

12. Transportation Partnerships with Existing Businesses and Residences

This improvement seeks to establish partnerships with existing business associations, neighborhood associations, and others to reduce drive alone trips within and to areas outside of Alameda. Currently, TDM programs focus on new development, leaving existing businesses and residences without useful tools for increasing transportation options. By creating partnerships with business associations and homeowner associations, TDM programs can expand their reach by offering incentives, discounted passes, and information to these participants. Business and homeowner association staff can be effective liaisons, and can be trained to implement programs (e.g., distributing transit passes as needed), can serve as an intermediary between employers and/or employees needing assistance and the City (or a TMA), and can play an important role in conducting annual surveys. The newly expanded Alameda TMA encompasses Alameda Point and the Northern Waterfront, and will have the express purpose of providing these services.

This project will:

- Encourage and create incentives for bicycling, walking and taking transit
- Encourage a reduction in vehicle trips
- Increase transportation options for local residents and employees
- Provide information on transportation options

Community Input

- Community members responding to the web surveys and meetings are in favor of developing partnerships with private corporations/employers to participate more in TDM program options.

Estimated Costs

- Up to \$400,000 for project administration and planning (costs combined with Update Existing TDM Ordinance)

Status

- This is a new project identified as part of this planning process.
- The project is consistent with the City of Alameda General Plan Transportation Element objectives 4.3.4, "Manage demand placed on the street system through a TDM program.

Benchmarks

- 2-year: Identify and reach out to potential partners
- 5-year: Form public-private partnerships

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	✓	✓	+++	+++	N/A	N/A

13. Bike Share

This improvement will implement a bike share program as part of the Regional Bike Share Program or as part of a standalone system for Alameda. The service provides public bicycles that are available as short-term rentals. There are multiple options for administration, including through local TDM programs, regionally as part of the Bay Area Bike Share program, or as a stationless system operated at little or no cost to the city. The system is expected to be used by residents, employees, and students for short trips between major commercial centers or between major transit hubs, such as the Main Street Ferry Terminal and College of Alameda. The City is working towards a short-term bike share using a stationless/dockless system with a potential pilot in Alameda Point and other key areas of the City, such as the business districts, starting in 2017.

This project will:

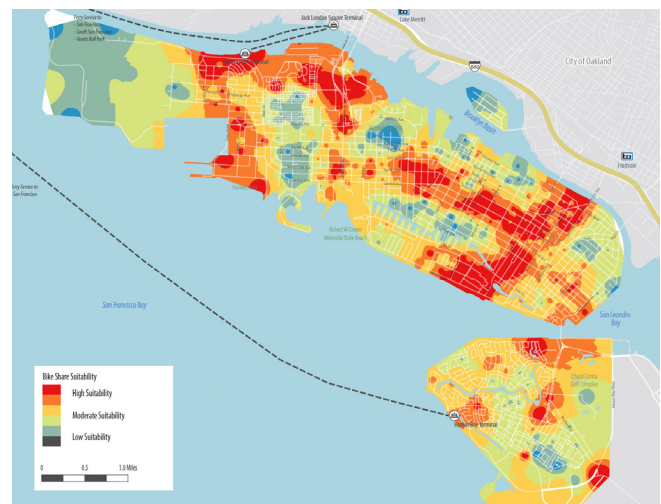
- Encourage a reduction in local vehicle trips
- Assist with first-mile and last-mile connections to transit
- Encourage transportation options for local residents, visitors and employees.

Community Input

- When asked if they agree with the statement that "I would use a bike share system in Alameda", 23 percent of those interviewed said they "Strongly Agree" or "Agree"

Estimated Costs

- Regional bike share program estimated costs assuming 120 bicycles as part of the initial bike share system:
 - \$460,000 to \$720,000 for initial capital costs
 - \$225,000 to \$350,000 for initial annual operating costs
- The stationless system is expected to have little to no cost to the city.



An examination of potential bike share locations where it would be most likely to succeed was conducted as part of this study. As noted, areas with dark red have higher suitability for accommodating a bike share system. Several factors are included in this analysis, including nearby attraction centers, increased population densities, topography, and higher number of transit connections.

Status

- This is a new project identified in this planning process and is in response to a City Council referral. A smaller program is part of the Alameda Point Mitigation Program. A feasibility study was done in 2016.

Benchmarks

- 2-year: Identify bike share provider and confirm service areas. Initiate first phase of project or pilot.
- 5-year: Initiate project first phase or pilot

Assessment: Medium 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	N/A	✓	+	+	✓	N/A

14. Casual Carpool Additional Pickup Locations

Two casual carpool pickup locations exist in Alameda, one at Encinal Avenue and Park Street and another at Webster Street and Santa Clara Avenue. Drivers pick up commuters at these locations to meet carpool requirements for their Transbay commute. This improvement identifies additional locations for casual carpool where residents and commuters can meet and continue on their trip. While no formal study has yet examined the best locations, potential locations include:

- Santa Clara Avenue at Grand Street
- Pavilion Park & Ride on Island Drive
- Mecartney Road/Island Drive area
- South Shore Center
- Nob Hill shopping area
- Marina Village shopping area
- All Transbay stops signifying where to stand as a casual carpooler such as ahead of the bus flag

This project will:

- Help reduce drive alone trips
- Encourage carpooling

Community Input

- Online survey results showed community members have an interest in pursuing additional casual carpool pickup locations

Estimated Costs

- \$50,000 for planning and signage

Status

- This is a new project identified in this planning process.
- With the growth of ride sharing and transportation network companies (TNCs), the needs for carpooling are evolving, and will be monitored to determine the future need for additional carpool pickup locations.

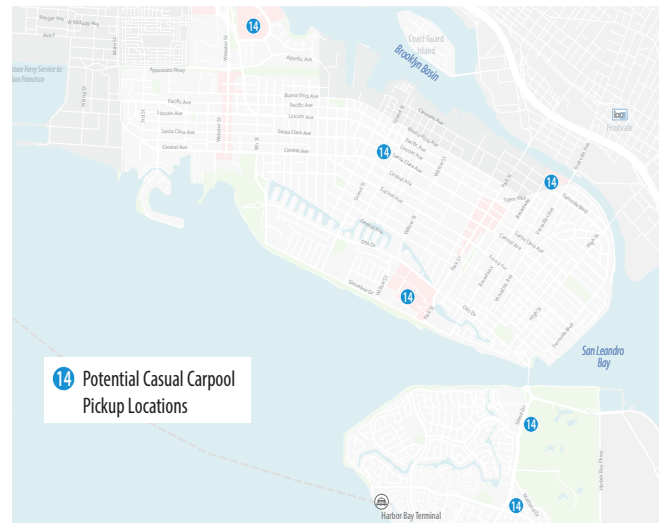
Benchmarks

- 2-year: Solicit input from carpooling community on additional pickup locations
- 5-year: Complete pickup location improvements

Assessment: Medium 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	✓	N/A	+	+	N/A	N/A



15. Constitution Way Carpool Lane

The City of Alameda experiences traffic congestion at choke points located near primary entry/exit points, including Constitution Way. This improvement will create a carpool lane for three or more occupants in a vehicle on Constitution Way to bypass traffic approaching the Posey Tube.

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.

These improvements will benefit residents and commuters to San Francisco, and will create incentives for carpooling over driving alone, especially during commute hours.

This project will:

- Reduce travel time for people who carpool
- Encourage a reduction in drive alone trips by encouraging carpooling, especially to San Francisco

Community Input

- Online survey results showed community members support carpooling and projects that encourage it.

Estimated Costs

- \$570,000 for signal improvements, design, engineering, and construction
- Requires periodic enforcement by the Alameda Police Department

Status

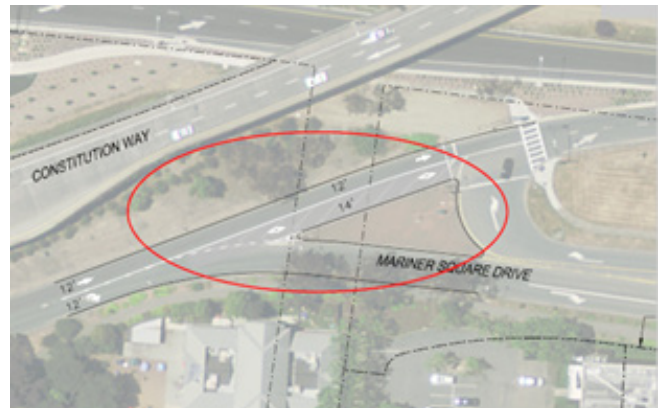
- The project is consistent with the City of Alameda General Plan Transportation Element objective 4.3.1, "Develop programs and infrastructure to encourage the use of high occupancy vehicles".
- This is a new project identified in this planning process.

Benchmarks

- 2-year: 30% design; Work with Caltrans to determine if further study is needed; Apply for grant funding
- 5-year: 100% design and construction

Assessment: Medium 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	✓	N/A	+	+	N/A	N/A

16. Estuary Water Shuttle Crossing and WETA Ferries to Oakland

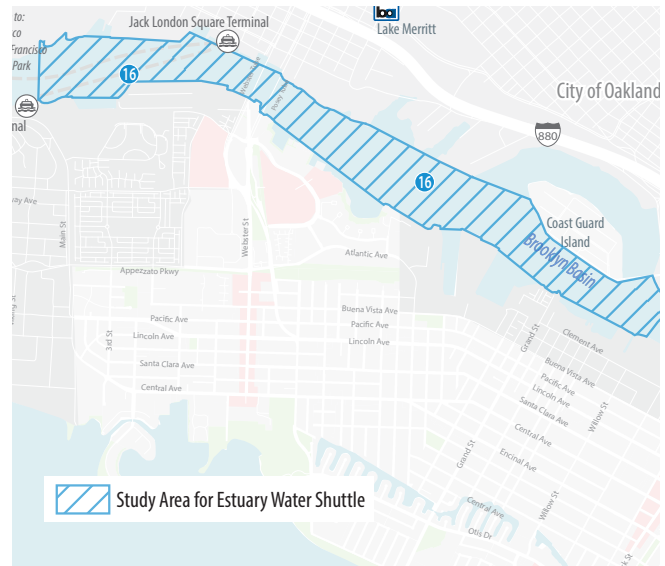
Bicyclists and pedestrians in on the west side of Alameda have limited options for connecting to Oakland. This improvement will provide a water shuttle for bicyclists and pedestrians between the northern waterfront/Alameda Landing and Jack London Square in Oakland, and will build on current developer 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	✓

17. Westline Drive Bus Lane

The quality of bus service in Alameda can be negatively affected by congestion along major roadways. A bus lane allows buses to bypass traffic backed up before busy intersections and to be first in-line at the traffic signal. This project would include the installation of a bus lane at Eighth Street/Westline Drive between Otis Drive and Portola Avenue.

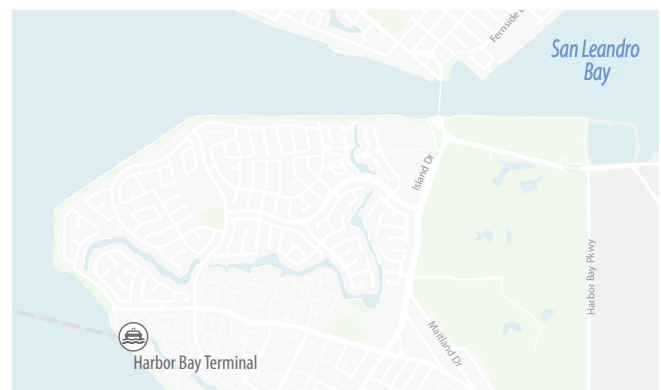
The bus lane on Eighth Street/Westline Drive, between Otis Drive and Portola Avenue in the northbound direction, will provide about one minute of travel time savings for the AC Transit Line 20 and Line W buses. The Westline Drive bus lane will be accommodated by removing the northbound on-street parking on the east side of the street south of Portola Avenue. No travel lanes will be eliminated for this project. The time savings that this improvement offers is significant and will be an incentive to those driving on these routes to use transit. In addition, the time savings represents a potential annual operating costs savings to AC Transit as well as the benefit of increased ridership and reduced drive-alone auto travel.

This project will:

- Improve travel time and reliability for bus service along the corridor
- Create incentives for bus usage over driving alone
- Add capacity in the northbound direction so as not to negatively impact car traffic.

Community Input

- 58 percent of telephone survey respondents "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 lack of frequent, fast, and reliable transit service is a "Major Issue" or an "Issue".
- A frequent web survey comments about buses is that respondents want more reliable and faster buses, which also was stated at community meetings.



Estimated Costs

- Westline Drive: \$340,000 for design, engineering, and construction

Status

- This is a new project identified in this planning process. The City of Alameda's Transportation Element of the General Plan supports the implementation of upgraded facilities to improve transit. The project is consistent with 4.3.1.j, "implement queue jump lanes and other strategies for improving transit operations".

Benchmarks

- 2-year: Work with key stakeholders to determine if further study is needed; Apply for grant funding
- 5-year: Design and construction

Assessment: Medium 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	✓	✓	+	+	N/A	N/A

18. Shared Ride Service for Seniors and People with Disabilities

Expanding transportation options for seniors and people with disabilities is an important part of improving mobility. These populations often can have difficulty driving on their own or accessing public transportation. Around the country and bay area, cities and transportation agencies are working with transportation network companies (TNCs) (e.g. Lyft, Uber) to help improve transportation access for these groups. Alameda will consider subsidizing shared rides for seniors and people with disabilities either with traditional taxi companies, Lyft via their LyftLine service, Uber via their UberPOOL service or another emerging service. Alameda only will consider this service if it can be provided equitably to people in need of a wheelchair lift, which is a requirement of federal and Alameda CTC grants. The City will work with TNCs to expand the feet of accessible vehicles and search for pilot projects that expand access for shared ride services that are wheel chair accessible.

This project will:

- Expand mobility for seniors and people with disabilities
- Provide cheaper shared rides

Community Input

- Community members voiced support for improved transportation options for seniors and people with disabilities.

Estimated Costs

- There will be minimal planning costs for this effort. Grants for senior taxi subsidies range from \$50,000 to \$150,000 per year.

Status

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

Benchmarks

- 2-year: Initiate project planning process
- 5-year: Complete planning process with City Council approval

Assessment: Medium 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	N/A	✓	+	+	✓	✓



19. Alameda Point Bus Rapid Transit Service

This project includes a bus service with 15-minute peak frequency and the construction of bus-only lanes on Appezzato Parkway, a major east-west thoroughfare, between Webster Street and Main Street. These bus lanes will connect with the existing bus lane on Webster Street leading to the Webster/Posey Tubes and beyond to Oakland and with the dedicated bus lanes that the developer will construct west of the project limit to the Seaplane Lagoon. Appezzato Parkway, which is 0.81 miles in length, will feature dedicated bus lanes, bus stops and signal modifications for transit priority as well as landscaping, lighting, pedestrian improvements, signage and storm water management.

This project will:

- Provide bus service to new developments in Alameda Point and existing development in West Alameda
- Improve travel time and reliability for bus service along Appezzato Parkway
- Increase transportation options for residents and employees working in West Alameda, the College of Alameda, or Oakland

Community Input

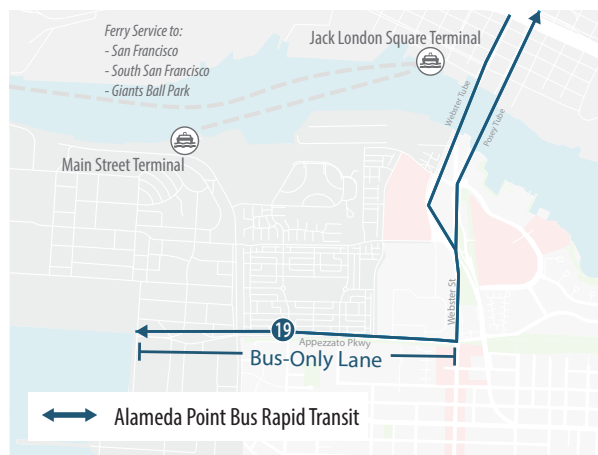
- 58 percent of those interviewed in a telephone survey "Strongly Agree" or "Agree" that Alameda should make it easier to walk, bicycle, or take transit to destinations rather than relying on a car.
- 61 percent of those interviewed in a telephone survey said rush-hour traffic congestion at estuary crossings are a "Major Issue" or "Issue".
- 15 percent of drive alone telephone survey respondents stated that more public transit routes, closer stops, and fewer transfers would encourage them to take transit.

Estimated Costs

- \$2.1 million in annual operating and maintenance
- \$9 million in upfront capital costs (includes street redesign and construction with bus lanes)

Status

- The dedicated bus lane project is funded in Alameda CTC's 2018 CIP and is listed as a named project in the Measure BB Transportation Expenditure Plan. This project also is identified in the Alameda Point TDM Plan and in AC Transit's 2016 Major Corridors Study.
- The project will require a memorandum of understanding between AC Transit and the Alameda TMA for a public-private partnership



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Benchmarks

- 2-year: Complete community outreach on a corridor concept and recommend it for City Council Approval. Complete the preliminary engineering and design.
- 5-year: Complete the construction, project close-out, and evaluation, and operate bus service.

Assessment: High Priority

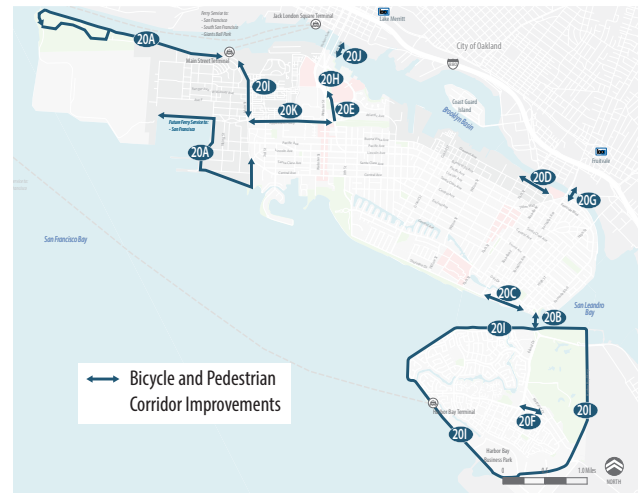
Lead: Alameda TMA

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



20. Bicycle and Pedestrian Corridor Improvements

The current bicycle and pedestrian network has some disconnected segments. While the planned Bicycle Master Plan and Pedestrian Master Plan will address these issues (see projects 2 and 9), some priority gaps have already been identified through previous studies and by this planning process. The Bicycle and Pedestrian Plan Updates will provide an updated list of projects for Bicycle and Pedestrian Corridor Improvements. This improvement will close key gaps in the current bicycle and pedestrian network by installing new bikeways, reduced vehicle travel lanes, pedestrian improvements, and realigned streets. Previous studies and City efforts have already confirmed locations where safety improvements for bicyclists and pedestrians may be completed. These projects may also be incorporated with Vision Zero Safety Improvements and Traffic Calming (Project #30) plan recommendations. Streets identified for gap closures related to bicycling and walking include the below list of projects whereas projects that relate to all modes with traffic calming components such as Central Avenue and Clement Avenue are shown in the Traffic Calming/Vision Zero project further in this section:



- A. Alameda Point Bay Trail that will run along the perimeter of Alameda Point and will serve the proposed Veterans Affairs site, the Main Street ferry terminal, Alameda Point Town Center and Seaplane Lagoon
- B. Bay Farm Bike/Pedestrian Wooden Bridge: Retrofit or replace existing bicycle and pedestrian bridge (unfunded, East Bay Regional Park District Property and lead)
- C. Feasibility study for a formal waterfront path by Bayview Drive
- D. Blanding Avenue: new bike lanes to improve access to/from Oakland
- E. Mariner Square Drive: new trail by Tynan Avenue east of Mariner Square Drive as a Bay Trail connector
- F. Mecartney Road: bike lanes between Island Drive and Maitland Drive
- G. Miller-Sweeney Bridge: interim enhancements, such as signage and striping (near-term completion)
- H. Neptune Park: path through the park between Webster Street and Constitution Way
- I. Resurfacing of existing paths (along Main Street, and Bay Farm Island)
- J. Posey Tube improvements for people bicycling and walking as part of Alameda CTC's Freeway Access Study
- K. Cross Alameda Trail – Appezato Parkway and Atlantic Avenue (underway - near-term completion)

This project will:

- Provide first-mile and last-mile connections to transit
- Increase pedestrian and bicyclist safety
- Encourage a reduction in local vehicle trips
- Encourage transportation options for residents
- Increase resiliency of the local transportation network

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Community Input

- Community members responding to the web surveys and meetings state the need to improve bicycle and pedestrian safety.
- 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.
- 31 percent and 24 percent of telephone survey respondents stated that "poor safety or bicyclists" and "poor pedestrian safety" is an issue.

Estimated Costs

- \$1 million for Blanding Avenue Bikeway
- \$9 million for Neptune, Bayview, and McCartney bikeways
- \$12 to \$20 million for Alameda Point Bay Trail
- \$2 million for Mariner Square Drive Bay Trail Connector Path
- \$250,000 for Miller-Sweeney Bridge interim improvements (near-term completion project)
- \$5 million for resurfacing of paths
- \$10 million for Posey Tube walkway improvements as part of Alameda CTC's Freeway Access Study

Status

- Many of these projects have been previously identified in other planning documents and the City's capital budget. Mariner Square path, interim bridge crossing enhancements, and the Bay Farm bike/ped bridge are new projects identified through this planning effort
- The project is consistent with the City of Alameda General Plan Transportation Element objectives 4.3.2, "Enhance opportunities for pedestrian access and movement", 4.3.3, "Promote and encourage bicycling as a mode of transportation", and 4.3.6, "Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of all transportation modes."

Benchmarks

- 2-year: Identify funding opportunities and apply for grants.
- 5-year: Implement funded projects and work toward securing additional funds.

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
Mid-Term Completion	N/A	✓	++	++	✓	✓

21. Citywide Safe Routes to School Audits and Improvements

Up to 14 percent of morning traffic can be attributed to school drop-offs, according to SafeRoutesInfo.org. This improvement will build the countywide Safe Routes to School Program for all schools, including public and private, to reduce vehicle trips to and from schools, and to improve safety around schools. The program will work with schools, parents, and students to perform or update audits on school access/egress throughout Alameda, based on audits that already have been done as part of the countywide program. The expanded program also may include: bicycle and pedestrian capital investments, partnerships with youth-oriented organizations to improve transportation for students; expanding bicycle safety education; bicycle safety gear distribution; and an expanded crossing guard program. These programs have been shown to be highly effective in improving safety, managing congestion around schools, and encouraging walking and biking.

This project will:

- Increase pedestrian and bicyclist safety
- Encourage a reduction in local vehicle trips
- Encourage transportation options for parents traveling to work

Community Input

- 64 percent of those interviewed in a telephone survey "Strongly Agree" or "Agree" that Alameda should make it easier for students to walk, bike, or take transit to and from school.



Photo source: CDM Smith

Estimated Costs

- \$500,000 to \$1 million for program expansion and school audits. The costs for capital improvements have not yet been determined.

Status

- This planning process will be an expansion of the ongoing Safe Routes to School efforts, which already have audited four schools.

Benchmarks

- 2-year: Identify initial year participating schools; Conduct or update audits.
- 5-year: Implement improvements from initial schools; Identify other schools for participation in program for a phase II effort.

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
Mid-Term Completion	N/A	✓	++	++	Not yet determined, depends on populations served	✓

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

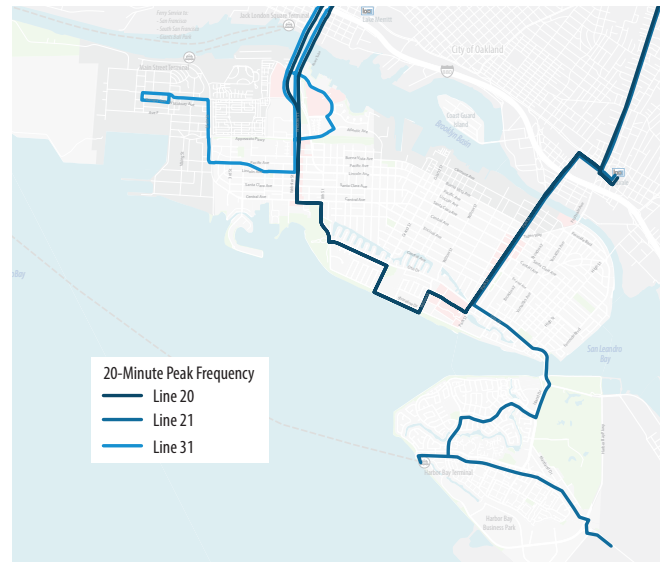


24. Increase Frequency and Span of Service for Local Bus Routes

This project will provide increased service frequencies and span for local bus routes serving Alameda and Oakland. Frequency improvements are identified for four AC Transit Lines 19, 20, 21, and 96. The four lines all provide transit service within the City of Alameda and connect to popular destinations in Oakland, including multiple BART stations, downtown Oakland, Oakland International Airport, and Bay Farm Island. 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.

This project will:

- Provide 15-minute peak frequency service within Alameda and to and from Oakland
- Provide greater connectivity to BART and other key destinations
- Address desire of residents for better transit service on the island



Community Input

- The most frequent web survey comments about buses is that respondents want improved bus service to and from BART, the west end, and Bay Farm Island.
- 58 percent of telephone survey respondents "strongly agree" or "agree" that Alameda should make it easier to walk, bike, or take transit to destinations rather than relying on a car.
- 40 percent of drive alone telephone survey respondents stated that "transit service is not frequent enough" as one reason why the respondent drives to work.
- Members of the business districts and general public have expressed support for greater transit improved bus service within Alameda with high frequency and reliability that serves the business districts and ferry terminals.

Estimated Costs

- \$3.5 million in annual operating and maintenance for all five lines
- \$9 million in upfront capital costs (purchase of buses)

Status

- This is a new project. Collaboration with AC Transit, adjacent developments, and the Transportation Management Agencies in the city will be necessary.
- The project is consistent with General Plan goals 4.3.1.c "Actively encourage increases in public transit, including frequency and geographic coverage", and 4.1.5.c "Continue to support the fixed-route AC Transit system".

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Benchmarks

- 2-year: Assist AC Transit in identifying funding opportunities such as public-private partnerships and applying for grant funding for capital, operations, and maintenance.
- 5-year: AC Transit to operate increased frequency on at least two local lines.

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



25. Increase Frequency and Span of Service for Transbay Bus Service

The improvement seeks to increase the frequency and span of service for Transbay buses. Transbay frequency improvements will focus on Lines OX and W. Line O will maintain the existing frequency and span of service level, with frequency increases expected if ridership grows and before limited capacity issues discourage people from using transit. Line OX service will increase its peak span by one hour during the weekday morning peak, resulting in service from 5:30 AM to 10 AM, maintaining existing frequency, and will increase frequency between 6:30 PM and 8:30 PM on weekdays to achieve 15-minute frequency during the entire evening span of service. Line W service will expand the span of service to provide all-day service on both weekdays and weekends, operating from approximately 6 AM to 9 PM, and will increase peak frequency from 20 minutes to 15 minutes during the morning and afternoon peaks.

This project will:

- Increase Transbay travel options for City of Alameda residents and employees
- Provide more frequent and accessible all-day transbay bus service
- Allow greater flexibility and reduce wait times for commuters.
- Reduce crowding by spreading peak-ridership over an extra hour of peak service.

Community Input

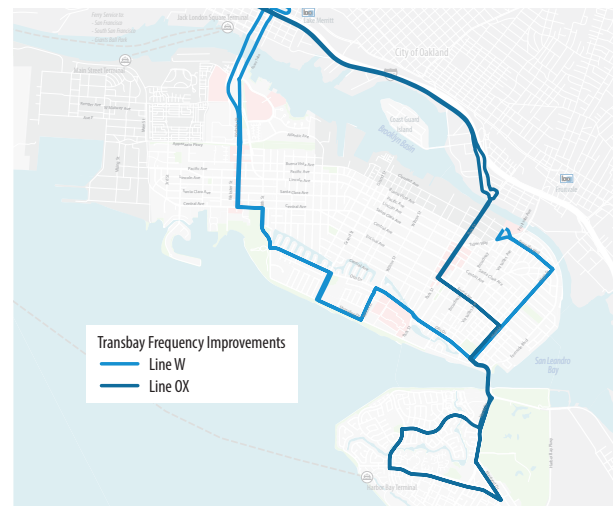
- 61 percent of telephone survey respondents label rush-hour traffic congestion at estuary crossings a "Major Issue" or "Issue".
- 40 percent of drive alone survey respondents stated that "transit service is not frequent enough" as one reason why the respondent drives to work.

Estimated Costs

- \$260,000 per year for additional Line OX span of service
- \$2 million per year for all-day weekday and weekend Line W service and increased peak frequencies

Status

- This is a new project. Collaboration with AC Transit will be necessary.
- The project is consistent with General Plan goals 4.3.1.c "Actively encourage increases in public transit, including frequency and geographic coverage", and 4.1.5.c "Continue to support the fixed-route AC Transit system".
- AC Transit is in the process of a transbay service planning effort, Transbay Tomorrow, that includes a survey and will be completed in Fall 2017.



Benchmarks

- 2-year: Provide AC Transit with supporting materials and documentation to support expanded service. Assist AC Transit in identifying opportunities and applying for grant funding for capital, operations, and maintenance. Project is included in AC Transit's Transbay Tomorrow plan.
- 5-year: Operate improved transbay service on lines OX and W.

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



26. Miller-Sweeney Multimodal Lifeline Bridge

This improvement will incorporate multimodal designs for the reconstruction of the Miller-Sweeney Bridge Lifeline Bridge, including bus-only lanes, bikeways and walkways. The lifeline retrofit of the Fruitvale Avenue Bridge is needed to ensure that the bridge will be useable after an earthquake or other calamity. It will provide the sole lifeline access for Alameda. The retrofit also will increase safety by reducing collision risks between people bicycling, walking and driving.

This project will:

- Encourage transit use at estuary crossings
- Improve pedestrian and bicyclist safety at estuary crossings
- Improve pedestrian and bicycle facilities at estuary crossings

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

- \$3 million for a project study report; \$90 million for bridge reconstruction

Status

- This is an ongoing project, it is in the Alameda Capital Budget and is partially funded through Measure BB; however, incorporating transit design features is a newly recommended component identified in this planning process.

Benchmarks

- 2-year: Develop design concepts; Work with funding and partner agencies to identify acceptable multimodal features; Apply for grant funding.
- 5-year: complete the project study report and seek additional funding.

Assessment: High Priority

Lead: Alameda County

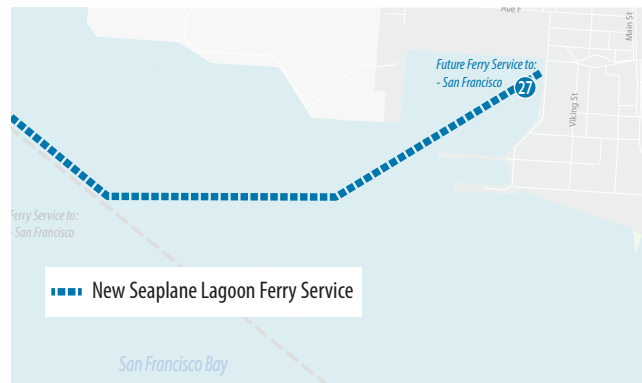
Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Mid-Term Completion	✓	N/A	+++	+++	N/A	✓

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.

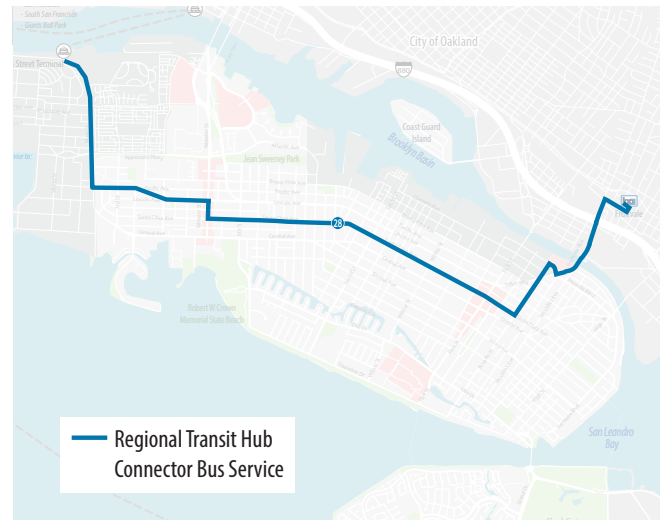
Benchmarks

- 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



29. TDM Ordinance Update

This improvement will update the existing TDM Ordinance to reflect revised standards, phasing, and tools. It will standardize policies for residential and commercial neighborhoods and will extend to both existing and new developments. While new developments would automatically be enrolled in a TDM program, existing neighborhoods would be phased in as a condition to City approvals, as is appropriate. The improvement will help create consistent incentives for driving less and will establish regulations for working with existing businesses and residences.

This project will:

- Encourage and create incentives for bicycling, walking and taking transit
- Encourage a reduction in local vehicle trips, and create incentives to use electric vehicles when making these trips such as electric vehicle charging stations.
- Increase transportation options for residents and employees

Community Input

- Web survey responses want new developments to offset transportation impacts and pay for transportation improvements.

Estimated Costs

- Up to \$400,000 for project administration and planning (costs combined with Transportation Partnerships with Existing Businesses and Residences)

Status

- This is a new project identified as part of this planning process.
- The project is consistent with the City of Alameda General Plan Transportation Element objectives 4.3.4, "Manage demand placed on the street system through a TDM program", 4.4.2, "Ensure that new development implement approved transportation plans", and 4.4.7, "Require developers to contribute toward the implementation of appropriate TSM/TDM measures to mitigate the impacts of their projects on the bridges, tubes, specific intersections, and corridors".

Benchmarks

- 2-year: Update TDM Ordinance with City Council Adoption.

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
Mid-Term Completion	✓	✓	+++	+++	N/A	N/A



30. Vision Zero Safety Improvements and Traffic Calming

Vision zero" is the goal of reducing traffic deaths and severe injuries to zero. Making roadway safety improvements and implementing traffic calming strategies is one aspect of implementing a vision zero goal. This improvement will increase safety through several capital improvements, including new bikeways, reduced vehicle travel lanes, pedestrian improvements, and realigned streets. Projects that focus on gap closures for people bicycling and walking are shown in a previous project titled: Bicycle and Pedestrian Corridor Improvements.

Corridors Identified for safety improvements include:

- A. Central Avenue: Between Sherman Street/Encinal Avenue and Pacific Avenue/Main Street, this project will Install a bikeway, safer three lane street, install pedestrian improvements and realigns Lincoln Avenue to Pacific Avenue/Main Street (funded).
- B. Clement Avenue Safety Improvements: Will remove abandoned railroad tracks, install bikeway and provide pedestrian improvements between Grand Street and Broadway (funded).

Clement Avenue/Tilden Way: On Clement Avenue between Broadway and Tilden Way, will purchase Union Pacific right-of-way, connect Clement Avenue and Tilden Way for all modes; On Tilden Way, will install safety improvements for people walking and bicycling including the consideration of posted speed limit reductions, as well as bus access improvements to the Miller-Sweeney Bridge (funded).
- C. Clement Avenue West Extension: Will close a gap on Clement Avenue between Grand Street and Hibbard Street by extending Clement Avenue west of Grand Street and then creating a street for all types of street users (unfunded).
- D. Main Street: Install bike lanes, improved parking as a short-term access improvement to/from the ferry terminal and consideration of posted speed limit reductions (unfunded - near-term completion project).
- E. Otis Drive: Provides traffic calming and bikeway between Westline Drive and Willow Street (partially funded).
- F. Stargell Avenue: Installs separated bikeway, walkway, and bus lanes (unfunded).
- G. Lincoln Avenue/Pacific Avenue feasibility study for three-lane street with bike lanes (unfunded).

This project will:

- Increase safety and access for all street users.

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.
- 31 percent and 24 percent of telephone survey respondents stated that "poor safety or bicyclists" and "poor pedestrian safety" is an issue.

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Estimated Costs

- \$12 million for Central Avenue (Main Street/Pacific Avenue to Sherman Street/Encinal Avenue) - funded
- \$6 million for Clement Avenue Safety Improvements - funded
- \$9.5 million for Clement Avenue/Tilden – funded
- \$5 million for Clement Avenue West Extension - unfunded
- \$250,000 for Main Street interim bikeway - unfunded
- \$800,000 for Otis Drive – partially funded
- \$3.3 million for Stargell Avenue bikeway and bus queue jump lanes – unfunded
- \$300,000 for Lincoln Avenue/Pacific Avenue three-lane/bike lane feasibility study – unfunded

Status

- These projects have been previously identified in other planning documents and the City's capital budget except for the Main Street interim bikeway and the feasibility study for Lincoln Avenue/Pacific Avenue.
- The project is consistent with the City of Alameda General Plan Transportation Element objectives 4.3.2, "Enhance opportunities for pedestrian access and movement", 4.3.3, "Promote and encourage bicycling as a mode of transportation", and 4.3.6, "Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of all transportation modes."
- The General Plan's Safety Element now references a Vision Zero Policy: "SN-5. Ensure that the City prioritize public safety through the implementation of a Vision Zero policy to reduce annual pedestrian and bicyclist fatalities and serious injuries resulting from collisions with faster moving vehicles and unsafe street design."
- The Public Works has an ongoing effort to create a traffic calming policy with set criteria that will help prioritize projects based on highest need by comparing collisions, police citations, community requests, speeding, volumes, complete street plans and policies, planning documents and adjacent land uses.

Benchmarks

- 2-year: Identify funding opportunities and apply for grants. Complete the outreach, environmental review and design for the funded projects.
- 5-year: Implement funded projects and work toward securing additional funds.

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
Mid-Term Completion	N/A	✓	+	+	✓	✓

31. Bikes in Buses through Webster/Posey Tubes

Bicyclists in West Alameda seeking to reach downtown Oakland or any area north of Alameda without taking a ferry must ride their bicycles along a narrow sidewalk along the busy Posey Tube. The only other option available is to place their bike aboard a bus in Alameda and cross on transit. AC Transit buses come equipped with bike racks that accommodate two or three bikes. These bike racks can reach capacity, especially during peak hour commute. Current AC Transit policy prevents bicyclists from bringing bicycles inside buses. This effort will involve working with AC Transit to allow bikes inside buses through the Webster/Posey tubes on AC Transit Lines 19, 20, 96, and 51A as a pilot project. The City will also work with AC Transit to install bike racks that hold up to three bicycles on all buses to increase overall bicycle capacity.

This project will:

- Help reduce drive alone trips to Oakland
- Increase pedestrian and bicyclist safety through Posey Tube

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
- Community members responding to the web surveys and at meetings state the need to improve bicycling options entering and leaving Alameda.

Estimated Costs

- Up to \$100,000 for coordination and bus retrofit

Status

- This is a new project identified in this planning process. Funding for capital equipment may require grant funding application in consultation with AC Transit.

Benchmarks

- 2-year: Consult with AC Transit to determine methods for adjusting their policies; apply for funding.
- 5-year: Install interior bike racks.

Assessment: Medium 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	+	+	✓	✓



Bus interiors have been modified to accommodate bicycles on Swift Express bus service operated by Community Transit in Washington State. (Photo source: CDM Smith)

32. Citywide Transportation Management Association

This effort will establish a combined Transportation Management Association (TMA) to administer TDM programs throughout the city. This will provide a seamless, easy to find, and easy to use network of programs that relate to each other and are mutually supportive.

This project also will include developing a Standardized Request for New Development to ensure that new, large developments join the TMA with a standardized fee structure to provide certainty to developers. It also will allow developments to include participation in the TMA as a mitigation for environmental review.

This project will:

- Leverage funds by pooling public and private resources to create a more expansive citywide effort.
- Broaden the reach of TDM programs and tools
- Create a consistent and coordinated effort in reducing congestion and drive alone commuting

Community Input

- Survey responses show residents want a coordinated, integrated experience when using Alameda's transportation resources

Estimated Costs

- \$150,000 for administrative costs associated with start up

Status

- This effort is currently underway, with steps already being taken to establish this entity through a TDM implementation grant through the Metropolitan Transportation Commission.
- The project is consistent with the City of Alameda General Plan Transportation Element objectives 4.3.4, "Manage demand placed on the street system through a TDM program", 4.4.2, "Ensure that new development implement approved transportation plans", and 4.4.6, "Work with area employers and other stakeholders to develop one or more TMAs to implement TDM programs".

Benchmarks

- 2-year: Establish citywide TMA charter
- 5-year: Expand to include voluntary members and other existing residents and businesses.

Assessment: Medium 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
Mid-Term Completion	✓	✓	N/A This effort relates to program administration. Drive alone impacts are included within specific TDM projects.		N/A	N/A

33. Faster Line 51A Bus Service

The Express Line 51A Bus Service will provide connections between Fruitvale BART, the City of Alameda, 12th Street BART Station, and downtown Oakland. The express services will involve restructuring the 51A line in Alameda to have less frequent stops (up to 50 percent fewer stops), helping improve travel time, speed, and reliability. This may be implemented by buses alternating or skipping stops or by acting similar to a rapid such as a 72R and only stopping at key destinations. The new service will get people to where they need to be faster than the existing Line 51A. The service will run during peak travel times and is geared towards serving commuters and students. The new service assumes using the existing bus feet and will not require additional capital costs, and may be implemented using a phased approach.

This project will:

- Improve speed and reliability to and from Oakland with reduced travel times
- Increase transportation options for city residents, employees, and students reaching Alameda from local connections served by the existing Line 51A
- Provide additional options for Alameda residents seeking greater connectivity to BART and downtown Oakland
- Improve bus access to College of Alameda



Photo source: CDM Smith

Community Input

- 61 percent of those interviewed in a telephone survey said traffic congestion at estuary crossings at rush hour are a "Major Issue" or "Issue".

Estimated Costs

- Up to \$650,000 in annual operating and maintenance costs

Status

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

Benchmarks

- 2-year: Study alternative approaches to implementing a faster Line 51A; Identify opportunities and apply for grant funding; Coordinate with AC Transit on future bus service operations.
- 5-year: Secure capital and operating funds for service implementation.

Assessment: Medium 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

34. New Technologies and Innovations

As the City of Alameda works to upgrade existing facilities to meet the needs of today, it should keep an eye to the future and prepare itself for changes in transportation on the horizon. This effort will develop a policy and implementation plan for incorporating new technology upgrades, including connected vehicle and automated vehicle technology and improving traffic signals to incorporate the latest best practices such as emergency vehicle preemption systems for key corridors. Application of connected vehicle technology may include signal controller upgrades, red light violation warnings, curve speed warnings, reduced speed warnings, and other safety warning systems that are integrated within City infrastructure. Interoperability with regional, state and national systems is an important consideration. The effort should help set up the City for applying for Highway Safety Improvement Program (HSIP) funding. These efforts are part of Smart Cities initiatives, which are focused on improving technology to better manage city infrastructure. Other Smart Cities initiatives include new technologies that reduce greenhouse gas emissions such as electric vehicle charging stations and lighter colored pavements to reduce impacts of heat waves. 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.

This project will:

- Establish policies for incorporating new connected vehicle and automated vehicle technology
- Prepare the city for adapting to changes in technology
- Improve safety for all street users.
- Reduce greenhouse gas emissions.

Community Input

- Community members at meetings and in surveys stated the importance of improving safety and travel flow.
- 31 percent and 24 percent of telephone survey respondents stated that "poor safety for bicyclists" and "poor pedestrian safety", respectively, are an issue.

Estimated Costs

- Costs are not yet determined

Status

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

Benchmarks

- 2-year: Coordinate with regional, state and federal planning agencies to identify applications and preferred technologies
- 5-year: Apply and implement grant funds.

Assessment: Medium 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
Mid-Term Completion	N/A	✓	Assessment of these categories cannot be completed at this time, but a focus on improving safety and efficiency is at the center of this effort.			



35. BART to Alameda

This effort includes working with BART on potential BART to Alameda as part of second Transbay tube project. Potential stops may include College of Alameda area, Alameda Point or Park Street area.

Near-Term Actions:

- Coordinate with and participate in BART studies for a second Transbay tube.
- Identify and secure potential future right-of-way needs, as is feasible and appropriate.

36. Comprehensive Congestion Management

This effort will reduce congestion through the use of different tactics aimed at reducing drive alone trips and increasing bus service ridership. The primary strategy for this effort will be congestion pricing at estuary crossings and/or a parcel tax paired with more frequent bus service and a citywide EasyPass expansion. Pricing can be used to encourage motorists to use alternative travel modes or to schedule their trips outside of the peak periods of congestion. Bridge and tunnels, such as those crossing the estuary, are common candidates for pricing. Congestion pricing is a potential means of funding other long-term projects that may have ongoing operating costs, such as a new bike/pedestrian bridge or the EasyPass program. The City would need to obtain legislative approval at the state level to levy tolls and it would need to be coordinated with Caltrans and MTC.

Near-Term Actions:

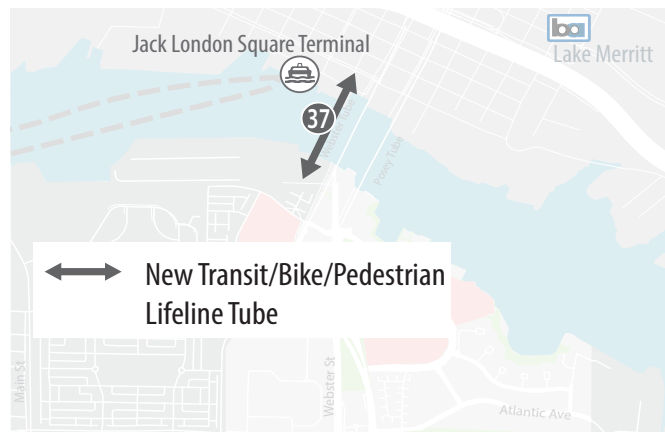
- Initiate discussions with business interests and AC Transit.
- Monitor ridership increase with near-term frequency improvements. Identify funding sources. Work with AC Transit to incorporate into long-term transit plan.
- Work with business interests and AC Transit to explore how Alameda could move toward a bus service that has more of a local identity and is free for Alameda residents and employees.

37. New Transit/Bike/Pedestrian Lifeline Tube

This improvement will enhance the west end Estuary Crossing with a tube that includes dedicated bus lanes, bikeways and walkways. The City will work with the key stakeholders including the Port of Oakland, City of Oakland, United States Coast Guard, Army Corps of Engineers and others to determine the feasibility, concept and preferred alignment. The ultimate need also will depend on whether BART to Alameda becomes a reality. The location of the alignment should be highly coordinated with the City of Oakland and avoid impacts to Chinatown and high pedestrian locations. Also, buses using the new transit tube should be zero-emission vehicles.

Near-term Actions:

- Fund a project study report to determine the specifics and feasibility of an additional crossing for buses, bicyclists and pedestrians.

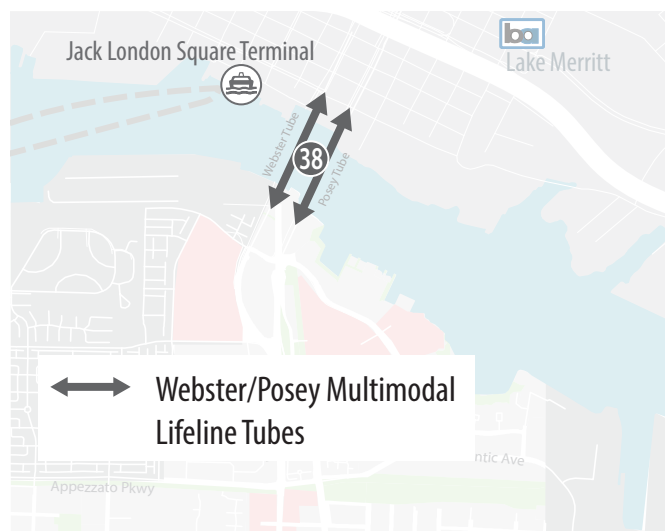


38. Webster/Posey Multimodal Lifeline Tubes

This improvement will enhance the West End Estuary Crossing, through a redesign of the existing Webster/Posey Tubes that adds transit lanes, dedicated bikeways and walkways to improve bicycle, pedestrian, and bus access along the corridor. If replacement of tubes is needed after a major seismic event, this redesign would help fast track the replacement during and after a state of emergency. A multimodal redesign of the existing Webster/Posey tubes will encourage transit use over driving alone for estuary crossings, improve speed and reliability, increase pedestrian and bicyclist safety, and improve pedestrian and bicycle facilities.

Near-Term Actions:

- Work with Caltrans to identify project scope and funding. Identify multimodal concept designs and determine funding sources.



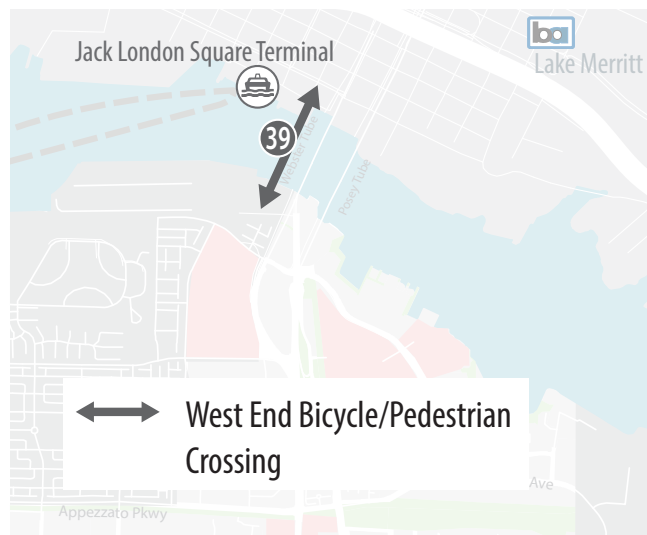


39. West End Bicycle/Pedestrian Crossing

Based on the results of a feasibility study and the progress of BART to Alameda, this project will construct an additional crossing to serve as a primary means to cross the estuary in the west end, and to address the need for ADA compliance. This effort includes working with the Port of Oakland, the City of Oakland, the Coast Guard, US Army Corps of Engineers, and other key stakeholders to determine the feasibility, concept, and preferred alignment. This project will need to meet design requirements or receive design exceptions and approval from the US Coast Guard to move forward.

Near-Term Actions:

- Fund a project study report to determine the specifics and feasibility of an additional crossing. Meet with Coast Guard to identify issues, opportunities, and barriers to implementation.



40. Citywide EasyPass Expansion

This improvement will expand EasyPass for the entire City and provide low-cost bus passes, which would give every resident of Alameda a transit pass. This improvement may be paired with new routes and may be paid for by parcel tax or congestion pricing at estuary crossings.

Near-Term Actions:

- Work with business interests and AC Transit to explore how Alameda could move toward a transit service that has more of a local identity and is free for Alameda residents.

City of Alameda

TRANSPORTATION CHOICES PLAN:

Transit and Transportation Demand Management

City of Alameda

2263 Santa Clara Avenue

Alameda, CA 94501

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