

# City of Alameda Draft Transportation Choices Plan

City Council  
November 7, 2017



COREY, CANAPARY & GALANIS



## Recommendation

- Approve Transportation Choices Plan and Proposed Amendments Based on Response to Comments

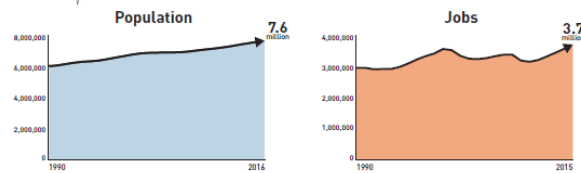


# Purpose of Plan

## Vision:

Sustain a high quality of life in Alameda  
by improving mobility over the next 15  
years *and focus on major transportation  
solutions now!*

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



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# Goals of Plan

- Estuary crossings:** Decrease drive alone trips at estuary crossings, especially in the peak period.

= 1,700 fewer drive alone trips in AM peak hour  
= 12% decrease in drive alone trips

**(Recommended More Aggressive Goal:**  
**2,500 fewer drive alone;**  
**17% decrease – 2010 Levels)**

- Within Alameda:** Increase the share of walking, bicycling, bus and carpool trips within Alameda.

= 3,300 more non-drive alone trips on weekdays  
= 14% increase in non-drive alone trips

Figure 1: AM Peak Hour Estuary Crossings Mode Share Target

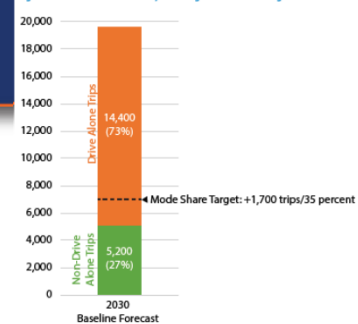
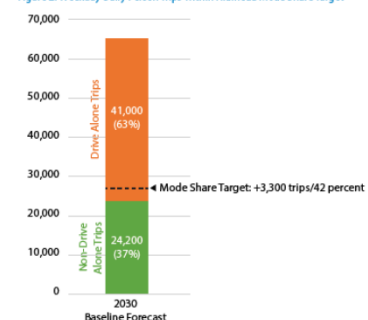


Figure 2: Weekday Daily Person Trips within Alameda Mode Share Target

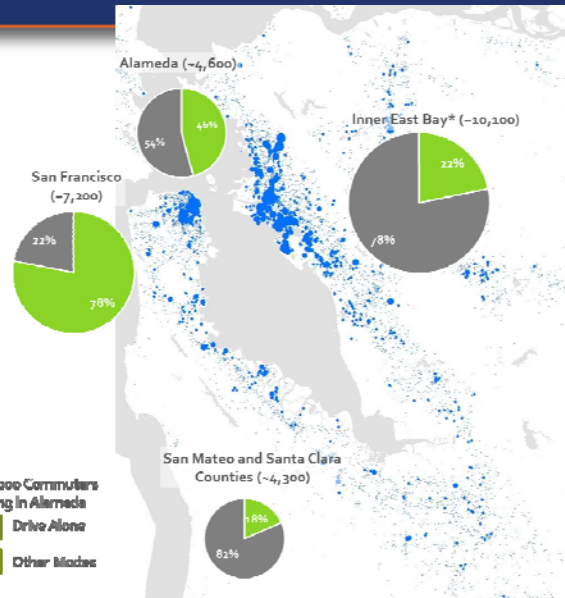


## Understanding Trends: Regional Data

- 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 60%
- More commuters take transit at 17%



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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
  - 65% said parking is free at job location
  - 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



\* 500 interviews at +/- 4.3% margin of error

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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



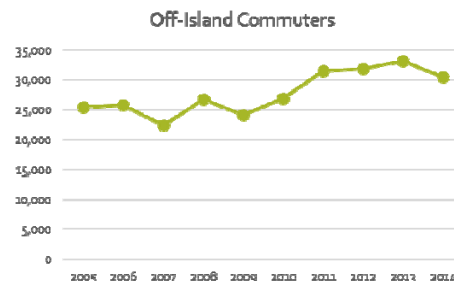
Source: East Bay Times



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## On/Off Island - Priority Strategies

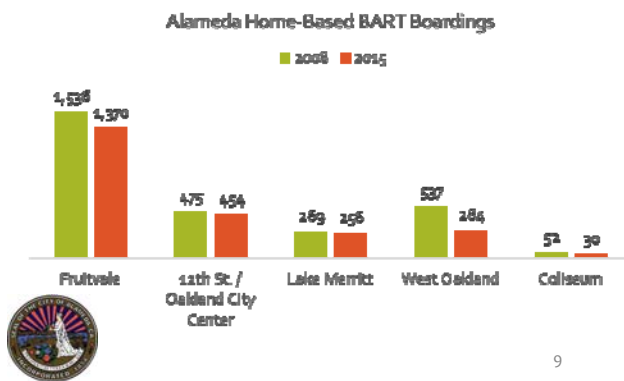
1. Expand transit, bicycling and walking to/from **Oakland and BART**
2. Expand transit and carpools to/from **San Francisco**



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## On/Off Island Strategy: Oakland and BART Access

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

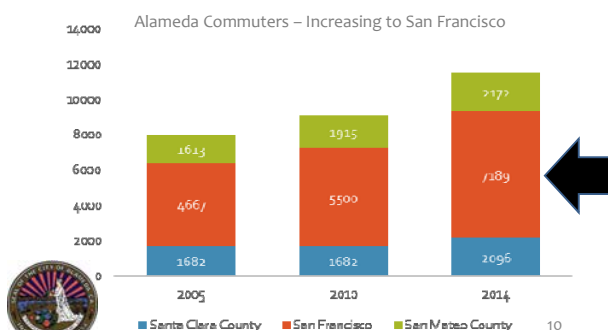


### – Issues:

- 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
- Difficult and uncomfortable bicycle access in Posey Tube and on bridges
- TDM programs only serve new developments not existing residents or businesses

## 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

# On/Off Island Strategy: Key Projects



## – Core Projects:

- Dedicated Bus Infrastructure (lanes, signals & stops)
- EasyPass Expansion & Expanded TDM Participation
- Faster Line 51A Bus Service
- Transportation Awareness Campaign
- Miller Sweeney Multimodal Lifeline Bridge
- Regional Transit Hub Connector Bus Service



## – Oakland/BART Projects:

- Alameda Point Bus Rapid Transit
- Bikes in Buses through Webster/Posey Tubes
- Estuary Crossing for Bicycle via Water Shuttle/WETA Ferries

## – San Francisco Projects:

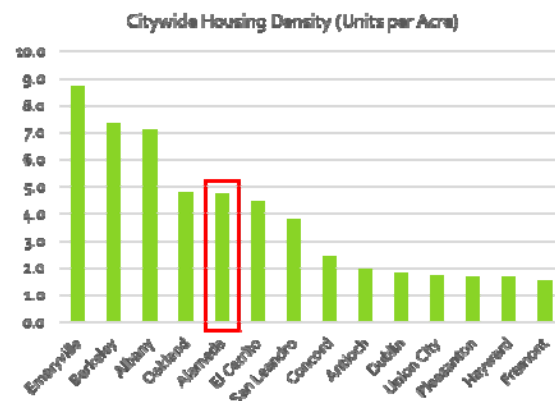
- Constitution Way Carpool Lane & Expanded Pickup Spots
- Improved Ferry Terminal Access & Parking Mgmt
- Increased Frequency of Ferry & Transbay Buses
- New Seaplane Lagoon Ferry Terminal & Service
- Crosstown Express Bus Service

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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 bus speeds
  - 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
  - Enhance Frequencies for Local Buses
  - Faster Express Bus Services (Line 51A & Crosstown)
  - 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
  - No updated plans bicycling and walking



Source: Alameda Magazine



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## Within Alameda Strategy: Improve Bicycling and Walking

- **Key Projects:**
  - Bicycle and Pedestrian Corridor Improvements
  - Bicycle and Pedestrian Plan Updates
  - Bike Share



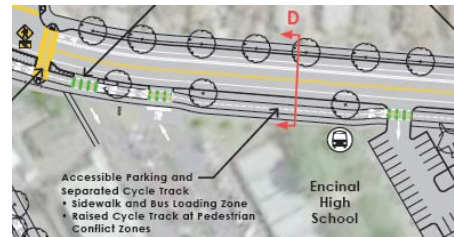
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## Within Alameda Strategy: Improve Mobility for All Modes

- **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 improve efficiencies for 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

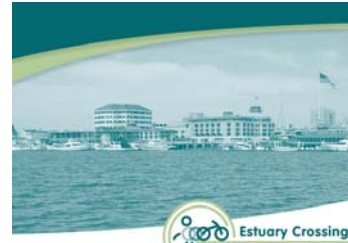


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# Long-term Projects

- 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
  - Congestion Pricing or Parcel Tax

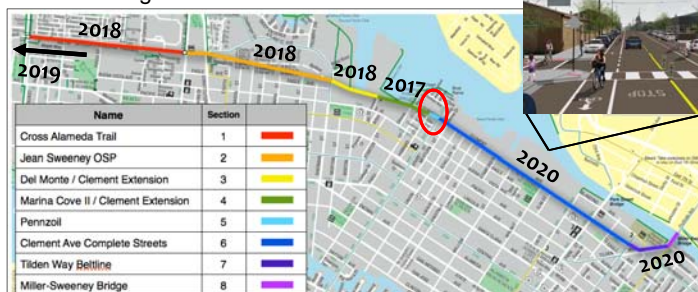
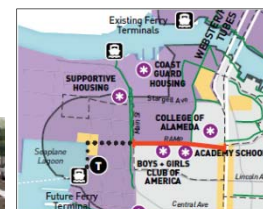


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# Funded Projects (\$61 million)

- **Programs**
  - Awareness Campaign
  - Bicycle and Pedestrian Plan Update
  - Discounted Bus Passes (AC Transit's EasyPass)
  - Monitoring/Evaluation
- **Corridors**
  - Appezato Pkwy Bus Lanes
  - Central Avenue Safety
  - Cross Alameda Trail
  - Otis Drive
- **Sea Plane Lagoon Ferry Terminal** (pending)



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## Key Comments & Responses

1. Need stretch goals - **Response:** Will include a more aggressive goal for estuary crossing trips
2. Many projects should be implemented now and need adequate staff resources – **Response:** Will move projects near-term completion if funded and staffing is adequate
3. Want bike projects clarified - **Response:** Clarified bike projects in Plan and will evolve with updated Bike Plan
4. Provide methodology - **Response:** Added memo
5. Want to build infrastructure for clean air vehicles – **Response:** The Climate Plan update will address electrification and other new technologies in more depth
6. Plan should be “living document” and monitor progress in two years – **Response:** Will add language to Plan



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## Response to Comments (cont.)

- GABA Comments: Request Intracity Shuttle – **Response:** Plan takes an incremental approach due to funding issues

- **Near-term Completion**

- Bus Stop Improvements (#2)
- Transit Signal Priority (#6)
- Island Drive and Westline Drive Bus Lanes (#12)
- Transportation Awareness Campaign (#14)

- Increase Frequency and Span of Service for Local Bus Routes (#21)
- Regional Transit Hub Connector Bus Service (#25)
- Faster Line 51A Bus Service (#30)

- **Mid-term Completion**

- Alameda Point Bus Rapid Transit Service (#15)
- Crosstown Express Bus Service (#18)
- EasyPass Expansion (#19)

- **Long-term Completion (8+ years)**

- Comprehensive Congestion Management (Citywide EasyPass expansion, increase frequency to 15-minute maximum for local bus routes and congestion pricing) (#35)



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## Response to Comments (cont.)

### – Harbor Bay Ferry Terminal Petition to Expand Parking

1. Expand Parking – **Response:** Resubmit BCDC application for 46 new spaces along Harbor Bay Parkway with ferry rider support; adjacent parking lot is private property and under contract
2. AC Transit & Shuttles – **Response:** Shuttle is redundant to AC Transit's Line 21 bus service, which has improved reliability, but still under evaluation and some concerns remain about reliability
3. Working Families – **Response:** Parents at Earhart and Bay Farm may board either Line 21 to ferry or Line OX to San Francisco adjacent to schools; parking permit and charge program could reserve spaces for later riders with student drop-off
4. Validated or Permit Options – **Response:** WETA likely to consider parking validation, permits and charges in 2018



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## Next Steps

- To monitor progress:
  - Website: <https://alamedaca.gov/transportation-choices-plan>
  - Staff Contact: Gail Payne, Transportation Coordinator  
510-747-6892 - [gpayne@alamedaca.gov](mailto:gpayne@alamedaca.gov)



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TRANSPORTATION CONSULTING

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