

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

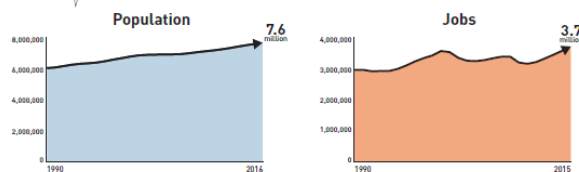


Purpose of Plan

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



Achieves GHG reduction goal for transportation from 2008 Climate Plan with expected reduction of 23-67%.

Figure 1: AM Peak Hour Estuary Crossings Mode Share Target

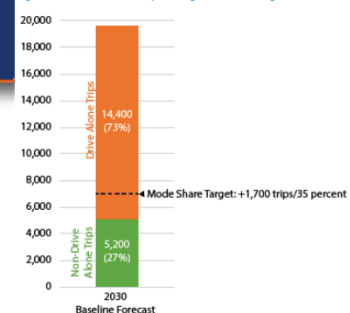
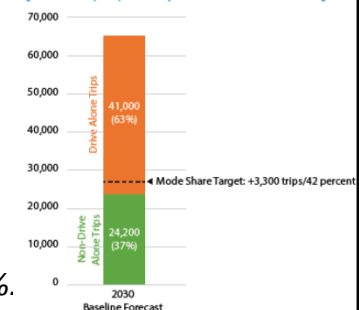


Figure 2: Weekday Daily Person Trips within Alameda Mode Share Target

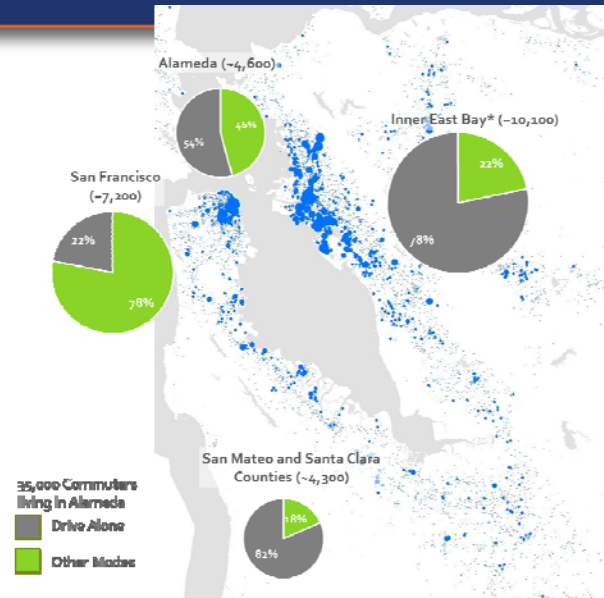


Understanding Trends: Regional Data

- 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

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



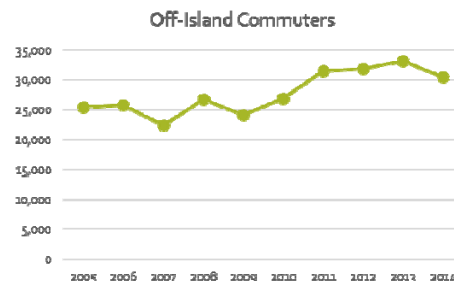
Source: East Bay Times



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On/Off Island - Priority Strategies

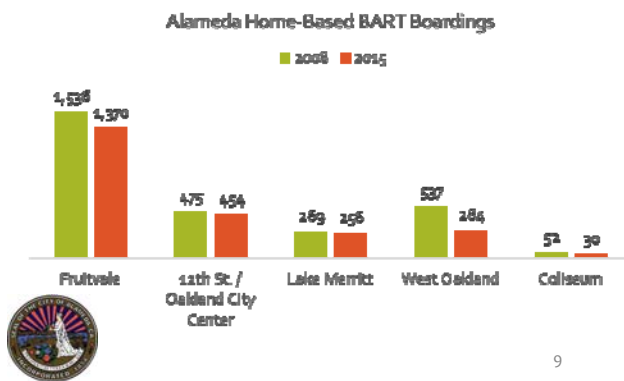
1. Expand transit, bicycling and walking to/from **Oakland and BART**
2. Expand transit and carpools to/from **San Francisco**



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On/Off Island Strategy: Oakland and BART Access

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

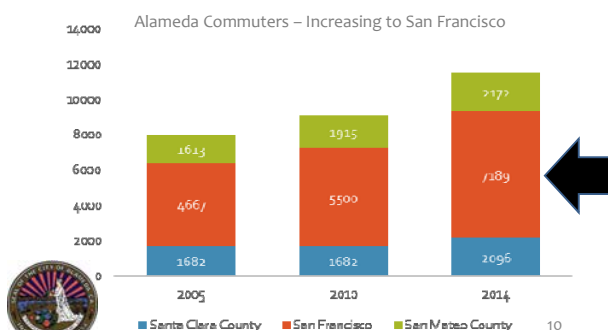


– Issues:

- 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

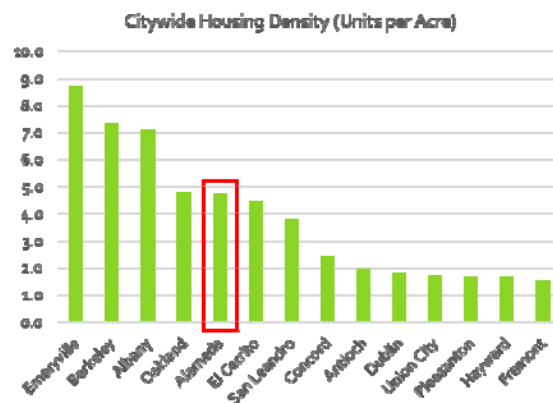
– San Francisco Projects:

- 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

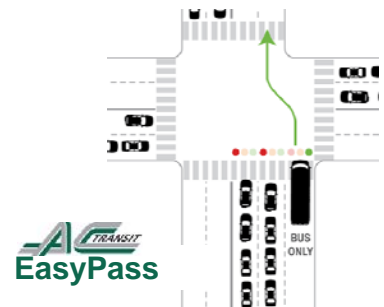


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Within Alameda Strategy: Expand Transit

- **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

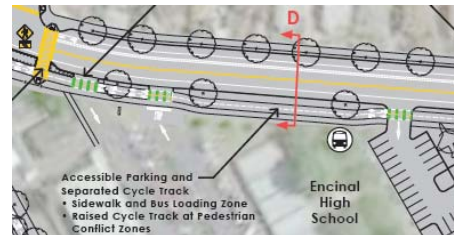


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Within Alameda Strategy: Improve Mobility for All Modes

- **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

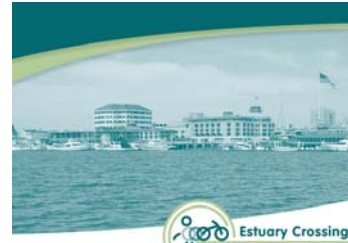


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Long-term Projects

- 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

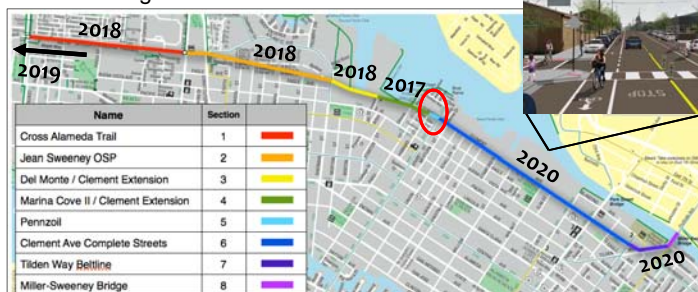
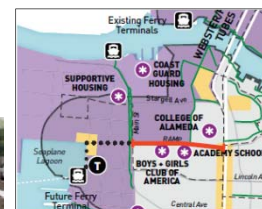


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Funded Projects (\$61 million)

- **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



Support for “Free” Alameda Bus Service

This is what we’ve heard:

- Free for bus riders
- Easy to access Alameda destinations, BART and ferries
- Frequency: every 10-15 minutes
- Clean fuel vehicles with bicycle racks
- \$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



Recommendation: Incremental Approach Enhanced AC Transit Service

- **New bus routes**

- Regional Transit Hub Service
- Cross Town Express Bus
- Express Line 51 Service
- Alameda Point Bus Rapid Transit

- **Frequency to 15 minutes**
(Lines 20, 21 and 96)

- **Faster Line 51A service**

- **Transbay routes – increased frequencies**

- **Expansion of discounted bus passes (EasyPass),**
including long-term goal of Citywide bus passes



- **Considerations:**

- Allows for incremental improvements as monies obtained
- Leverages current AC Transit funding and regional efficiencies
- Free to users or to visitors with EasyPass program expansion
- Requires ongoing operations monies, possibly by regional toll or sales tax measures, developer fees, business improvement district financing, parcel tax or congestion pricing

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Recommendation: Incremental Approach Enhanced AC Transit Service (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)

- **Mid-term Completion**

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

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

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

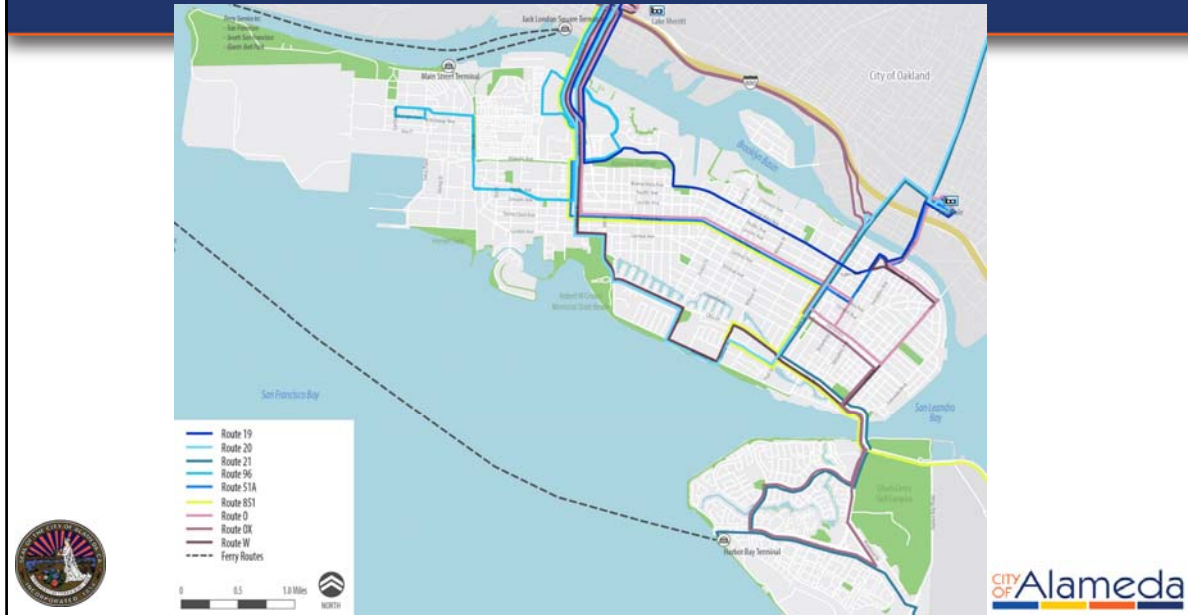
- Comprehensive Congestion Management (Citywide EasyPass expansion, increase frequency to 15-minute maximum for local bus routes and congestion pricing) (#35)



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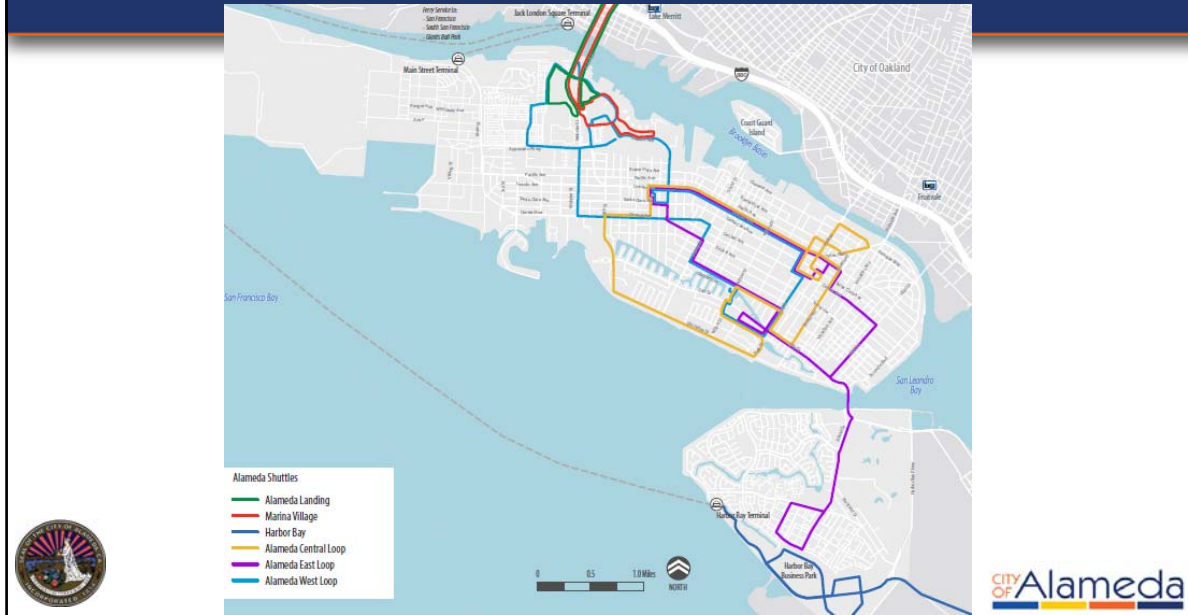
Existing AC Transit Bus Service



Existing AC Transit Bus Service



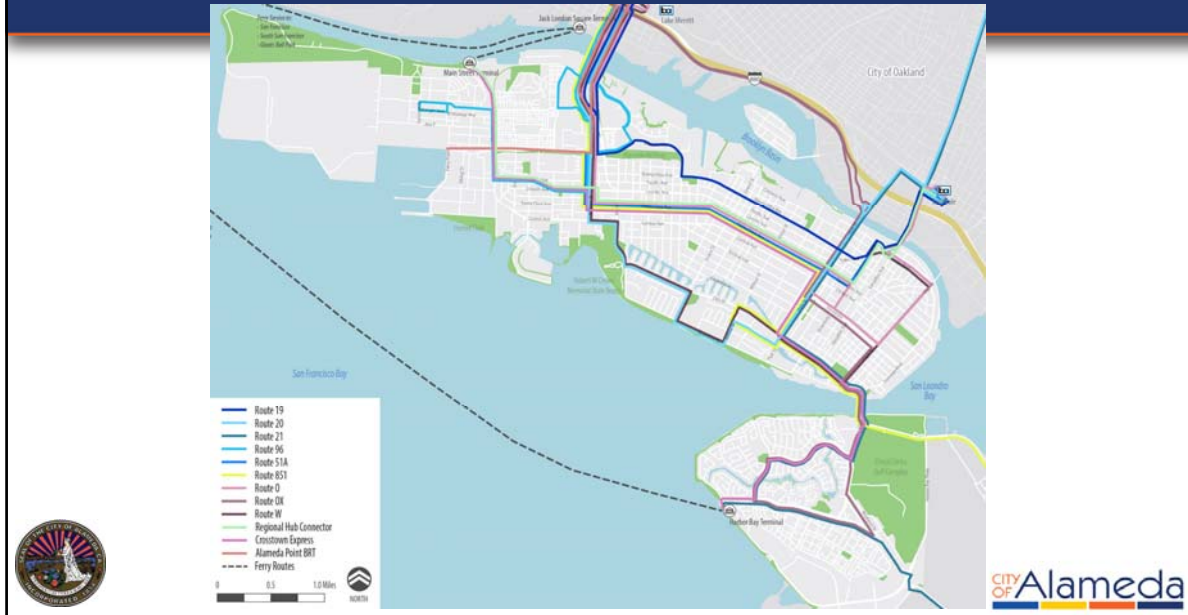
Existing Shuttles



Existing AC Transit + Shuttles



Existing + Proposed AC Transit Service



Transportation Choices Plan Proposal



Long-Term Completion



Next Steps

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



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