Transportation FAQs – City of Alameda (August 2018)

On/Off Island Access and Congestion

1. Will we be getting a **BART to Alameda** or another Ferry port?

   City Response: As for BART to Alameda, BART has funding to study a second transbay tube between San Francisco and the East Bay, which could include a new BART station in Alameda with Alameda Point being a strong candidate since it is a transit-oriented development. BART staff plan to begin this study in late 2018. When asked in a public opinion survey, two-thirds of Alameda respondents stated that they support a BART station in Alameda. As for an additional ferry terminal in Alameda, yes, the City will be getting a **third** ferry terminal! The Seaplane Lagoon ferry terminal project, which will be located on Ferry Point, is underway and expected to be completed by early 2020. It will offer direct ferry service to/from San Francisco. This project is paid for by Site A developer monies, City base reuse funds and Alameda County Transportation Commission's Measure BB transportation sales tax monies.

2. Why hasn't the city advocated for a **seismically safe tube** on the west end of alameda considering the Posey tubes are not seismically safe and will be closed after that big earthquake hits from the soon coming Hayward fault? The amount of development on the west end of the island is substantially more than the tube can handle. What happens if there is a massive fire or tsunami? What happens if the tube god forbid collapses? Why do we allow large trucks to use the tube at all?

   City Response: The City has and is advocating for improvements to the Tubes, which are controlled and maintained by Caltrans. Caltrans controls the types of vehicles allowed in the Tubes. In January 2018, City Council approved the Transportation Choices Plan (https://alamedaca.gov/transportation-choices-plan), which includes three long-term and one near-term project that would address access on/off the west end of Alameda in an emergency. Although all of the long-term projects may not come to fruition, the City is actively advocating for them. (1) The Webster/Posey Multimodal Lifeline Tubes would redesign the tubes so that they will be considered lifeline structures able to withstand a major earthquake. The redesigned seismic structures also would add transit lanes, dedicated bikeways and walkways to improve bicycle, pedestrian and bus access along the corridor. (2) The New Transit/Bike/Pedestrian Lifeline Tube would create a new, seismically-safe tube for zero-emission buses, plus people walking and biking, and would also provide additional capacity in an emergency. (3) The West End Bicycle/Pedestrian Crossing, would also provide an additional crossing, albeit not for motorized vehicles, and could be used in an emergency. (4) The Estuary Water Shuttle project is the one near-term project; it will create a water shuttle to transport people between Alameda and Oakland, and could also be utilized in an emergency. Finally, the City is currently updating its Emergency Operations Plan, and planning for communications and traffic diversions in the event of Tube closures is a part of this plan.

3. What if the tube inspections showed some serious defect or issue and the **tubes had to close** for an indefinite amount of time? What would the plan be then?

   City Response: The closure of the tubes would be considered a significant emergency response incident, and would activate the emergency operations center and access to additional resources until the tubes would be once again functional. These resources could include additional ferry,

water shuttle and bus services as well as temporary bus only lanes and incentives to ride transit or a bike on/off the island. The city also is working on ways to improve the on/off island options, especially in the west end, which are shown in the city's Transportation Choices Plan (https://alamedaca.gov/transportation-choices-plan). These projects include improved estuary water shuttle crossings/WETA ferries to Oakland (Project #16), Miller-Sweeney Multimodal Lifeline Bridge (Project #26), New Seaplane Lagoon Ferry Terminal (Project #27), BART to Alameda (Project #35), New Transit/Bike/Pedestrian Lifeline Tube (Project #37), Webster/Posey Multimodal Lifeline Tubes (Project #38) and West End Bicycle/Pedestrian Crossing (Project #39). It is a high priority to ensure that our island community has a robust transportation access to the region.

4. What can we do to increase **AC Transit's Transbay Lines O/OX/W** service?

   City Response: There are efforts underway to improve transbay service, including possibly the O/OX/W! Regional voters passed Regional Measure 3 in June 2018, which gives AC Transit more funding for transbay bus routes. The following AC Transit web page (http://www.actransit.org/rm3/) shows how Regional Measure 3 will help transbay bus riders, which include more frequent transbay bus service, new transbay buses and a new bus maintenance facility. Also, the City is providing input to AC Transit on their Transbay Tomorrow plan (http://www.actransit.org/transbaytomorrow/), which will be making recommendations on using RM3 for additional transbay service, and could include the O/OX/W. (The additional Regional Measure 3 funds are from increased bridge tolls, which will begin with the first $1 in January 2019, the second $1 increase in 2022 and the third $1 increase in 2025 with service improvements to occur after each increase in revenue.)

5. I would love more info on future plans to improve **bicycling options on/off the island, especially on the West End**. Downtown Oakland is so close, yet so far. I love to bicycle on the island, but I'm unclear about riding off the island- what are the safest options if you are headed to downtown Oakland?

   City Response: The City recognizes the huge need for better bicycle access on/off the island at the west end. The recently adopted Transportation Choices Plan (https://alamedaca.gov/transportation-choices-plan) proposes near, mid and long term projects to address this issue, including an estuary water shuttle, more capacity for bringing a bike on the bus (or reduced fares for the short crossing), a new transit/bike/pedestrian tube, and a bicycle/pedestrian bridge. The City is actively pursuing all of these options. For today, the limited options are to use AC Transit buses through the tubes – buses run every 3-4 minutes in the peak hour and every bus has a bike rack – or to ride on the path in the Posey Tube. Those commuting into Alameda in the morning and back to Oakland in the afternoon can use the ferry.

6. What about improved **bicycling on/off the island (especially to Fruitvale BART)**?

   City Response: The above response address the efforts to improve bicycle access on/off in the west end. As for the east end, the main efforts underway are at the Miller Sweeney (aka Fruitvale) Bridge. The City will begin public outreach later this year on the Clement/Tilden project which will create a complete street with separated bicycle facilities between Clement Avenue and the bridge. On the other side, Oakland will transform Fruitvale Avenue with wider sidewalks, separated bike lanes and landscaping. Both projects are funded and will be completed in the 2020-2021 timeframe. As for the bridge itself, there is a mid-term project to work with the County to replace the Miller Sweeney

Bridge with a multi-modal, seismically safe bridge. The City is supporting the County to find funding for this project. In the short term, the City is working with the County to improve the bicycling conditions over the bridge through better striping and signage.

New Development and Congestion

7. As the city is mandated by the state to continue to provide more housing, what is the plan to address the associated **traffic congestion in the next 3 years**? I say 3 years because there is probably some long-term transit-oriented-development plan, but what are the plans for the here and now?

   City Response: The ambitious goals of the recently adopted Transportation Choices Plan (https://alamedaca.gov/transportation-choices-plan) are to reduce auto traffic congestion at the estuary crossing to 2010 levels, and to dramatically increase the number of people walking, biking, carpooling and taking transit. To start meeting these goals, the Plan has 18 projects that are slated for completion within three years. These projects include discounted bus passes, bus stop improvements, ferry terminal access improvements, parking management, transit signal priorities at intersections, a transportation awareness campaign, partnerships with existing businesses/residents, bike share, additional casual carpool pickup locations, a carpool lane on Constitution Way, an Estuary water shuttle service, bus queue jump lanes and improved shared rides for seniors and people with disabilities.

8. How can the City of Alameda justify putting 2000 more houses on Clement Street, when it is admitted that all **roads are currently used at capacity**?

   City Response: The City is committed to meeting our required housing goals and to using our roads as efficiently as possible. Currently, thirty-four percent of Alameda commuters use carpools, ferries, buses, BART, bicycles or their feet to get to work – all of these options use less roadway space than drive alone vehicles. (For example, a full bus can fit up to 45 bus passengers and takes up the same space on the road as 2 automobiles, which might have a total of 2-5 people in them.) The number of non-drive-alone trips has been increasing steadily in Alameda over the last 20 years and is one of the highest in the Bay Area. City staff is working hard to continue improving transportation options to utilize our limited roadway space by implementing the projects and programs in the citywide transportation plan – Transportation Choices Plan (https://alamedaca.gov/transportation-choices-plan).

Speed Limits and Speeding

9. I would like to see the speed limit on 4-lane roads like Lincoln and Otis changed to **35 mph**.

   City Response: In order to create more livable residential neighborhoods, the City's adopted Transportation Element (2009) of the General Plan has a policy to maintain 25 mph speeds on all streets in Alameda, with certain streets exempted (e.g. Main Street north of Appezzato Parkway, Tilden Way, Doolittle Drive). Pedestrian safety and walkability is a key factor in neighborhood livability. People who are hit by cars going 35 mph are more than twice as likely to die from that collision as those hit by a car traveling 25 mph. At the end of 2018, the City will begin a project to re-design Otis to reduce actual speeds, which are often much higher than the posted 25 mph, and to

improve safety for all users. There will be communities meetings and information will be posted on the City's website.

10. Why do we allow adults to ride their **bicycles on our sidewalks**?

    City Response: The City's Municipal Code (section 11-4.2) allows anyone to ride on the sidewalk "except such sidewalks that pass directly in front of or adjacent to any stores, schools, or other buildings used for business purposes during the hours that such establishment is open for business." This allows adults who are not comfortable riding on a narrow or high-speed street to ride where they feel safer. The code also requires that bicyclists "shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian."

11. What can we do to **curb speeding and racing** on Shoreline continuing through Westline…maybe more "25 mph" signs? People are going way too fast. Maybe speed bumps?

    City Response: In our evaluation of the Shoreline separated bicycle lanes project, City staff found that auto speeds are considerably lower than they were before the project was implemented, however, the City does continue to monitor the speeds here and throughout the city. The City is developing a traffic calming program, and will consider making changes to these two streets, depending on the prioritization of all streets and available funding. Speed tables (a lower speed hump) could possibly be considered here, since they are more compatible with buses, which run on a portion of Shoreline.

12. Would the city consider **speed humps** on Willow between Shoreline and Otis, how about diagonal parking since 1 car can take up two or three parallel parking spaces?

    City Response: This street segment is not a good candidate for speed humps since they are less compatible with transit service, which runs on this stretch of Willow Street, but speed tables (a lower speed hump) are an option. Diagonal parking could be considered here if there is a demonstrated need for additional parking, and sightlines and street space allows for it. While it could be used for traffic calming, diagonal parking is not a typical application and unless it is back-in diagonal parking, it is less safe for people bicycling. The City is developing a traffic calming program, and will consider making changes to this section of Willow Street, depending on the prioritization of all streets and available funding. A few potential traffic calming measures that could be considered for this roadway segment include road diets to narrow the travel lanes, and crosswalk visibility enhancements to help people crossing the street.

If you have more questions about the City's transportation projects and plans or to sign-up to receive email updates and alerts about upcoming transportation events and public outreach meetings, please email transportation@alamedaca.gov.