projects #31 and #32);

- Launching a bike share pilot program (Project #8);
- Expanding the Alameda TMA to include other geographic areas (Project #29);
- Working with a parking consultant to ensure the 85 percent occupancy goal is met (Project #3);
- Monitoring the potential for shared ride services such as UberPOOL and Lyft Line for seniors and people with disabilities (Project #13); and
- Coordinating with key stakeholders on long-term projects (Projects #34-38).

pp. 51-52 – Add Bike Walk Alameda to all the bicycling and walking projects in Table 8 under “Partner Agencies.” For Project #3, delete “& Demand Pricing.”

p. 53 – Figure 18 (Near-term Completion): Change the Transportation Awareness Campaign number to #14. Add the Westline Drive Bus Line to the map as #12. Change #11 to show the study area of the estuary water shuttle rather than a line and label the hatched area as “Study area for Estuary Water Shuttle.” Move #31 (Harbor Bay ferry access) and #32 (Main Street ferry access) from Figure 19 to Figure 18. Add the Main Street gap closure #27E – when reordered – to the map. Add Cross Alameda Trail – Appezato Parkway and Atlantic Avenue as #16C.

p. 54 – Figure 19 (Mid-term Completion): Delete the southwest portion of #16A – Alameda Point Bay Trail and the shoreline path (#16I) since these projects are primarily for recreational purposes. Delete reference to “Shoreline” in the legend. Add an asterisk to #33. Add Clement Avenue/Tilden Way #27C to the map and reorder the other projects.

p. 56 – Figure 9 (Ranges Used in Project Assessments): Delete reference to “New Access for Jobs and Population” since it is not covered in the project sheets.

p. 57 – Project #1 (Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan): As the second sentence, add “This update to the Bicycle Plan also will update the bicycle projects listed in Project #16 (Bicycle and Pedestrian Corridor Improvements) and in Project #27 (Vision Zero Safety Improvements and Traffic Calming). Under “Status,” add the following in bold/italics to the first bullet and end of the second sentence ***“, and is funded in the City’s two-year budget for \$300,000.”***

p. 58 – Add the word “existing” to the end of the second sentence as shown in bold/italics: ***“in existing*** right-turn only lanes before far side bus stops.”

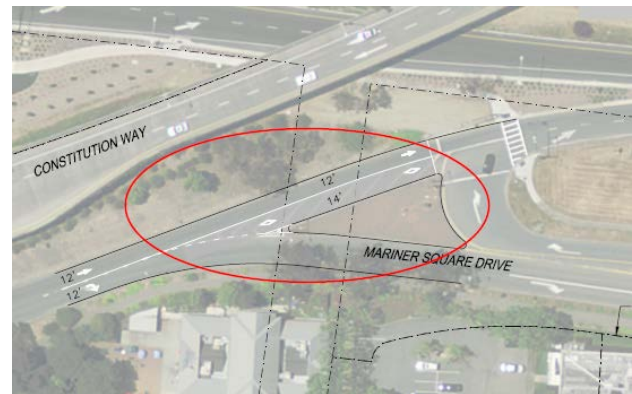
p. 59 – Revise the Parking Management Project #3 as shown below.

p. 61 – Project #5 (Pedestrian Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan): As the second sentence, add “This update to the Pedestrian Plan also will update the pedestrian projects listed in Project #16 (Bicycle and Pedestrian Corridor Improvements) and in Project #27 (Vision Zero Safety Improvements and Traffic Calming). Under “Status,” add the following in bold/italics to the first bullet and second sentence ***“in that it is funded in the City’s two-year budget for \$300,000.”***

p. 62 – Project #6 (Transit Signal Priority and Adaptive Traffic Signal Control): Delete “and Adaptive Traffic Signal Control” from the title since the emphasis and intent of the project is to improve bus travel times, not to improve travel times for cars. Alter the first sentence to express this intent as shown in italics/bold font: “This effort involves the installation of transit signal priority (TSP), and ***potentially includes*** adaptive traffic signal (ATS) controls around Alameda ***to the extent that ATS*** improves the performance of buses, by allowing communication between buses and traffic lights. This project will evaluate past ATS projects in the City and learn from the performance of these projects.”

p. 63 – Project #7 (Transportation Partnerships with Existing Businesses and Residences): In the last sentence of the first paragraph, delete “all recent and in-progress residential AND commercial developments from Lincoln Avenue to the waterfront” and replace it with “Alameda Point and the Northern Waterfront.”

p. 66 – Project #10 (Constitution Way Carpool Lane): Clarify that this project is primarily a carpool queue jump with improved text and image (see inset). Change the third sentence to be as follows: “The carpool lane will restrict travel to 3+ carpools and right-turning motorists in the northbound lane adjacent to the curb between Atlantic Avenue and Mariner Square Drive, and will use the striped pavement at the Mariner Square Drive/Constitution Way/Webster Street intersection to create a carpool queue jump for northbound 3+ carpools towards the Posey Tube. This project makes more efficient use of the existing paved area and does not require widening of the roadway.”



p. 67 – Project #11 (Estuary Water Shuttle Crossing or WETA Ferries to Oakland project): Change the title to “and” rather than “or” to create more separation between the two estuary crossing concepts. Change the map to show the study area of the estuary water shuttle rather than a line and label the hatched area as “Study area for Estuary Water Shuttle.” Delete “(or water taxi)” to emphasize the desire for a robust estuary shuttle.

p. 69 – Project #12 (Island Drive and Westline Drive Bus Lanes): After the “The Island Drive bus lane...” sentence, add the following sentences “The median encroachment would not be more than one to two feet due to the ability to narrow the northbound travel lanes on Island Drive. This project will go through a subsequent community outreach process before implementation.”

p. 72 – Project #14 (Transportation Awareness Campaign): Increase the budget to a range of \$50,000 to \$150,000 annually. Include electric vehicles into the benefits discussion in the first sentence as shown in bold/italics font: “highlighting the benefits of taking transit, walking, bicycling ***and electric vehicles for driving.***” Add the following sentences to the end of the first

paragraph: “To increase behavior change, the awareness campaign will consider cultural practices, social interactions and human feelings that influence behavior. The campaign will select the behavior to be promoted, identify barriers and benefits associated with the selected behavior, design and pilot strategies to address barriers and benefits for specific targeted demographics, and evaluate the program.”

p. 74 – Project #15 (Alameda Point Bus Rapid Transit Service): Under “Status,” change the first sentence as shown in bold/italics “***The dedicated bus lane*** project is funded...”

p. 76 – Project #16 (Bicycle and Pedestrian Corridor Improvements): Add “(Projects 1 and 5)” to the second sentence after referencing the Bicycle and Pedestrian Plan updates. After the second sentence, state “The Bicycle and Pedestrian Plan Updates will provide an updated list of projects for Bicycle and Pedestrian Corridor Improvements (Project #16).” Add “(Project #27)” to the last sentence and rename the vision zero project to its current name to read as follows: “Vision Zero Safety Improvements and Traffic Calming (Project #27).” Add the Cross Alameda Trail – Appezato Parkway and Atlantic Avenue – to the bullet point list to reflect the work that staff is doing to design and construct these portions of the trail in the short term, and state “(near-term completion).” On the image for this project, delete the southwest section of the Alameda Point Bay Trail project (#16A), and under “A” add, “and will serve the proposed Veterans Affairs site, the Main Street ferry terminal, Alameda Point Town Center and Seaplane Lagoon.” Delete the shoreline path (#16I) since it is primarily for recreational purposes. Under “Estimated Costs,” delete line “\$6 million for Clement Avenue, Broadway to Grand” because Clement Avenue is covered in Project #27.

p. 79 – Project #18 (Crosstown Express Bus Service): Change the “drive alone trip reduction” and “CO2 reductions” from the current “+++” to “++”. Add the following sentences to the end of the paragraph: “Additionally, before implementing this service, further ridership and funding analysis will be completed in conjunction with AC Transit and the community. This service is considered a lower priority than the Regional Transit Hub Connector Bus Service (Project #25).”

p. 82 – Project #21 (Increase Frequency and Span of Service for Local Bus Routes): Add the following clause “Line 51A will maintain the existing frequency and span of service level, with frequency increases expected as ridership grows and before limited capacity issues discourage people from using transit.”

p. 83 – Project #22 (Increase Frequency and Span of Service for Transbay Bus Services): Add to the Line O sentence: “and before limited capacity issues discourage people from using transit.”

p. 88 – Project #25 (Regional Transit Hub Connector Bus Service): Add the following words shown in bold/italics to the first sentence “The new Express Regional Connector will provide a cross-island bus route with ***a schedule that is timed to coordinate with the ferry service*** between Main Street Ferry Terminal and Fruitvale BART, which could be ***a pilot project to be evaluated after two years.***”

p. 89 – Project #26 (TDM Ordinance Update): Include incentives to use electric vehicles by adding the following under the “project will” bullet as shown in bold/italics: “Encourage a reduction in local vehicle trips, ***and create incentives to use electric vehicles when making these trips such as electric vehicle charging stations.***”

p. 90 – Project #27 (Vision Zero Safety Improvements and Traffic Calming): Add “***the consideration of posted speed limit reductions***” as part of the Main Street and Clement Avenue/Tilden Way projects. Reformat the Clement Avenue/Tilden Way project so that it becomes project “C” and the other projects are then reordered. Move “\$800,000 for Otis Drive” as a separate bullet.

p. 95 – Project #31 (Harbor Bay Ferry Terminal Access and Parking Management Improvements): Change the “Time Frame” to “***Near-Term Completion***” and the “Priority” to “***High.***”

p. 96 – Project #32 (Main Street Ferry Terminal Access and Parking Management Improvements): Change the “Time Frame” to “***Near-Term Completion***” and the “Priority” to “***High.***” Correct the project number references in the fourth sentence as shown in bold/italics: “Improvements may include parking reconfiguration, pricing, and management, bus service connecting downtown commercial centers and the rest of the island with the ferry terminal as stated in Projects ***18 (Crosstown Express Bus Service)*** and ***25 (Regional Transit Hub Connector Bus Service)***, and bicycle gap closures on Main Street to make biking to/from the station easier and safer (as stated in Project ***27 (Vision Zero Safety Improvements and Traffic Calming)***).”

p. 98 – Project #33 (New Technologies and Innovations) – Add at the end of the first paragraph “Vehicular emissions are the primary source of greenhouse gases. In implementing the transportation projects and program outlined in this plan, it will be important to identify and take advantage of opportunities to encourage the purchase and use of clean air vehicles and in particular all electric vehicles in support of the City’s Climate Action Plan, which could include requiring electric vehicle charging stations in new development projects and offering incentives to electric vehicle owners.”

p. 101 - Project #38 (West End Bicycle/Pedestrian Crossing) Replace “increase the redundancy” with “serve as a primary means,” and the need for ADA compliance.

3. Parking Management

This project builds on the existing paid parking management program housed in the Public Works Department. The existing program is designed to achieve and maintain the 2014 City Council direction to establish an 85 percent occupancy rate in Alameda's paid parking areas. This occupancy goal reduces time spent circling for parking, congestion and greenhouse gas emissions. The program employs techniques to improve parking efficiency, utilize available technology, effectively manage parking resources and assets, and adapt to changing parker behavior. The improvement also will include a review of occupancy rates, parking pricing, capital planning, wayfinding/signage, shared parking, location of loading zones, accessible on-street parking spaces and motorcycle parking.

This project will consider the implications of ride hailing services and autonomous vehicles, and will work to incorporate changes into the existing parking management program. This project also will consider establishing priority parking for carpools and implementation of fees for charter buses that use park and ride lots and bus stops. This project partners with the existing parking management pricing evaluation efforts, and will consider pricing adjustments, up to and including dynamic or demand based pricing, where necessary to meet City Council approval occupancy goals. Existing parking fees are collected to the Parking Meter Fund, and uses are regulated by the Alameda Municipal Code. Fees collected in connection with this project may contribute to maintenance/operations as well as improving transit within Alameda. WETA in collaboration with the City of Alameda is seeking to improve parking management at the ferry terminals with the potential for parking pricing to help fund transportation improvements as shown in the Harbor Bay and Main Street ferry terminal access.

This project will:

- Meet City Council directed occupancy rate of 85 percent, and reduce congestion caused by people driving in search of parking.
- Manage parking and curb use more efficiently.
- Review and potentially adjust cost to meet parking occupancy goals. Pricing adjustments may include establishing dynamic or demand based pricing, and may cause mode shift to carpooling, transit, walking or bicycling.

Community Input

- The Public Works Department conducted a survey in August, and will incorporate the results into the parking management program.
- 50 percent of telephone respondents "Strongly Agree" or "Agree" that Alameda should make it easier to drive and park in their city. Typically, community members are in support of free-parking and increased parking capacity rather than pricing parking and limiting supply.

- The web survey respondents stated that they want access to parking and are divided about using parking charges as a disincentive to driving and as an incentive to use other modes.

Estimated Costs

- Costs are not yet determined.
- Parking fees are set in consideration of operation and capital needs. The Parking Fund is separate from the General Fund.

Status

- This project is being implemented within the Public Works Department, and was most recently studied in 2014. Public Works provides regular updates on the progress of paid parking management and occupancy goals to the Transportation Commission and the City Council.
- The project is consistent with the City of Alameda General Plan Transportation Element objective 4.2.5. to manage both on-street and off-street parking to support access and transportation objectives.

Benchmarks

- 2-year: Maintain and manage 85 percent occupancy rate. Develop curb-use policy.
- 5-year: Review and make necessary adjustments to paid parking pricing. Maintain 85 percent occupancy rate. Implement curb management.