



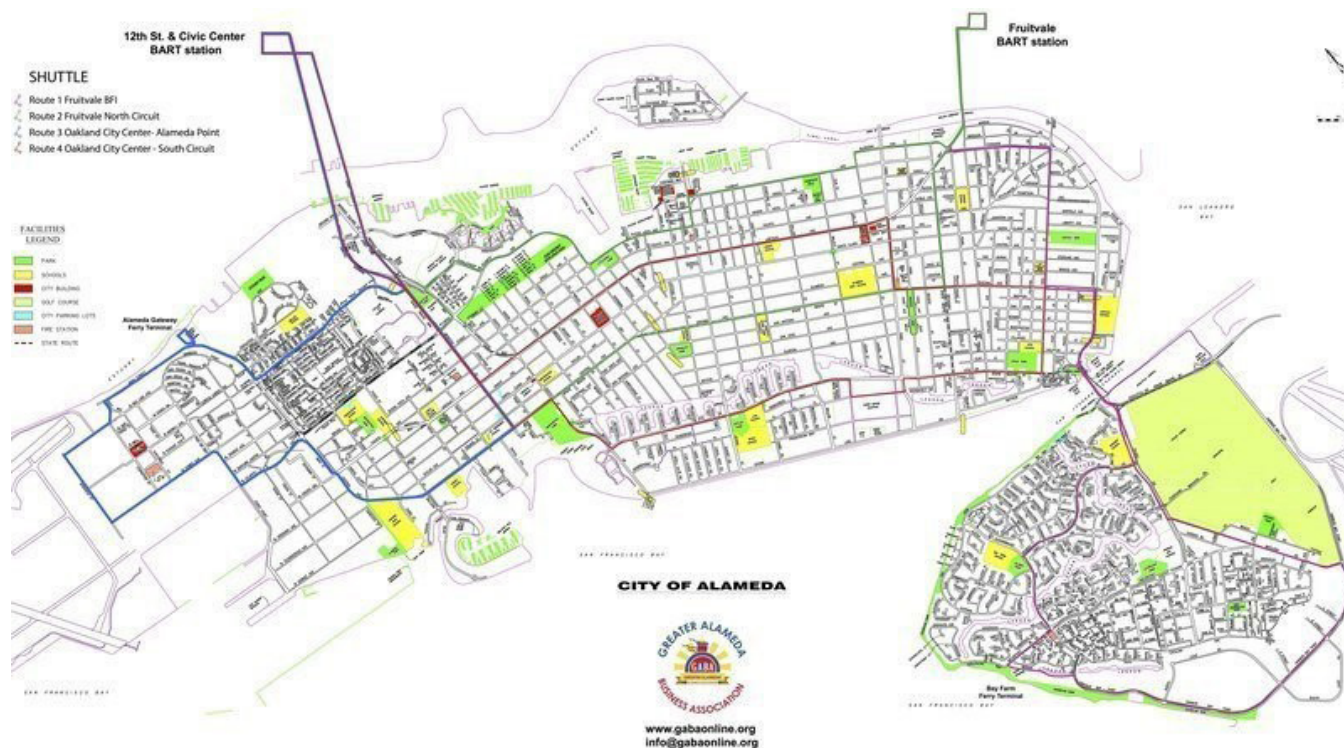
1. Alameda Shuttle Exploration

Based on survey results from the community, one of the highest transportation desires for Alameda is the implementation of an Alameda-wide transit shuttle service that would provide convenient connections for trips within the City, as well as for service to the BART stations in Oakland and the ferry terminals. The Alameda-wide shuttle as envisioned and initiated by the Greater Alameda Business Association (GABA) and supported generally by the Chamber and other business associations would have the following attributes:

- Frequent service, with 10-minute frequency during peak hours; no more than 15-minute frequency during most business hours, and 30-minute frequency during off-peak hours.
- Free to the end user, as a system without fare boxes removes a barrier to ridership and could encourage greater use when combined with other attributes.
- Routes that serve schools, parks, senior facilities, business districts large and small, and are within three blocks or less of most Alameda residences.
- Zero-emission vehicles, with accommodations for passengers with disabilities and bicycles.
- Connections to regional transportation hubs – BART and the ferry terminals – to not only ease congestion at existing choke points, but also to encourage ridership by visitors and those who commute to work.

Implementation of this project for Council consideration would include:

- A refined Alameda-wide shuttle design that is distinct to Alamedans with input from AC Transit, Business Community, Transit experts from MTC, UC Berkeley and/or other shuttle services, and the City's transportation consultant and staff in order to develop potential costs and funding options for an Alameda-wide Shuttle. Cost analysis would include startup, capital and operating costs for a new shuttle system.



Alameda Free Shuttle Concept - Source: GABA

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- Operational and functional considerations of how this service would augment, enhance, duplicate and/or relate to services provided by AC Transit and the private shuttles currently in operation.
- Review potential shuttle service in conjunction with GABA, from AC Transit, MTC and the Alameda CTC and share their feedback and recommendations.
- Address the logistics of starting a shuttle system including but not limited to identification of facilities, staffing, operating systems, vehicles, bus stops and staging space.
- Development of a potential phasing plan for an incremental process of transitioning to an Alameda Shuttle through the transit improvements identified as part of this plan:
 - Pilot project – explore potential pilot routes, which may include, but is not limited to, the Crosstown Express Bus service (Project 22).
 - Expansion of the EasyPass program (Project 4) as a step towards a fare-free or reduced fare shuttle.
 - Increased frequencies on the local AC Transit Lines 19, 20, 21 and 96 (Project 24).

Community Input

- 69% of telephone survey respondents would use locally sponsored free buses (supplementing existing AC transit) serving BART, ferry terminals and Alameda shopping. A third (33%) responded in support of higher sales or property taxes to pay for locally sponsored free buses.
- The community and stakeholder meetings and the on-line survey showed strong interest in some sort of Alameda shuttle service.

Estimated Costs

- \$10,000 for consultant support, if necessary. Costs for full construction/implementation of the plan are not yet determined.

Status

- This is a new project identified as part of this planning process in response to GABA interest.

Benchmarks

- 2-year: Complete exploration process
- 5-year: Pending results of the study, initiate pilot program

Assessment: High Priority

Lead: City of Alameda

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Near-Term Completion	✓	✓	Specific improvements not yet identified, pending completion of the exploration study		Not yet determined, depends on populations served	✓

5. Harbor Bay Ferry Terminal Access and Parking Management Improvements

Access to Harbor Bay Ferry is limited due to its location. Bicycle infrastructure exist and AC Transit buses are timed to meet ferry departures. However, an estimated 350 ferry riders drive and park at or near the terminal, while the Harbor Bay ferry terminal's lot only has a capacity of 250 spaces. This causes spillover parking within adjacent neighborhoods and in parking intended for visitors to the adjacent Shoreline Park. This ongoing project is being conducted by WETA and the City of Alameda and is seeking to improve access and parking management. This project includes parking management, such as parking pricing at the terminal to help fund access improvements, a residential permit parking program for local residents, and bicycle, pedestrian and bus improvements to the station. Improving multimodal access to the station and appropriately managing parking will help increase ridership and minimize neighborhood impacts. Proceeds from parking charges could potentially be used to fund other access improvements and services. Also, there is a need to enforce the parking so that TNCs such as Uber and Lyft are not using the parking or interfering physically with the reliability of bus access.

This project will:

- Encourage transit, walking, bicycling and carpooling over driving alone for accessing the ferry terminal.
- Reduce negative impact on the adjacent neighborhood.

Community Input

- One in three of those interviewed said getting to key transit hubs, such as BART and Ferry Terminals, was a "Major Issue" or an "Issue"
- The web survey respondents and community member participants also stated concerns accessing this ferry terminal.

Estimated Costs

- Short term bus improvements are costs in project #24: Increase Frequency and Span for Local Bus Routes
- Specific improvements are not yet determined and costs cannot be determined at this time.

Status

- The Harbor Bay Ferry Terminal Parking Plan was approved by the Alameda City Council in February 2017, and implementation began in August 2017 with a residential parking permit program.
- The project is consistent with the City of Alameda General Plan Transportation Element goal 4.3.1.i, "Develop parking management strategies for both new development projects and, as appropriate, for existing development".
- WETA approved a parking policy to help improve access to terminals with Harbor Bay as the first one to be considered for priced parking.

Benchmarks

- 2-year: Completion access improvement and monitor efforts
- 5-year: Implement phase II of improvements that are based on the monitoring and evaluation.

Assessment: High Priority

Lead: WETA

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Near-Term Completion	✓	N/A	+	+	N/A	N/A



6. Main Street Ferry Terminal Access and Parking Management Improvements

Access to the Main Street Ferry Terminal is limited due to its location. There is a lack of bicycle infrastructure, transit access, and parking demand management strategies to, around, and at the ferry terminal. This ongoing project being conducted by WETA in collaboration with the City of Alameda and AC Transit are seeking to improve in all three areas. Improvements may include parking reconfiguration, pricing, and management, bus service connecting downtown commercial centers and the rest of the City with the ferry terminal as stated in Projects 22 (Crosstown Express Bus Service) and 28 (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 30. Vision Zero Safety Improvements and Traffic Calming). Improving multimodal access to the station and appropriately managing parking will help alleviate issues effecting the system and improve overall Transbay transit service. The City is considering parking management options in the existing parking facilities at the terminal, including parking pricing, permits, and reserved parking to improve efficiency of parking at the terminal. With the initiation of the Seaplane Lagoon ferry terminal and service, the Main Street ferry service could switch its operations to better accommodate Alameda commuters traveling to Oakland. The ferry service could switch to serve Oakland and then San Francisco in the morning and the reverse, San Francisco to Oakland, in the afternoon and evening. WETA also is looking at ways to increase capacity at this terminal, which also could improve service. Proceeds from parking charges could potentially be used to fund other access improvements and services. Also, there is a need to enforce the parking so that TNCs such as Uber and Lyft are not using the parking or interfering physically with the reliability of bus access.

This project will:

- Encourage transit, walking, bicycling and carpooling over driving alone for accessing the Main Street Ferry Terminal
- Increase transit ridership while decreasing drive alone mode share
- Improve safety for all Main Street users.

Community Input

- One in three of those interviewed said getting to key transit hubs, such as BART and Ferry Terminals, was a "Major Issue" or an "Issue".
- A frequent web survey and community meeting comment is that respondents want bus service to and from the Main Street Ferry Terminal.
- A frequent community comment is that there needs to be safer and better bicycle access to the Main Street Ferry Terminal.

Estimated Costs

- Specific improvements are not yet determined and costs cannot be determined at this time.
- Estimated costs for other projects related to accessing the Main Street Ferry Terminal are included in Crosstown Express Bus Service (Project 22), Regional Transit Hub Connector Bus Service (Project 28), and Vision Zero Safety Improvements and Traffic Calming for the Main Street bikeway (Project 30).

Status

- The study is on-going and improvements to the ferry terminal are being implemented.
- WETA approved a parking policy to help improve access to terminals.
- The project is consistent with the City of Alameda General Plan Transportation Element goal 4.3.1.i, "Develop parking management strategies for both new development projects and, as appropriate, for existing development".

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Benchmarks

- 2-year: Complete conceptual plan with identified improvements and monitor efforts.
- 5-year: Implement phase II improvements that are based on the monitoring and evaluation.

Assessment: High Priority

Lead: WETA, City of Alameda, AC Transit

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Near-Term Completion	✓	N/A	+	+	✓	N/A

16. Estuary Water Shuttle Crossing and WETA Ferries to Oakland

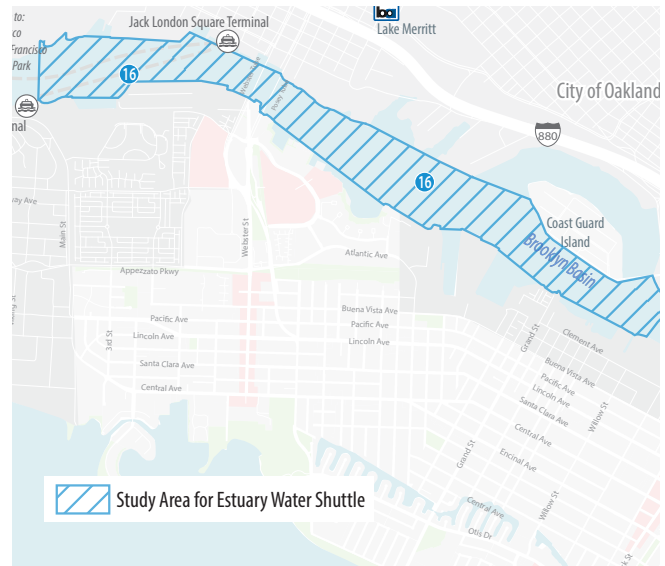
Bicyclists and pedestrians in on the west side of Alameda have limited options for connecting to Oakland. This improvement will provide a water shuttle for bicyclists and pedestrians between the northern waterfront/Alameda Landing and Jack London Square in Oakland, and will build on current developer requirements. Once the Seaplane Lagoon ferry service is in operation, estuary water crossings also could be improved via WETA's Main Street service to San Francisco, which could service Oakland before ending in San Francisco in the mornings and could do the reverse in the afternoon/evenings becoming a way for Alameda bicyclists to cross the estuary to/from Oakland during peak hours.

This project will:

- Increase pedestrian and bicyclist connectivity
- Help reduce drive alone trips to Oakland
- Provide multimodal transportation options for local residents and visitors
- Increase resiliency of local transportation network

Community Input

- 58 percent of those interviewed "Strongly Agree" or "Agree" that Alameda should make it easier to walk, bicycle, or take transit to destinations rather than relying on a car.
- 61 percent of those interviewed in a telephone survey said traffic congestion at estuary crossings at rush hour is a "Major Issue" or "Issue".



Estimated Costs

- Costs are not yet determined; up to \$2 million in annual operating costs depending on frequency, routes, and hours of operation.
- \$200,000 for Estuary Water Shuttle Feasibility Study
- There is no cost of the WETA ferries changing their routing and serving Alameda bicyclists commuting to Oakland.

Status

- This project has been previously studied in the 2009 Estuary Crossing Study and included in the 2010 Bicycle Master Plan Update. It was recently included as part of the Del Monte development TDM Program.
- The project is consistent with the City of Alameda General Plan Transportation Element objectives 4.3.1, "Develop programs and infrastructure to encourage the use of high occupancy vehicles", and 4.1.1.g, "Work with appropriate regional agencies to identify the feasibility of...expanded ferry options"

Benchmarks

- 2-year: Work with developers to identify operator, ongoing budgeting, and implementation plan
- 5-year: Implement water shuttle/taxi

Assessment: Medium Priority

Lead: City of Alameda, WETA and TMA

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Near-Term Completion	✓	N/A	+	+	N/A	✓

22. Crosstown Express Bus Service

The new Crosstown Express Bus Service will provide a cross-town bus route with 20-minute peak frequency between the Main Street Ferry Terminal and Harbor Bay. The service would use the same route as portions of AC Transit lines 51A and 21, (east end), with limited stops, and will operate at a 20-minute frequency. Targeted users include individuals accessing the Webster Street and downtown business districts, schools with a citywide enrollment, Harbor Bay Business Park, Bay Farm Island, Alameda Point, Main Street and Harbor Bay ferry terminals and other cross-town destinations. The service will be considered for branding and it could be a first phase of a branded bus service in Alameda as proposed in project #1 Alameda Shuttle Exploration. 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 #28).



This project will:

- Serve areas and populations currently not well served by transit. 2030 Population New Access - 9,876 2030 Jobs, Residential New Access - 4,100 persons
- Provide an express link to the Main Street Ferry Terminal
- Provide an express link to the Harbor Ferry Terminal where parking is constrained
- Bus trips internal to Alameda, which are now inconvenient to make because of the slower speeds of the local bus services, will be faster for riders who are located near the stops on the express service.
- Reduce daily drive alone trips by 890.
- Serve an estimated 1,500 daily riders.

Community Input

- Members of the business districts and the general public at community workshops have expressed support for greater crosstown transit with high frequency and reliability that serves the business districts and ferry terminals and with the potential for unique branding.
- 58 percent of those interviewed in a telephone survey "Strongly Agree" or "Agree" that Alameda should make it easier to walk, bicycle, or take transit to destinations rather than relying on a car.
- One in three of those interviewed said getting to key transit hubs, such as the Ferry Terminal, was a "Major Issue" or an "Issue".

Estimated Costs

- \$4.2 million in annual operating costs
- \$3 million in upfront capital costs (purchase of four buses)

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Status

- This is a new project identified in this planning process.

Benchmarks

- 2-year: Identify and apply for grant funding opportunities.
- 5-year: Secure capital and operating funds for service implementation.

Assessment: High Priority

Lead: AC Transit

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Mid-Term Completion	✓	✓	++	++	✓	N/A

23. Increase Frequency and Span of Service for Ferry Service

The improvement will provide increased peak frequency and expanded span of service for ferry service, consistent with WETA's 15/30 Strategic Plan. This project will also require capital funding for new ferry vessels to serve Alameda. The new vessels will help provide increased peak service frequency and span of service which may prompt the need to consider increasing capacity at the Main Street ferry terminals. This improvement also will open up the possibility for new service destinations, such as new service to the Peninsula. The improvements will most greatly impact Alameda residents who commute to San Francisco, as well as commuters or students who travel from San Francisco to Alameda for work or school, respectively. With the addition of the Seaplane Lagoon Ferry Terminal, the Main Street service could switch to serve Oakland before San Francisco for Alamedans commuting to Oakland, especially by bicycle.

This project will:

- Help continue to provide high quality transit service to San Francisco and to potential expansion locations.
- Increase transbay travel options for City of Alameda existing and future residents employees and visitors.
- Provide more frequent ferry service

Community Input

- One in three telephone survey respondents said lack of frequent, fast, and reliable transit service was either a "Major Issue" or "Issue" for the City of Alameda.
- A recurrent web survey comment about ferries is to increase the ferry frequency.

Estimated Costs

- \$3 million in annual operating and maintenance
- \$34 million for vessel procurement
- \$18 million for Main Street terminal expansion

Status

- This project is identified in the WETA 15/30 Strategic Plan, Alameda CTC Transit Plan (2016) and Core Capacity Transit Study (2015).

Benchmarks

- 2-year: Provide WETA with assistance, materials and documentation to support expanded service.
- 5-year: Assist WETA in identifying opportunities and applying for grant funding for capital, operations, and maintenance.

Assessment: High Priority

Lead: WETA

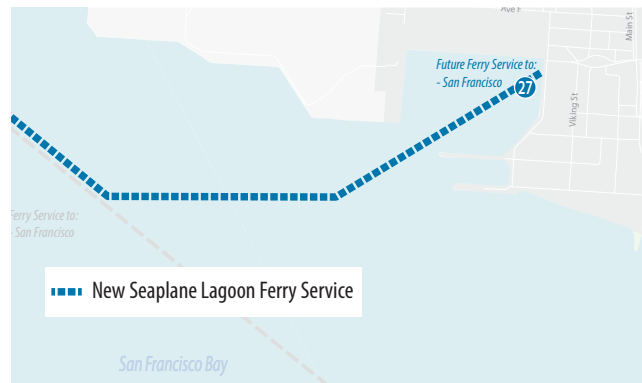
Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Mid-Term Completion	✓	N/A	++	++	✓	N/A

27. New Seaplane Lagoon Ferry Terminal & Service

A new Seaplane Lagoon Ferry Terminal and Service will provide ferry access to residents of the growing West Alameda neighborhood, including Alameda Point. The new terminal, at the foot of Atlantic Avenue in the heart of Alameda Point's redeveloped area, will provide residents and employees with ferry service to San Francisco. This new ferry terminal will supplement the existing ones in Alameda, and will create another transbay transit hub for Alamedans. The service will initially operate at 60-minute headways, or a frequency of one ferry per hour, during peak service and provide additional mid-day service with lower frequencies. The Main Street ferry could switch to an Alameda to Oakland service in the morning and Oakland to Alameda service in the evenings when the Seaplane Lagoon service begins.

This project will:

- Increase transbay travel options for existing and future Alameda residents
- Reduce travel times to San Francisco
- Increase transit to new developments at Alameda Point
- Reduce congestion at existing ferry terminals
- Reduce drive alone trips and accommodate increasing transit demand on existing Transbay services



Community Input

- Responses to marketing and outreach indicate that current tenants and potential developers and users think that the ferry terminal would be a significant advantage to their business or developments
- 58 percent of telephone survey respondents said they "Strongly Agree" or "Agree" that Alameda should make it easier to walk, bicycle, or take transit to destinations rather than relying on a car.

Estimated Costs

- \$4 million in operating costs
- \$18.2 million in capital costs

Status

- This project is part of the proposed Alameda Point development and is identified in the Alameda Point TDM Plan, the Alameda 2015/17 Capital Budget, the Core Capacity Transit Study (2015), the ACTC Transit Plan (2016), and the WETA 2016 Strategic Plan.
- WETA and the city approved a memorandum of understanding on future ferry operations, WETA approved funding for a new ferry vessel, and the Bay Conservation and Development Commission Design Board approved the design for the terminal.

Benchmarks

- 2-year: Complete the preliminary engineering and design and start construction.
- 5-year: Complete the construction, project close-out and project evaluation, and operate ferry service.

Assessment: High Priority

Lead: WETA

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Near-Term Completion	✓	N/A	+++	+++	✓	N/A

28. Regional Transit Hub Connector Bus Service

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. The service would use the same route as portions of AC Transit lines 51A and 31, with limited stops, and would operate at a 20-minute frequency. This route could be used by ferry riders, students and by the general public for cross Alameda trips and to access the ferry terminal and the Fruitvale BART Station. The service will increase access to west side neighborhood charter schools and other areas currently underserved by transit.

This project will:

- Improve bus access to the Main Street ferry terminal and Fruitvale BART
- Increase transportation options for Alameda residents and employees
- Increase transit to new developments at Northern Waterfront and Alameda Point
- Reduce cross-town transit travel times
- Improve bus access to schools with citywide enrollment

Community Input

- 58 percent of those interviewed in a telephone survey "Strongly Agree" or "Agree" that Alameda should make it easier to walk, bicycle, or take transit to destinations rather than relying on a car.
- One in three of those interviewed said getting to key transit hubs, such as BART and Ferry Terminals, was a "Major Issue" or an "Issue".
- A frequent web survey and community meeting comment is for bus service to and from the Main Street Ferry Terminal.

Estimated Costs

- \$3.7 million in annual operating costs
- \$3 million in upfront capital costs (purchase of four buses)

Status

- This is a new project identified in this planning process. A previous alignment as recommended by AC Transit in the Service Expansion Plan (2016). A grant application was submitted in October of 2016 as part of the Alameda CTC's 2018 CIP, yet it was unsuccessful.

Benchmarks

- 2-year: Identify and apply for grant funding opportunities.
- 5-year: Secure capital and operating funds for service implementation.

Assessment: High Priority

Lead: AC Transit

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Mid-Term Completion	✓	✓	++	++	✓	N/A

