

# ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN



Alameda County Congestion Management Agency | June 25, 2009



DESIGN, COMMUNITY & ENVIRONMENT



ALAMEDA COMMUNITY-BASED  
TRANSPORTATION PLAN

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**DESIGN, COMMUNITY & ENVIRONMENT**

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## TABLE OF CONTENTS

ACKNOWLEDGEMENTS.....	i
1. EXECUTIVE SUMMARY.....	1-1
2. INTRODUCTION.....	2-1
3. EXISTING CONDITIONS.....	3-1
4. TRANSPORTATION GAPS.....	4-1
5. COMMUNITY OUTREACH.....	5-1
6. SOLUTIONS.....	6-1
7. FUNDING AND IMPLEMENTATION.....	7-1

### *Appendices*

Appendix A: Phone Interview Notes

Appendix B: Community Member Questionnaire

Appendix C: Alameda Service Collaborative Questionnaire and Results

Appendix D: Meeting Notes

Appendix E: Compiled Outreach Findings

*List of Figures*

Figure 3-1	City of Alameda CBTP Area .....	3-2
Figure 3-2	Residents Under 18, CBTP Area .....	3-9
Figure 3-3	Residents 65 or Older, CBTP Area.....	3-10
Figure 3-4	Distribution of Residents with Household Income < 200% of Federal Poverty Level, CBTP Area.....	3-14
Figure 3-5	Distribution of Housing Units without a Vehicle, CBTP Area, 2000 Census .....	3-17
Figure 4-1	Transit Service in City of Alameda CBTP Study Area .....	4-2
Figure 4-2	City of Alameda Bicycle Network.....	4-9
Figure 6-1	AC Transit Route 63.....	6-12
Figure 6-2	AC Transit/BART Discount Ticket Vending Locations .....	6-35

*List of Tables*

Table 1 -1	Summary of Recommended Solutions and Strategies.....	1-5
Table 3-1	Subsidized Rental Housing with 50 Units or More, CBTP Area, 2007 .....	3-7
Table 3-2	Race of Residents, CBTP Area, City of Alameda and Alameda County, 2000 Census.....	3-8
Table 3-3	Age Distribution of Residents in CBTP Area, City of Alameda and Alameda County, 2000 Census.....	3-8
Table 3-4	Primary Household Language in CBTP Area, City of Alameda and Alameda County 2000 Census.....	3-12
Table 3-5	Linguistic Isolation in CBTP Area, City of Alameda and Alameda County, 2000 Census .....	3-13
Table 3-6	Income Ranges for Households in CBTP Area, City of Alameda and Alameda County, 2000 Census.....	3-15
Table 3-7	Population in Poverty (200 Percent of Federal Poverty) in CBTP Area, City of Alameda and Alameda County, 2000 Census.....	3-16
Table 3-8	Vehicle Availability in CBTP Area, City of Alameda and Alameda County, 2000 Census .....	3-18
Table 3-9	Mode of Travel to Work in CBTP Area, City of Alameda and Alameda County, 2000 Census.....	3-19
Table 4-1	Summary of AC Transit Routes Serving City of Alameda CBTP Area.....	4-3
Table 4-2	Lifeline Transit Routes Serving Alameda .....	4-11
Table 4-3	Lifeline Routes Frequency of Service .....	4-13
Table 4-4	Non-Lifeline Routes Frequency of Service.....	4-14
Table 4-5	Lifeline Routes Hours of Operation Objectives.....	4-16
Table 4-6	Non-Lifeline Routes Hours of Operation Objectives .....	4-17
Table 4-7	Recommended Trail Alignments.....	4-26
Table 4-8	Alameda TravelChoice Program – Information Requests by Transportation Mode.....	4-28

Table 5-1	Mode of Transportation, Prioritized by Number of Problems Identified .....	5-11
Table 5-2	AC Transit: Summary of Issues and Comments.....	5-13
Table 5-3	AC Transit: Summary of Route Issues .....	5-13
Table 5-4	Paratransit: Summaries of Issues and Comments.....	5-16
Table 6-1	Evaluation Criteria for Transportation Strategies .....	6-4
Table 6-2	Proposed Strategy Ranking.....	6-5
Table 6-3	Evaluation of Bus Stop and Shelter Improvements .....	6-10
Table 6-4A	Evaluation of Alameda Point Shopper Shuttle .....	6-13
Table 6-4B	Evaluation of Route 63 Frequency And Service Improvements .....	6-14
Table 6-5	Evaluation of Route 51 On-Time Performance Improvements .....	6-18
Table 6-6	Evaluation of Real-Time Information at Bus Stops .....	6-20
Table 6-7	Evaluation of Improved Bus Service to Alameda Hospital and City of Alameda Schools.....	6-22
Table 6-8	Evaluation of Increased and Improved Transit Information .....	6-24
Table 6-9	Evaluation of Increased Education Regarding Paratransit Services.....	6-26
Table 6-10	Evaluation of Increased Transit Education for Seniors.....	6-28
Table 6-11A	Evaluation of Low-Income Transit Fare Discount .....	6-32
Table 6-11B	Evaluation of Maximized Accessibility of Existing Discounts.....	6-34
Table 6-12	Evaluation of Oakland-Alameda Ferry Accessibility Improvements .....	6-37
Table 6-13	Evaluation of Bus to BART Frequency Improvements.....	6-38
Table 6-14	Route 50 Hours and Frequency of Service .....	6-39
Table 6-15	Evaluation of Route 50 Frequency Improvements .....	6-40
Table 6-17	Evaluation of Oakland-Alameda Ferry Frequency Improvements .....	6-41
Table 6-16	Oakland-Alameda Ferry Schedule .....	6-42
Table 6-18	Evaluation of Safe Routes to Schools Programs .....	6-43



Table 6-19 Evaluation of Improved Pedestrian Experience in Alameda Point..... 6-46

Table 6-20 Evaluation of Pedestrian Street Lights ..... 6-47

Table 6-21 Evaluation of Strategies to Improve Pedestrian Access to Downtown Oakland..... 6-48

Table 6-22 Evaluation of Increasing Pedestrian Safety in the Tube ..... 6-50

Table 6-23 Evaluation of Improved Pedestrian Crossing Visibility and Safety ..... 6-52

Table 6-24 Evaluation of Creating Bicycle Lanes ..... 6-53

Table 6-25 Evaluation of Increased Bicycle Capacity Onboard Buses..... 6-54

Table 6-26 Evaluation of Increased Bicycling Options for Youth and Low-Income Residents ..... 6-55

Table 6-27 Evaluation of Improved Bicycle Access to Downtown Oakland..... 6-58

Table 6-28 Evaluation of Improved Pavement and Bicycle Striping near the Ferry Terminal..... 6-59

Table 6-29 Evaluation of Increased Bicycling Education..... 6-60

Table 6-30 Evaluation of 511 Rideshare..... 6-61

Table 6-31 Evaluation of an Auto Loan Program ..... 6-63

Table 7-1 Potential Funding Sources by Project Type ..... 7-2

**ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
TABLE OF CONTENTS**

## **ACKNOWLEDGEMENTS**

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**ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
ACKNOWLEDGEMENTS**

## I EXECUTIVE SUMMARY

### A. Introduction

The Alameda Community-Based Transportation Plan (CBTP) is the result of technical analysis and community outreach conducted in 2008-2009 to identify transportation needs and solutions for the CBTP area. The Metropolitan Transportation Commission (MTC) funded and the Alameda Congestion Management Agency (ACCMA) oversaw the Alameda CBTP.

### B. Study-Area Description

The Alameda CBTP area is roughly bound by Main Street, the Oakland Estuary, and Buena Vista Avenue to the north; Versailles Avenue to the east; Lincoln Avenue and the San Francisco Bay to the south; and the United States Naval Air Station runways to the west. The CBTP boundaries are based on areas identified through two MTC reports published in 2001: the *Lifeline Transportation Network Report* and the *Environmental Justice Report*. These reports identified low income areas, including portions of Alameda, where there are gaps in the provision of transportation. The CBTP area boundaries were then updated using United States Census 2000 data, with 2009 land use information provided by the City of Alameda's Development Services Department and Public Works Department staff. Income analysis for these areas is based on US Census 2000 block group data, except in the case of census tract 4275-block group 1, the former Alameda Naval Air Station. For census tract 4275-block group 1, more recent information was utilized to capture recent redevelopment from military to residential uses that is not reflected in Census 2000 data. Income analysis of this census tract-block group is based on Alameda Point Collaborative and City of Alameda resident income data, which was analyzed and approved by the US Department of Housing and Urban Development in 2005.

The CBTP area encompasses Alameda Point as well as portions of central and northeastern Alameda. According to the 2000 Census, the CBTP area reported a total population of 17,061 residents, nearly 24 percent of the City's

population of 72,259. This population resides in 6,497 occupied housing units, at an average household size of 2.63 people.

Alameda Point is currently undergoing redevelopment from its former military uses to residential development, including both affordable and market-rate housing options. A Preliminary Development Concept (PDC) for Alameda Point was conceived in 2006 and includes the generation of 1,800 new housing units, of which 157 are new affordable housing units and 200 are preserved affordable housing units at the Alameda Point Collaborative. Currently, Alameda Point's pedestrian network is not connected to the rest of the island.

Fixed-route bus service is provided in the project area by the Alameda-Contra Costa Transit District (AC Transit). AC Transit operates local, Transbay, "All-Nighter" and Rapid bus services. AC Transit also provides Alameda resident's service to BART. The 63 bus route is generally considered a lifeline route to residents of Alameda Point. AC Transit Route 63 is the only route that runs through Alameda Point.

Area residents who are unable to use fixed-route transit due to a disability can access paratransit services through East Bay Paratransit or through the City of Alameda's paratransit taxi program. The City also provides a medical return trip improvement program (MRTIP) available to residents that qualify for East Bay Paratransit.

A more detailed description of existing conditions and transportation gaps can be found in Chapters 3 and 4 of this document.

### *C. Overview of Approach*

The CBTP planning process was a collaborative, grassroots process that involved the Alameda community, specifically the youth, senior, disabled, and low-income population of the CBTP area; local service providers; housing

agencies; and Technical Advisory Committee (TAC) composed of AC Transit, MTC, ACCMA, and City of Alameda representatives.

The planning process was divided into three phases, briefly described below:

**1. Existing Conditions and Transportation Gaps Identification**

Phase 1 of the CBTP consisted of an analysis and summary of existing conditions and transportation gaps, including those identified in other planning documents.

**2. Needs Identification**

Transportation needs were identified by outreach participants in interview format, a questionnaire, small group meetings, and resident gatherings which were held throughout the community.

**3. Solutions and Implementation Strategy Development**

Based on responses from outreach and discussions with implementing agencies, a series of solutions and implementation strategies were developed and prioritized to best meet the transportation needs of the community.

***D. Community Concerns***

Outreach for the CBTP process focused on low-income, seniors over 65 years, youth under 18 years and disabled residents of the CBTP area. Outreach efforts consisted of a variety of forums, including interviews with 14 constituent representatives and service providers, presentations at 12 community meetings or events, and questionnaires distributed at 10 locations. The outreach process and a detailed description of community-identified transportation needs and issues are provided in Chapter 5, Community Outreach.

*E. Recommended Solutions and Implementation Strategies*

A series of solutions and implementation strategies were developed to address transportation needs and gaps identified through outreach activities throughout the Alameda CBTP area. Where applicable, these strategies build upon existing efforts and transportation studies to improve transportation in the Alameda CBTP area. The strategies reflect consultation with likely implementing agencies to gauge feasibility and produce realistic cost estimates. Each strategy was ranked based on community support, transportation benefits, cost and funding availability, and implementation timeframe.

Table 1-1 summarizes all of the recommended strategies, the ranking, estimated cost and lead implementing agency. The 13 top-ranking strategies are listed below, organized by mode:

**Transit**

- ◆ Implement Bus Stop and Shelter Improvements
- ◆ Improve Transit Access from Alameda Point to Downtown Oakland
- ◆ Implement Route 51 On-Time Performance Improvements
- ◆ Install “Real Time” Information, Such as NextBus, at Alameda Bus Stops
- ◆ Improve Bus Service to Alameda Hospital and City of Alameda Schools
- ◆ Increase and Improve Information Regarding Transit Services
- ◆ Increase Education Regarding Paratransit Services
- ◆ Increase Transit Education for Seniors

**Pedestrian**

- ◆ Expand the Safe Routes to Schools Program
- ◆ Improve the Pedestrian Experience in Alameda Point
- ◆ Install Pedestrian Street Lights

**Bicycle**

- ◆ Create More Bicycle Lanes throughout Alameda
- ◆ Increase the Bicycle Capacity Onboard Buses



TABLE I - I **SUMMARY OF RECOMMENDED SOLUTIONS AND STRATEGIES**

Strategy	Ranking	Cost	Lead Agency
Implement Bus Stop and Shelter Improvements	High	\$220 per trash can (plus \$36 weekly per trash can for servicing); approximately \$3,000 per bus stop for lighting; \$18,000 per shelter (plus \$1,500 annually per shelter for maintenance)	City of Alameda
Improve Transit Access from Alameda Point to Downtown Oakland:			
- Create an Alameda Point Shopper Shuttle on Weekends	High	\$33,000 annually	City of Alameda and private sector
- Increase Route 63 Service and Frequency	Medium-High	\$293,000 annually for service improvements; \$2.7 million annually for frequency improvements	AC Transit
Implement Route 51 On-Time Performance Improvements	Medium-High	\$200,000 per mile for Route 51 Service and Reliability Study implementation; \$1.2 million for Webster Street SMART Corridor Management Project implementation	AC Transit
Install "Real Time" Information, such as NextBus, at Alameda Bus Stops	Medium-High	\$3,500 for each sign, plus \$5,000 annually for maintenance	City of Alameda
Improve Bus Service to Alameda Hospital and City of Alameda Schools	Medium-High	\$226,000 annually	Multiple agencies, including AC Transit
Increase and Improve Information Regarding Transit Services	Medium-High	\$8,000 to \$10,000 for initial production, plus \$1,700 to \$3,000 for each printing	AC Transit and City of Alameda
Increase Education Regarding Paratransit Services	Medium-High	Up to \$500 for each printing	Various agencies including the City of Alameda, ACTIA, and Mastick Senior Center
Increase Transit Education for Seniors	Medium-High	Up to \$500 for each printing of existing transit brochures	Various agencies including the City of Alameda, ACTIA, and Mastick Senior Center
Expand the Safe Routes to Schools Program	Medium-High	\$50,000 to \$500,000 annually	ACTIA
Improve the Pedestrian Experience in Alameda Point	Medium-High	\$500 to \$1,250 for street trees; \$250 to \$1,000 per tree for a program modeled after Urban Releaf; \$200 to \$400 per linear foot of landscaped medians, including irrigation; \$1,800 per tree in a planter box; \$20 per square foot of sidewalk repairs	City of Alameda and non-profit organization

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
EXECUTIVE SUMMARY**

**TABLE I - I SUMMARY OF RECOMMENDED SOLUTIONS AND STRATEGIES (CONTINUED)**

<b>Strategy</b>	<b>Ranking</b>	<b>Cost</b>	<b>Lead Agency</b>
Install Pedestrian Street Lights	Medium-High	\$8,000 to \$15,000 per lamp including trenching and electrical, plus \$100 per lamp every four years for bulb changing	City of Alameda
Create More Bicycle Lanes throughout Alameda	Medium-High	\$10,000 per linear mile	City of Alameda
Increase the Bicycle Capacity Onboard Buses	Medium-High	\$900 to \$1,350 each for racks that mount to front of bus; \$500 to \$700 each for onboard racks	AC Transit
Increase Bicycling Options for Youth and Low-Income Residents	Medium-High	Cycles of Changes has an annual budget of \$146,000 and financial support should contribute to this amount or augment it.	Various agencies, including Cycles of Change, ACCMA, Safe Routes to School, and ACTIA
Increase Knowledge of 511 Rideshare	Medium-High	Cost would be minimal due to this strategy's utilization of existing services and staff members.	Various agencies, including the Metropolitan Transportation Commission and Bay Area Air Quality Management District
Institute an Auto Loan Program for Low-Income Residents	Medium-High	Approximately \$480,000.	Metropolitan Transportation Commission
Implement a Low-Income Transit Fare Subsidy:			
- Create a Low-Income Fare Discount	Medium	Costs would vary based on the level and type of fare subsidy instituted and the eligibility criteria established, but would have the potential to be relatively high.	Multiple agencies, including the City of Alameda, AC Transit, and BART
- Maximize Accessibility of Existing Discounts	Medium	Costs would vary depending on which specific strategy would be implemented, but are potentially relatively high.	Multiple agencies, including the City of Alameda, AC Transit, and BART
Improve Accessibility to the Oakland-Alameda Ferry	Medium	This strategy's focus is on increasing awareness of existing services. Costs would have the potential to be relatively low.	Oakland-Alameda Ferry, AC Transit, and City of Alameda
Increase Bus-to-BART Frequency	Medium	\$66,000 annually for an Alameda to BART Feeder Shuttle	Various public and private agencies, community-based organizations, health providers, or community action agencies
Improve Pedestrian Access between West Alameda and Oakland	Medium	\$5 million for a pedestrian barge (plus \$2.5 million annually for operation); \$40 million for a one-way path for pedestrians and bicyclists in the Webster/Posey Tube	Cities of Alameda and Oakland, pedestrian barge provider, and Caltrans

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
EXECUTIVE SUMMARY**

**TABLE 1 - I | SUMMARY OF RECOMMENDED SOLUTIONS AND STRATEGIES (CONTINUED)**

<b>Strategy</b>	<b>Ranking</b>	<b>Cost</b>	<b>Lead Agency</b>
Increase Pedestrian and Bicyclist Safety in the Tube	Medium	\$7 million, plus an annual cleaning cost of \$50,000	Cities of Alameda and Oakland and Caltrans
Increase Pedestrian Crossing Visibility and Safety	Medium	\$3 per linear foot for striping new crosswalks; \$80,000 to \$100,000 per lighted crosswalk; \$8,000 to \$15,000 per refuge island	City of Alameda
Improve Bicycling Access between Alameda and Oakland	Medium	\$5 million for a pedestrian/bicycle barge (plus \$2.5 million annually for operation); \$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs); \$7 million for Webster/Posey Tube improvements (plus an annual cleaning cost of \$50,000)	Cities of Alameda and Oakland, pedestrian/bicycle barge provider, and Caltrans
Improve Pavement and Bicycle Striping near the Ferry Terminal	Medium	\$4 per square foot to repave roadways; \$2.30 per linear foot to stripe bicycle lanes	City of Alameda
Increase Education Regarding Bicycling Routes and Safety	Medium	\$500 per wayfinding signage; \$10,000 for marketing material production (plus \$5,000 per printing); contributions toward the Cycles of Change annual budget of \$146,000	City of Alameda and Cycles of Change
Implement Route 50 Frequency Improvements	Low-Medium	\$453,000 annually	AC Transit
Increase Frequency of the Oakland-Alameda Ferry	Low	\$700,000 per water shuttle (plus annual maintenance and operating costs of \$2.5 million); \$8 million per ferry for capital costs	Oakland-Alameda Ferry and water taxi provider

*F. Next Steps*

This CBTP discusses potential funding sources for the recommended project solutions. Chapter 7 contains a list of projects and potential funding sources resulting from discussion with public funding and implementing agencies, including the City of Alameda, AC Transit, the Alameda Police Department, the Metropolitan Transportation Commission, and the Alameda County Transportation Improvement Authority (ACTIA).

## 2 INTRODUCTION

### *A. Community-Based Transportation Planning*

In 2002, the Metropolitan Transportation Commission (MTC) launched the Community-Based Transportation Planning (CBTP) Program, which evolved out of two reports completed for the 2001 Regional Transportation Plan – the Lifeline Transportation Network Report and the Environmental Justice Report. Both recommended community-based planning as a method for setting local priorities that address transportation gaps in low-income communities throughout the Bay Area. Alameda was identified as an area in need of community-based transportation planning. The Alameda CBTP provides an overview of existing conditions, identifies community transportation needs, and prioritizes a list of solutions to improve the mobility of low-income residents.

MTC funded and the Alameda County Congestion Management Agency (ACCMA) coordinated the CBTP. The final plan is the culmination of a local collaborative planning process that identified transportation gaps and their potential solutions for the Alameda CBTP area.

### *B. Structure of the Report*

The CBTP process was comprised of two sequential steps leading to creation of a prioritized list of community-recommended transportation improvement projects. Each of these sequential steps resulted in a stand-alone interim report. These interim reports included:

- ◆ Existing Conditions and Transportation Gaps Reports
- ◆ Community Outreach Findings Memorandum

The document contains the following five chapters:

- ◆ **Chapter 3 – Existing Conditions** maps and describes the Alameda CBTP area and the characteristics of its residents.
- ◆ **Chapter 4 – Transportation Gaps** evaluates the transportation conditions in the CBTP area.

- ◆ **Chapter 5 – Community Outreach** outlines the community outreach process and summarizes findings.
- ◆ **Chapter 6 – Solutions** offers transportation solutions, including rankings and cost estimates.
- ◆ **Chapter 7 – Funding and Implementation** presents a range of funding sources and matches them with the proposed transportation solutions.

### 3 EXISTING CONDITIONS

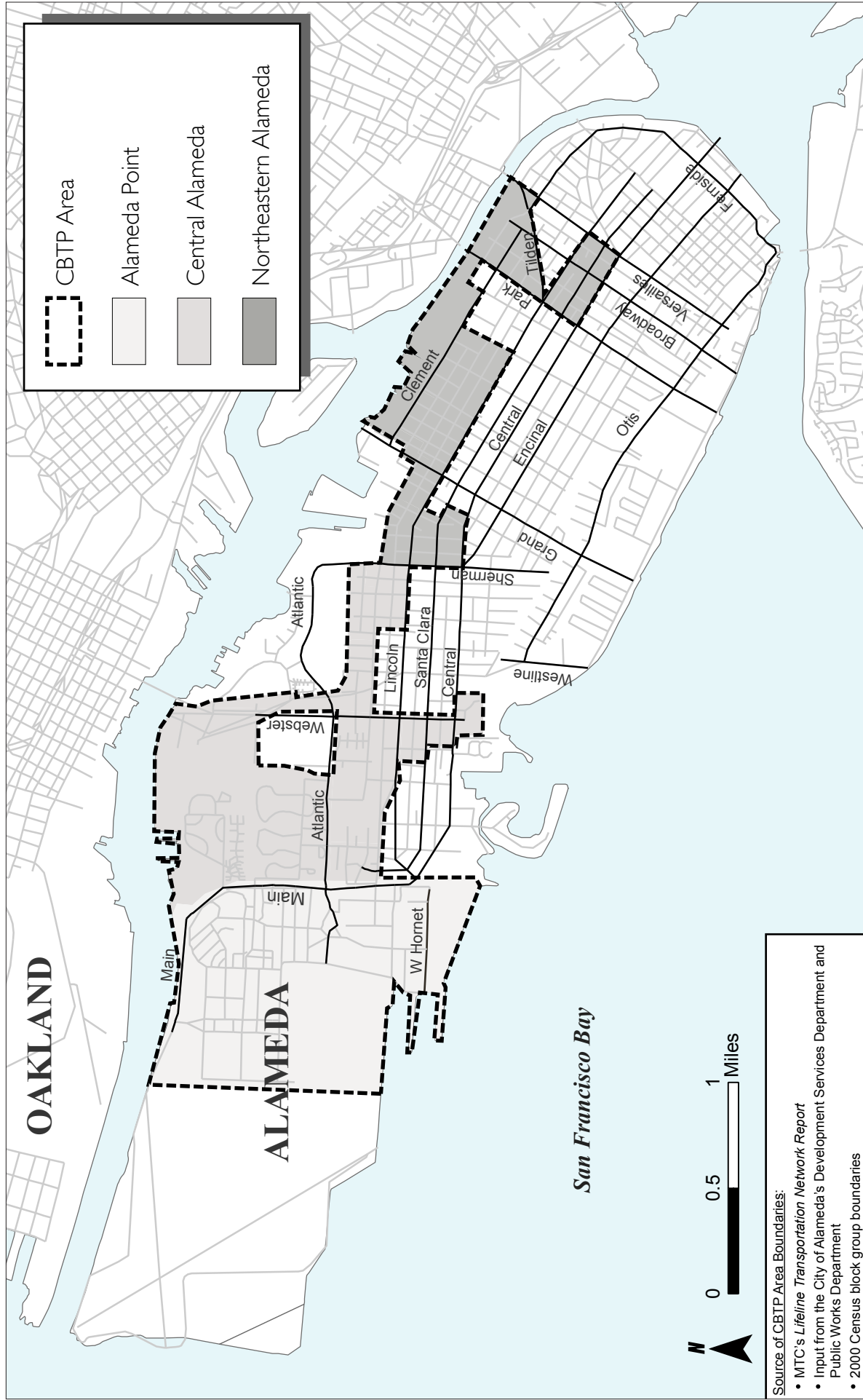
This chapter describes the City of Alameda Community-Based Transportation Plan (CBTP) area and summarizes existing demographic and travel characteristics in the CBTP area.

#### A. Introduction

In 2002, the Metropolitan Transportation Commission (MTC) identified the City of Alameda as one of twenty-five locations in the Bay Area that qualified as a project area under its Community-Based Transportation Planning Program (CBTPP). The designation is based on findings from two MTC reports published in 2001: the *Lifeline Transportation Network Report* and the *Environmental Justice Report*. These reports identified gaps in the provision of transportation services in low-income Bay Area neighborhoods and recommended community-based transportation planning as a way for these neighborhoods to set priorities, evaluate options and correct disparities concerning their residents' travel needs. This document discusses existing conditions relevant to the mobility of low-income residents in the CBTP area. Service gaps in the CBTP area are discussed in detail in the following chapter, Transportation Gaps.

#### B. CBTP Area Boundaries

As shown in Figure 3-1, the CBTP area is roughly bound by Main Street, the Oakland Estuary and Buena Vista Avenue to the north; Versailles Avenue to the east; Lincoln Avenue and the San Francisco Bay to the south, and the United States Naval Air Station runways to the west. The designation of the CBTP area aligns with MTC's program goals because it is comprised of low-income neighborhoods that are under-served by transportation services and that would benefit from improvements in various modes of transport. The CBTP area boundaries were determined using United States Census 2000 census tract data, updated with information from the City of Alameda's Development Services Department and the Public Works Department staff. In



Source of CBTP Area Boundaries:

- MTC's *Lifeline Transportation Network Report*
- Input from the City of Alameda's Development Services Department and Public Works Department
- 2000 Census block group boundaries

GIS Data Source: Census 2000, ESRI and HUD approved income data, 2005  
 Location: City of Alameda, Alameda Co, CA

FIGURE 3-1  
 CITY OF ALAMEDA, CBTP AREA



come analysis for these areas is based on United States Census 2000 block group data, except in the case of census tract 4275-block group 1, the former Alameda Naval Air Station. Income analysis of this census tract-block group is based on Alameda Point Collaborative and City of Alameda resident income data that was analyzed and approved by the United States Department of Housing and Urban Development in 2005.

This document describes the CBTP area's land use characteristics and provides a demographic profile of the area utilizing data from the 2000 Census, collected in 1999. It is important to note that while the 2000 Census provides the most comprehensive data on a micro-level, the data is nearly ten years old and will not be updated until the decennial census in 2010. The 2000 Census data is used because subsequent updates do not provide data on the block group level. Since the fragmented CBTP area is not easily defined at the census tract level, block group data was used to allow for analysis at a finer level of detail. The topics covered by this document include land use, race and ethnicity, age distribution, language and linguistic isolation, income and poverty status, vehicle availability, journey to work and disability status.

### *C. CBTP Area Overview*

The CBTP area is home to almost one-quarter of the city's residents. According to the 2000 Census, the CBTP area reported a total population of 17,061 residents, which is nearly 24 percent of the city's population of 72,259. This population resides in 6,497 occupied housing units, at an average household size of 2.63 people. The CBTP area encompasses Alameda Point as well as portions of central and northeastern Alameda. Each of these three subareas is described below and mapped in Figure 3-1.

#### **1. Alameda Point**

Alameda Point is located on the west side of the city, and is bound by the Oakland Estuary to the north and the San Francisco Bay to the south. From east to west it is bound by Main Street and the runway area to the west of Monarch Street. The Alameda Point area is designated for manufacturing as

an Intermediate and General Industrial District. A significant portion of housing in the area is publicly subsidized for low-income residents. For instance, the Alameda Point Collaborative (APC) operates 200 housing units on 34 acres in Alameda Point, a former United States Naval Air Station. Five hundred formerly homeless people live in APC housing, which was built after the 2000 Census. Its properties include Alameda Point Housing, Bessie Coleman Court, Dignity Commons, Spirit of Hope I and II Housing, Miramar/Mariposa Housing and Unity Village. Of APC's 500 residents, 280 are youth.

Housing units in the Alameda Point area are located farther away from the island's commercial districts than in the other areas. Longer block lengths, a less consistent street grid and greater distances between housing and services make pedestrian accessibility poorer in the Alameda Point area than in other parts of Alameda. Bicycling facilities in this area are also less developed than in other parts of the island. It should be noted that since the naval base closing, the street system in Alameda Point has changed, making Alameda Point an area of transition. These recent changes are not reflected in maps of the CBTP area.



A bus stop for AC Transit Route 63 in Alameda Point.

Transit in the Alameda Point area includes the ferry and one AC Transit bus line. The Alameda Ferry Terminal is located at the northern edge of the Alameda Point area and provides a useful transportation link, with service to San Francisco. Of the CBTP subareas, the Alameda Point area is the least well-served by AC Transit, while the residents of Alameda Point are a population that would ordinarily be most dependent on transit. AC Transit Route 63 serves Alameda Point, but given the dispersed nature of the APC housing the units are not directly served by this route. This is especially true on the weekend, when service does not extend all the way through Alameda Point and onto downtown Oakland via the Webster and Posey Tubes. Rather, service on the weekends is truncated at the Alameda Ferry Terminal.

## 2. Central Alameda

The central Alameda portion of the CBTP area has more diverse land uses. It stretches from Main Street in the west to Sherman Street at the east. Its northern boundaries include the San Francisco Bay and Stewart Court, while its southern boundaries include the San Francisco Bay, Lincoln, Central and Buena Vista Avenues. While the major portion of the area is dedicated to housing, there is a commercial district along Webster Street and the area contains several neighborhood-serving retail services. The northern sections of central Alameda are zoned for mixed-use planned development. In 2008, construction of Shinsei Gardens, a new housing development in the central Alameda area, was started. The development will contain 39 units for formerly homeless veterans and special needs families with physical disabilities.

The central Alameda portion of the CBTP area is well-served by AC Transit, which provides extensive bus service along Webster Street and Santa Clara Avenue. Pedestrian facilities in the central Alameda area are good due to the street grid and sidewalks existing through much of the area, although some parts of the area have been identified as needing additional facilities. The area is characterized by more recently-built housing developments near the College of Alameda that have good connectivity within their neighborhoods but are less well-connected to surrounding streets and neighborhoods.

## 3. Northeastern Alameda

The northeastern part of the CBTP area is bound by Sherman and Park Streets, Central, Clement, Lincoln and Versailles Avenues, and Tilden Way. While this portion of the CBTP area is adjacent to a portion of Park Street, Alameda's Downtown District, most of the area is dedicated to residential housing.

AC Transit provides extensive bus service in the area along Park Street, Encinal and Santa Clara Avenues within and near the northeastern Alameda area, making this area very well-served by transit in comparison to other Alameda neighborhoods. The area is characterized by a consistent and uninterrupted street grid that makes pedestrian and bicycle transport easier than in other



Neighborhood-serving retail on Lincoln Avenue.



The Park Street commercial district.

parts of the island. There are several bicycle facilities existing in the area, as well as vehicular access to the Fruitvale area of Oakland.

#### *D. Land Use Characteristics*



Single family homes in Alameda.

Almost twice as many housing units in Alameda County were owner-occupied as in the CBTP area, according to the 2000 Census. The City of Alameda also reported a higher rate of home-ownership compared to the CBTP area. Forty-eight percent of the city's occupied housing units were owner-occupied compared to 28 percent for the CBTP area.

Thirty-eight percent of housing units in the CBTP area were single-family homes, in contrast to 53 percent in the City of Alameda and 61 percent in Alameda County. There is more high-density housing in the CBTP area than in the rest of the city. According to the 2000 Census, 27 percent of units in the CBTP area were in buildings with 20 or more units, compared to 18 percent in the City of Alameda and 15 percent in Alameda County.

There are several locations in the CBTP area with housing dedicated to very low and low income residents. Table 3-1 below shows some of the larger subsidized rental housing facilities. Other subsidized rental housing facilities in the city include the Anne B. Diamant Senior Plaza, located at 920 Park Street, which contains 65 housing units for very low income seniors. This housing facility is not located within the CBTP area and is therefore not shown in Table 3-1 below.

#### *E. Race and Ethnicity*

The CBTP area is more racially diverse than the City of Alameda. According to the 2000 Census, 44 percent of CBTP area residents were White, 26 percent were Asian and 13 percent were Black (Table 3-2). The remaining 18 percent identified themselves as Native American, Native Hawaiian and

TABLE 3-1 **SUBSIDIZED RENTAL HOUSING WITH 50 UNITS OR MORE, CBTP AREA, 2007**

Project	Address	Location	Total Units
Bessie Coleman Court	Barbers Point Road	Alameda Point	53
Breakers at Bayport Apartments*	Fifth Street	Central Alameda	52
Esperanza	Brush Street	Alameda Point	120
Independence Plaza	Atlantic Avenue	Central Alameda	186
Parrot Village	Wood-Chapin-St. Charles Streets	Central Alameda	50

\* Sixteen percent, or 64, of the building's 400 units are for "very-low" and low income residents. Source: County of Alameda, Inventory of Subsidized Rental Housing, 2007.

Other Pacific Islander, members of some other race, or of two or more races. Compared with the city, the CBTP area has a larger proportion of Black residents and smaller proportions of White residents (Table 3-2). There is a higher percentage of Asian residents living in both the CBTP area and the City of Alameda compared to Alameda County (Table 3-2).

### 1. Age Distribution

According to the 2000 Census, 4,395 residents (26 percent of the CBTP area's total population) were under 18 years of age, compared to 22 percent in the city as a whole. The senior population (65 years of age and older) constituted 10 percent of the population, compared to 13 percent in the city as a whole. The age distribution in the CBTP area is similar to the age distribution in Alameda County. The age distribution in the CBTP area is shown below in Table 3-3, and Figures 3-2 and 3-3 illustrate where seniors and youth live within the CBTP area.

ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 EXISTING CONDITIONS

TABLE 3-2 **RACE OF RESIDENTS, CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY, 2000 CENSUS**

Race	CBTP Area		City of Alameda	Alameda County
	Total	% of Total	% of Total	% of Total
White	7,433	44%	57%	49%
Black or African American	2,236	13%	6%	15%
American Indian and Alaska Native	156	1%	1%	1%
Asian	4,426	26%	26%	20%
Native Hawaiian and Other Pacific Islander	366	2%	1%	1%
Some other race	939	6%	3%	9%
Two or more races	1,505	9%	6%	6%
<b>Total</b>	<b>17,061</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: Percentages do not add up to exactly 100% due to rounding.

Source: United States Census 2000, SF 3 (sample data).

TABLE 3-3 **AGE DISTRIBUTION OF RESIDENTS IN CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY, 2000 CENSUS**

Age Range	CBTP Area % of Population	City of Alameda % of Population	Alameda County % of Population
Under 5 years	7%	6%	7%
5 to 17 years	19%	16%	18%
18 to 34 years	28%	22%	26%
35 to 64 years	36%	43%	39%
65 to 84 years	8%	11%	9%
85 or older	2%	2%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: Percentages do not add up to exactly 100% due to rounding.

Source: United States Census 2000, STF 1 (100% data).

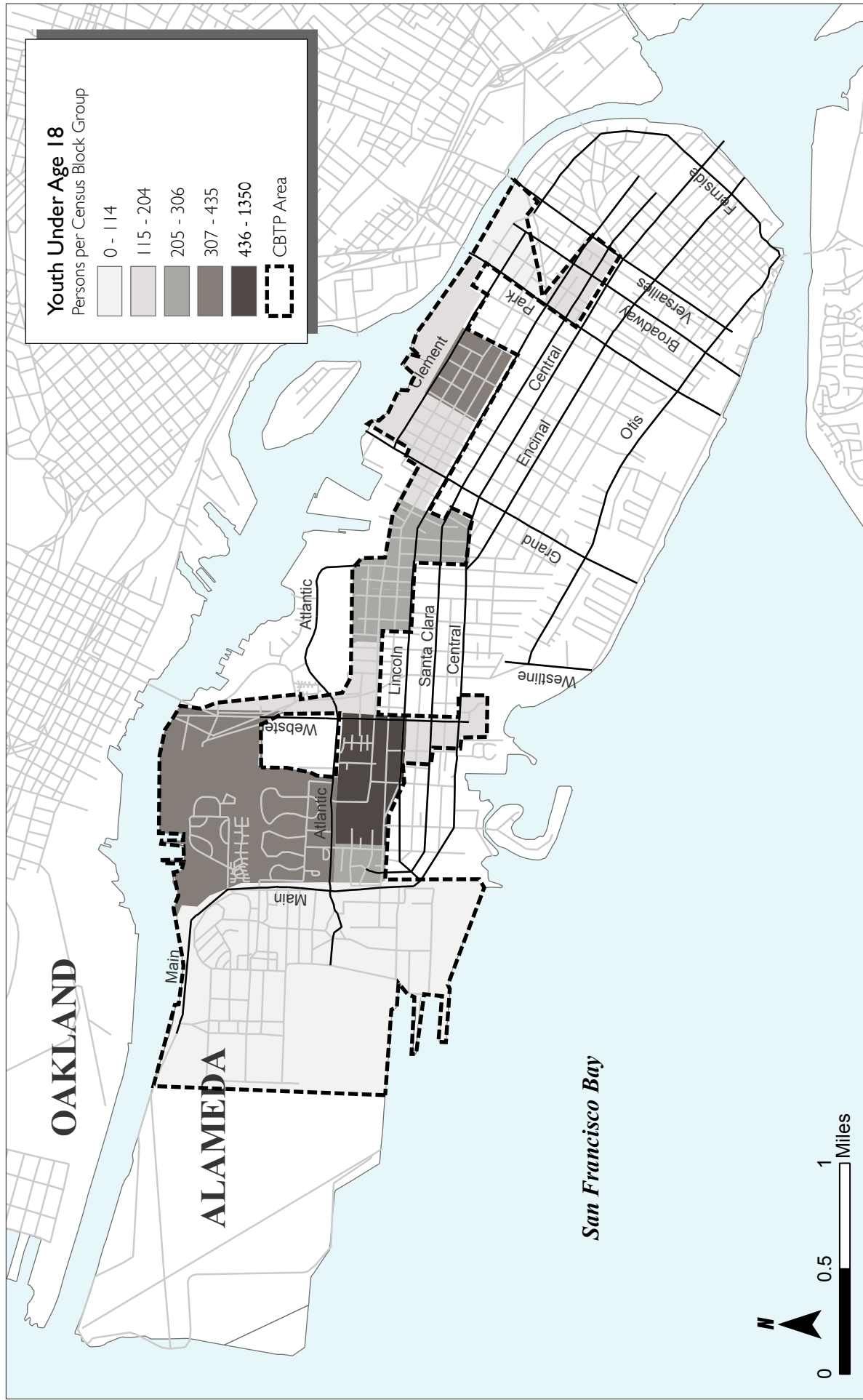
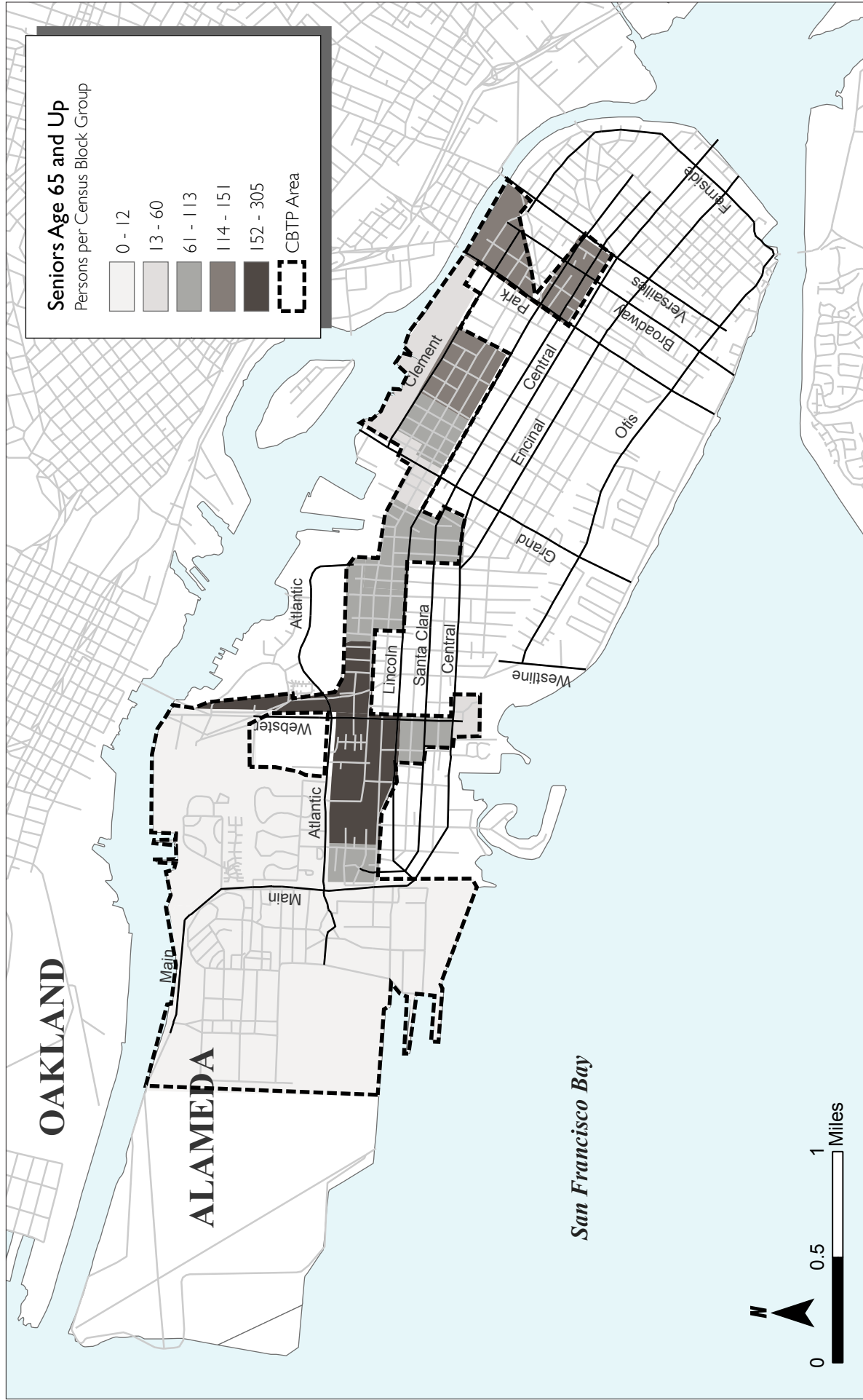


FIGURE 3-2  
 RESIDENTS UNDER 18, CBTP AREA



GIS Data Source: Census 2000, ESRI  
 Location: City of Alameda, Alameda Co, CA

FIGURE 3-3  
 RESIDENTS 65 OR OLDER, CBTP AREA



#### *F. Language and Linguistic Isolation*

Table 3-4 below shows the primary language spoken at home in the CBTP area, the City of Alameda and Alameda County. English is the primary language spoken at home in the CBTP area, although a smaller percentage of households in the CBTP area speak English compared to the citywide and countywide percentages. According to the 2000 Census, 59 percent of households in the CBTP area speak English as their primary language at home. Of those households that do not speak English as their primary household language, there is a larger percentage of households that speak Asian or Pacific Islander languages than Spanish. Twenty-two percent speak an Asian or Pacific Islander language and 12 percent speak Spanish as their primary household language.

Of the 2,653 CBTP area households speaking a language other than English as their primary language, 582 (22 percent) were found to be “linguistically isolated” (see Table 3-5). This term means that all household members age 14 and older speak a language other than English, and that no member 14 or older speaks English “very well.” The majority (71 percent) of these households speak Asian or Pacific Islander languages, compared to 72 percent in the City of Alameda and 51 percent in Alameda County.

#### *G. Income and Poverty Status*

There are a variety of ways to determine a community’s economic well-being. In a region such as the Bay Area where the cost of living is higher than the national average, the number of economically disadvantaged residents is considered to be underrepresented by national standards. To account for the Bay Area’s high cost of living the Metropolitan Transportation Commission (MTC) doubles the poverty level to 200 percent of federal poverty level thresholds in 2004. In the analysis below, the CBTP area’s economic well-being compared to surrounding areas is evaluated using the MTC’s definition of poverty.

TABLE 3-4 **PRIMARY HOUSEHOLD LANGUAGE IN CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY 2000 CENSUS**

Primary Language of Household	CBTP Area		City of Alameda	Alameda County
	Total	% of Total	% of Total	% of Total
English	3,840	59%	66%	64%
Spanish	774	12%	8%	13%
Other Indo-European	355	5%	6%	8%
Asian and Pacific Island	1427	22%	19%	15%
Other Languages	97	1%	1%	1%
<b>Total Households</b>	<b>6,493</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: Percentages do not add up to exactly 100% due to rounding.  
 Source: United States Census 2000, Summary File 3 (sample data).

### 1. Median Household Income

Household income in the CBTP area is shown in Table 3-6, below. According to the 2000 Census, median household incomes for the 15 census block groups in the CBTP area ranged from \$21,250 to \$72,321. Figure 3-4 shows one census block group in central Alameda (located along Webster Street, Buena Vista Avenue, 9<sup>th</sup> Street and Atlantic Avenue) as having the largest number of people living below poverty level in the CBTP area. This same census block group also has the lowest median income, \$21,250. As shown in Figure 3-4, the area with the highest median income according to the 2000 Census is located on the far west side of Alameda, which is an anomaly for the following reasons. While census data shows the area as having the highest median income, site observation indicates that this part of the city, once the Alameda Naval Air Station, is home to significant numbers of low-income and formerly homeless individuals and their families, who started moving in

TABLE 3-5 **LINGUISTIC ISOLATION IN CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY, 2000 CENSUS**

Language Spoken	CBTP Area		City of Alameda	Alameda County
	Number of Households Linguistically Isolated	Percent of Households Linguistically Isolated	% of Households Linguistically Isolated	% of Households Linguistically Isolated
Spanish	95	16%	14%	34%
Other Indo-European	74	13%	13%	13%
Asian and Pacific Island	413	71%	72%	51%
Other Languages	0	0%	1%	2%
<b>Total Households</b>	<b>582</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

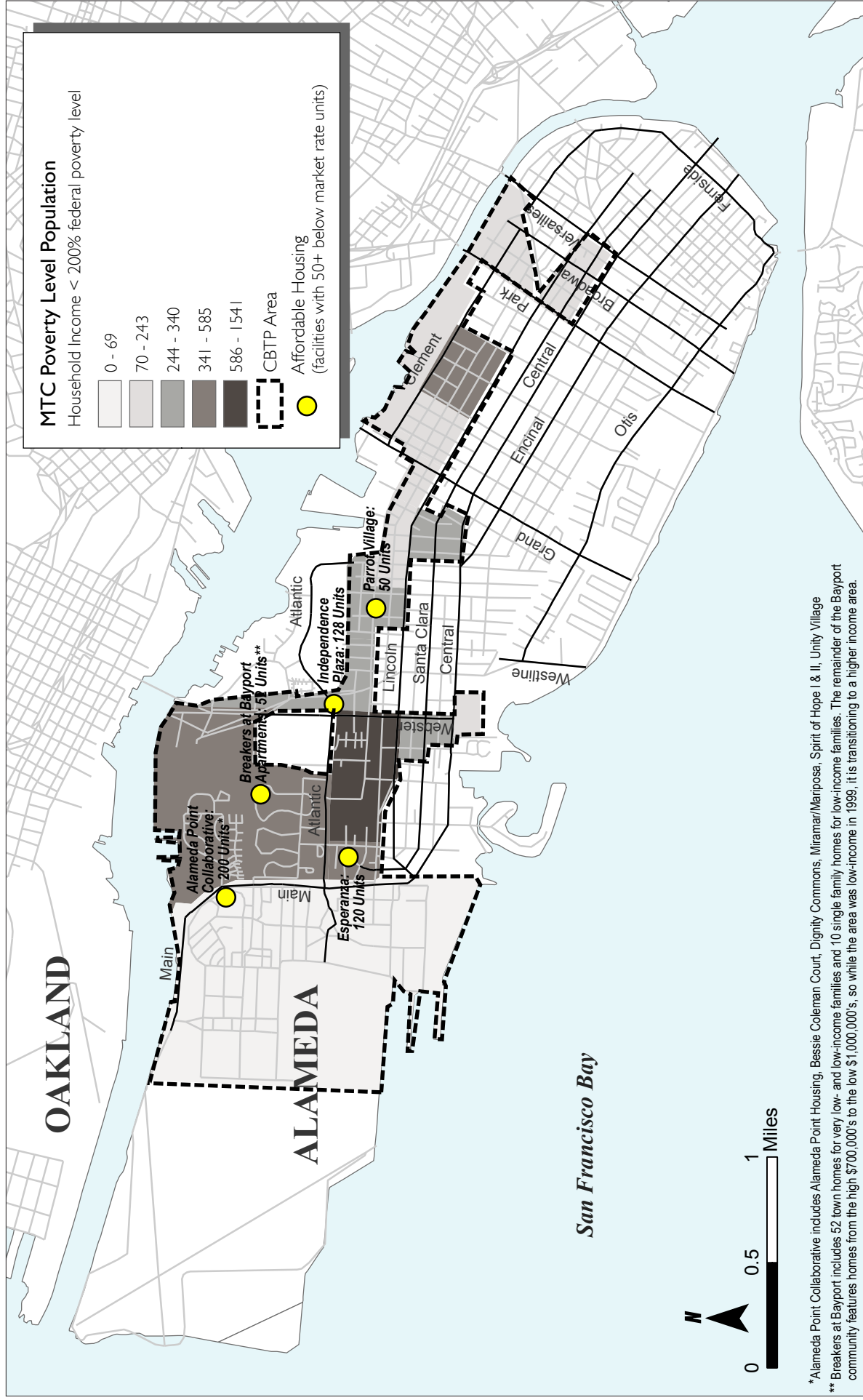
Source: United States Census 2000, Summary File 3 (sample data).

when the naval station closed in 1997, and in increased numbers after the 2000 Census was conducted.

According to the 2000 Census, the aggregate median household income for the CBTP area is \$42,371. By contrast, the median household income is \$56,285 for the City of Alameda and \$55,946 for Alameda County.

## 2. Poverty Status

The United States Census Bureau uses a set of income thresholds that vary by family size and composition to determine the population living in poverty. If a family's total income is less than the poverty threshold based on the composition of the family, then that family and every individual in it is considered to be living in poverty. According to MTC's poverty thresholds, 33 percent



\*Alameda Point Collaborative includes Alameda Point Housing, Bessie Coleman Court, Dignity Commons, Miramar/Mariposa, Spirit of Hope I & II, Unity Village  
 \*\* Breakers at Bayport includes 52 town homes for very low- and low-income families and 10 single family homes for low-income families. The remainder of the Bayport community features homes from the high \$700,000's to the low \$1,000,000's, so while the area was low-income in 1999, it is transitioning to a higher income area.

GIS Data Source: Census 2000, ESRI  
 Location: City of Alameda, Alameda Co, CA

ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 TRANSPORTATION PLAN  
 EXISTING CONDITIONS

RESIDENTS WITH HOUSEHOLD INCOME < 200% FEDERAL POVERTY LEVEL, CBTP AREA

FIGURE 3 - 4

ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 EXISTING CONDITIONS

TABLE 3-6 **INCOME RANGES FOR HOUSEHOLDS IN CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY, 2000 CENSUS**

Income Range	CBTP Area		City of Alameda % of Total	Alameda County % of Total
	Number	% of Total		
Less than \$10,000	589	9%	6%	8%
\$10,000-\$14,999	363	6%	4%	4%
\$15,000-\$24,999	969	15%	9%	9%
\$25,000-\$34,999	984	15%	11%	9%
\$35,000-\$49,999	905	14%	14%	14%
\$50,000-\$74,999	1,365	21%	20%	20%
\$75,000-\$99,999	651	10%	14%	14%
\$100,000-\$149,999	507	8%	14%	13%
\$150,000-\$199,999	92	1%	5%	5%
\$200,000 or more	68	1%	4%	4%
<b>Total Households</b>	<b>6,493</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: Percentages do not add up to exactly 100% due to rounding.

Source: United States Census 2000, Summary File 3 (sample data).

of residents in the CBTP area were living in poverty (see Table 3-7). This figure is significant when compared to 20 percent in the City of Alameda and 24 percent in Alameda County. The average poverty thresholds at the 200 percent level ranged from \$22,075 for a family of two to \$64,416 for the largest families (nine people or more), according to the 2000 Census.

TABLE 3-7 **POPULATION IN POVERTY (200 PERCENT OF FEDERAL POVERTY) IN CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY, 2000 CENSUS**

	CBTP Area	City of Alameda	Alameda County
Total Population for which Poverty Status is Determined	16,702	71,443	1,419,998
Population at Less than Twice Federal Poverty	5,554	14,155	342,624
Percent of Population in Poverty by this Measure	33%	20%	24%

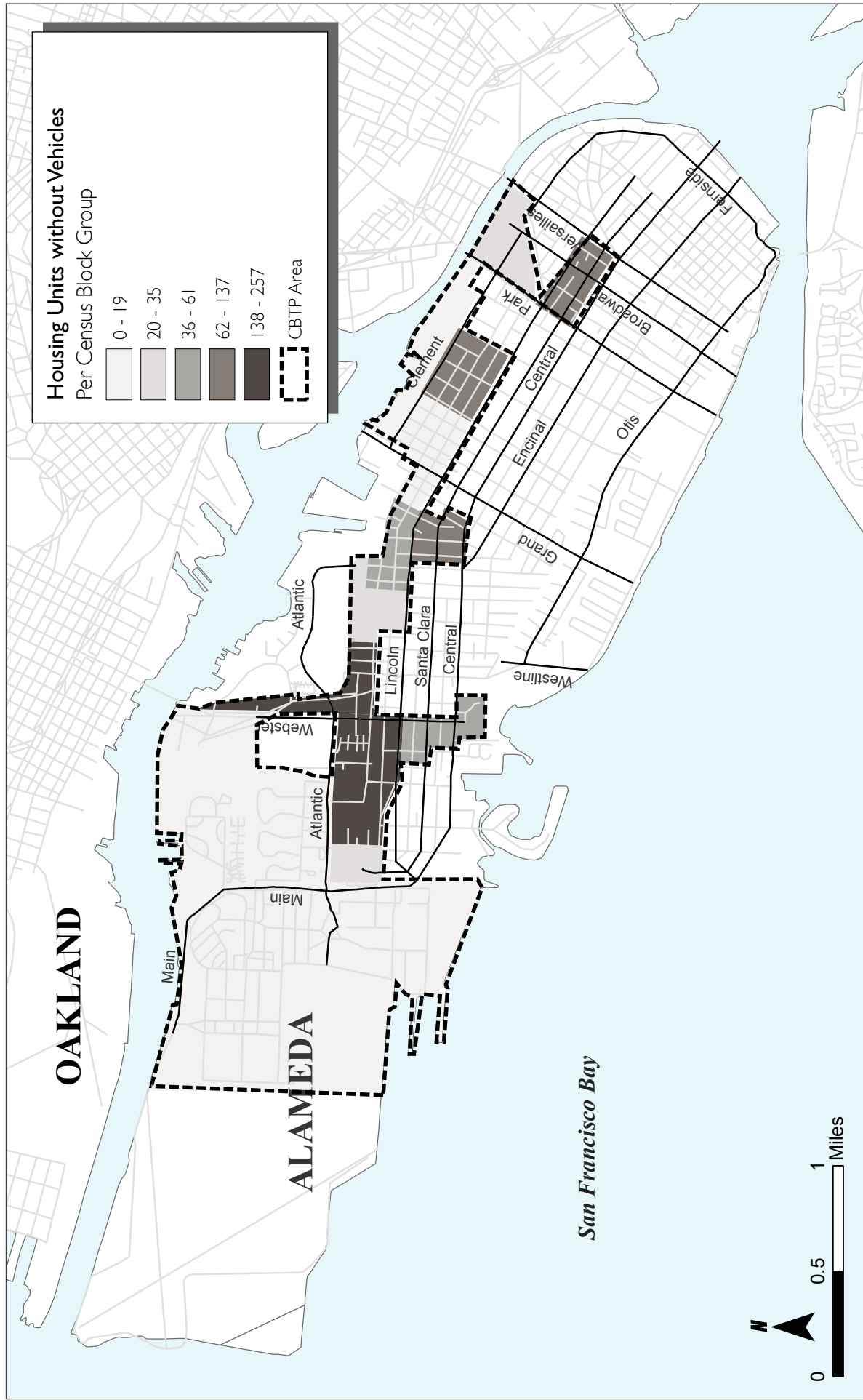
Source: United States Census 2000, Summary File 3 (sample data).

#### *H. Vehicle Availability*

As indicated in Table 3-8, vehicle availability varies dramatically between the CBTP area and Alameda County. Compared to the city and county, a higher percentage of households in the CBTP area had just one private automobile available. According to the 2000 Census, 1,072 households (16 percent of total households) in the CBTP area were without a private vehicle compared to 9 percent for the City of Alameda and 11 percent countywide. Vehicle availability in the CBTP area is shown in Table 3-8 and Figure 3-5, below.

#### *I. Journey to Work*

Of the CBTP area's 7,929 workers ages 16 years and over, 74 percent traveled to work by car, truck, or van, as shown below in Table 3-9. Sixty-one percent of commuters drove alone and fifteen percent used public transportation to get to work. As indicated in Table 3-9, below, the commute mode split in the CBTP area is very similar to that in the City of Alameda. Transit use in both the CBTP area and the city is higher than it is countywide, where 11



GIS Data Source: Census 2000, ESRI  
 Location: City of Alameda, Alameda Co, CA

FIGURE 3-5  
 DISTRIBUTION OF HOUSING UNITS WITHOUT A VEHICLE, CBTP AREA

TABLE 3-8 **VEHICLE AVAILABILITY IN CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY, 2000 CENSUS**

Vehicle Availability	CBTP Area % of Households*	City of Alameda % of Households	Alameda County % of Households
No Vehicles Available	16%	9%	11%
One Vehicle Available	44%	43%	35%
Two or more Vehicles Available	39%	48%	54%

Note: Percentages do not add up to exactly 100% due to rounding.  
 Source: United States Census 2000, Summary File 3 (sample data).

percent of workers ride transit to work, even though only AC Transit and the ferry serve Alameda and there is no BART station in Alameda.

*J. Disability Status*

In 2000, according to United States Census sample data, over 6,200 individuals living in the CBTP area reported having some form of disability (including physical, mental or sensory disabilities and/or disabilities that make it difficult for the individual to go outside the home alone, hold employment, or take care of his or her personal needs). This figure represents 37 percent of the CBTP area population. By contrast, only 30 percent of residents in the City of Alameda and 31 percent of Alameda County residents reported having some form of disability.



ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 EXISTING CONDITIONS

TABLE 3-9 **MODE OF TRAVEL TO WORK IN CBTP AREA, CITY OF ALAMEDA AND ALAMEDA COUNTY, 2000 CENSUS**

Mode of Travel to Work	CBTP Area		City of Alameda % of Total	Alameda County % of Total
	Number	% of Total		
Car, Truck or Van	5,860	74%	75%	80%
- Drove alone	4,860	61%	63%	66%
- Carpooled	1,000	13%	12%	14%
Public Transportation	1,177	15%	16%	11%
- Bus or Trolleybus	890	11%	9%	4%
- Streetcar or Trolleycar	0	0%	0%	0%
- Subway or Elevated	171	2%	4%	5%
- Railroad	0	0%	0%	1%
- Ferryboat	88	1%	2%	0%
- Taxi	28	0%	0%	0%
Motorcycle	46	1%	0%	0%
Bicycle	83	1%	1%	1%
Walked	330	4%	3%	3%
Other	114	1%	1%	1%
Worked at Home	319	4%	4%	4%
<b>Total Workers 16 and Over</b>	<b>7,929</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: United States Census 2000, Summary File 3 (sample data).

ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
EXISTING CONDITIONS

## 4 TRANSPORTATION GAPS

This chapter describes existing transit service in the CBTP area and summarizes gaps in the transportation network, as identified in the Metropolitan Transportation Commission’s 2001 Lifeline Transportation Network Report and in relevant local plans.

### A. Existing Transportation Network

There are a number of transportation options available within and near Alameda. Bus and BART services are mapped in Figure 4-1. The following sections describe bus, paratransit, ferry and bicycle transportation services in the CBTP area. Although Alameda residents access BART via bus and car, BART services are not described below because the BART lines do not extend to the City of Alameda.

#### 1. AC Transit Service

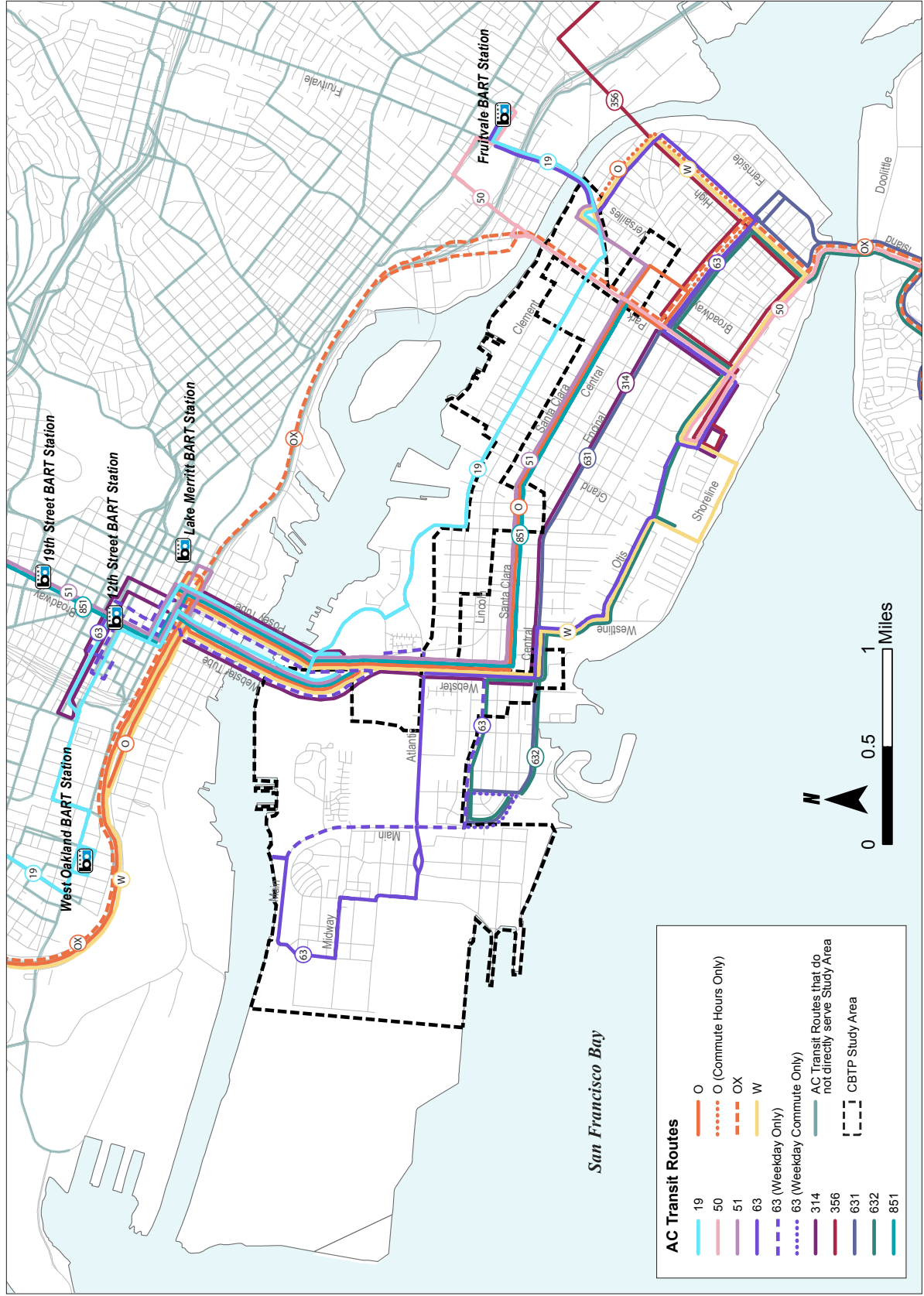
Fixed-route bus service is provided in the CBTP area by the Alameda-Contra Costa Transit District (AC Transit). AC Transit operates ten bus routes in the CBTP area and the city as a whole. Four of these routes are local, two are shopping shuttles, three are Transbay routes that serve the Transbay Terminal in San Francisco, and one is an “All-Nighter” route. In addition to service within Alameda, there is direct bus service from Alameda to downtown Oakland, Fruitvale BART, Oakland Airport, Berkeley, and other destinations.

Transit service in Alameda is concentrated along three major corridors: Webster Street, Santa Clara Avenue and Park Street. Unlike the central and northeastern portions of the CBTP area, which are served by all ten bus routes, the western portion is served by only one bus line, AC Transit Line 63. Table 4-1 summarizes AC Transit Service in the CBTP area.

The base fare for local bus service is currently \$1.75 for adults and \$.85 for youth and seniors. In July 2009, AC Transit fares will increase to \$2.00 for adults and \$1.00 for youth and seniors. The Transbay fare is currently \$3.50 for adults and \$1.70 for youth and seniors, set to increase to \$4.00 and \$2.00,



Alameda residents wait for an AC Transit bus.



GIS Data Source: Census 2000, ESRI, AC Transit, BART  
 Location: East Oakland, Alameda Co, CA

FIGURE 4-1  
 TRANSIT SERVICE IN CITY OF ALAMEDA, CBTP AREA

TABLE 4-1 **SUMMARY OF AC TRANSIT ROUTES SERVING CITY OF ALAMEDA CBTP AREA**

AC Transit Route	Route Description
<b>Local Service</b>	
19	North Berkeley to Fruitvale BART via Cedar St., 7 <sup>th</sup> St., Hollis St., Peralta St., downtown Oakland, Marina Village and Buena Vista Ave. Commute Hours: Berkeley BART to Fruitvale BART via Cedar St., 7 <sup>th</sup> St., Hollis St., Peralta St., downtown Oakland, Marina Village and Buena Vista Ave.
50	Fruitvale BART to Bay Fair BART via Park St., Bay Farm Island, Oakland Airport, Coliseum BART, Eastmont Transit Center, MacArthur Blvd., and 159 <sup>th</sup> Ave.
51	Berkeley Amtrak to Broadway and Blanding Ave., Alameda, via University Ave., UC Campus South, College Ave., Broadway, Webster St. and Santa Clara Ave.
63	Weekdays: Downtown Oakland to Fruitvale BART via Coll. of Alameda, Ferry Terminal, Alameda Point, Otis Dr., Alameda Towne Center, Encinal Ave. and High St. Weekends: shortened route through Alameda Point to Ferry Terminal.
<b>School Bus</b>	
631	Bay Farm Island to Encinal High School via Lincoln Middle School, Encinal Ave., Alameda High School and Central Ave.
632	Will C. Wood Middle School to Encinal High School via Otis Dr. and Central Ave., and Encinal High School to Bay Farm Island via Central Ave., Otis Dr., Park St., Encinal Ave., High St., Otis Dr. and Island Dr.
<b>Shopping Shuttle</b>	
314	From 11 <sup>th</sup> St. & Market St., Oakland, to South Shore Shopping Center via Downtown Oakland, Webster St., and Central Ave.
356	E. E. Cleveland Senior Center to Southshore Shopping Center via Palo Vista Gardens and Allen Temple Arms.

TABLE 4-1 **SUMMARY OF AC TRANSIT ROUTES SERVING CITY OF ALAMEDA CBTP AREA (CONTINUED)**

AC Transit Route	Route Description
<b>Transbay Service</b>	
O	Park Ave. & Encinal Ave. to Transbay Terminal via Santa Clara Ave. and Webster St. Some trips: Fernside Blvd. & Versailles Ave. to San Francisco via High St., Encinal Ave., Santa Clara Ave. and Webster St.
OX	Bay Farm Island to Transbay Terminal, San Francisco via Island Dr. Park & Ride, Encinal Ave. and Park St.. Operates weekdays only.
W	Broadway & Blanding Ave., Alameda, to Transbay Terminal, San Francisco via Fernside Blvd., High St., Otis Dr. and Webster St. Operates weekdays only.
<b>All-Nighter Service</b>	
851*	Downtown Berkeley to Park St. & Santa Clara Ave., Alameda, via UC Campus South, College Ave., Broadway, downtown Oakland and Santa Clara Ave.

\* Between midnight and 6:00 a.m., All Nighter Route 851 provides service along most of the same route as AC Transit Local Route 51. Route 851 stops service at Berkeley BART, while Route 51 ends service at the Berkeley Amtrak Station. Service to Amtrak is provided by AC Transit Route 802, which is not being studied in this report.

respectively, in July 2009. A local monthly pass is currently \$70.00 for adults, \$15.00 for youth age 5 to 17, and \$20.00 for seniors over age 65 and people with disabilities. Monthly passes for adults will increase in price to \$80.00 in July 2009, but the monthly pass prices for youth and seniors will not change. Monthly passes and discount passes can be purchased at AC Transit's ticket offices in downtown Oakland and downtown San Francisco, by mail or by fax, or at several retail sales locations. Monthly passes and discount passes can be purchased within the CBTP area at Walgreens and Nob Hill foods.

All AC Transit buses are equipped with front-mounted racks that hold a maximum of two bicycles. Some of the buses used for commuter service are coach buses that can hold two additional bikes in the cargo bays.

## 2. Paratransit Services

### a. East Bay Paratransit

East Bay Paratransit (EBP), the complementary ADA paratransit system for AC Transit and BART, is partially funded by Measure B, an Alameda County voter approved half-cent transportation sales tax which is overseen and distributed by the Alameda County Transportation Improvement Authority (ACTIA). CBTP area residents who are unable to use fixed-route AC Transit service due to a disability or disabling health condition can access public transit service through East Bay Paratransit. Curb-to-curb service is provided in vans equipped with a wheelchair lift or in sedans. Service is limited to areas within three-quarters of a mile of an operating AC Transit bus route, making the service available almost everywhere within the CBTP area.

East Bay Paratransit runs during the same days and times as AC Transit buses or BART trains. Specific hours vary by neighborhood depending on the hours of fixed-route service in the neighborhood. Trip reservations are scheduled via telephone between 7:00 a.m. and 7:00 p.m., and can be reserved up to seven days in advance. Rides can be reserved no later than 5:00 p.m. on the day before the ride. Reservations are not accepted for the same day as the trip.

### b. City of Alameda Paratransit for Seniors and People with Disabilities

City of Alameda Paratransit provides discounted transportation services for seniors and people with disabilities. The City offers complimentary East Bay Paratransit coupons, low-cost group fares and taxi service for trips that cannot be easily accommodated by AC Transit or East Bay Paratransit.

#### i. Complimentary Coupons

Through the agency's East Bay Paratransit Tickets program, EBP-certified residents may receive up to two free East Bay Paratransit coupon books per year. The coupons are mailed by City of Alameda Paratransit. Residents redeem them at the Mastick Senior Center located on Santa Clara Avenue, which is an east-west transit corridor that traverses the City of Alameda.



An East Bay Paratransit vehicle.

Very low-income area households, as defined by the United States Department of Housing and Urban Development (HUD), may participate in City of Alameda Paratransit's Scholarship Program. They are eligible to receive up to two free EBP ticket books each year when they purchase two at the regular price. Each ticket book contains 10 coupons, and is regularly priced at \$30. Four ticket books would normally cost \$120. Under this program the cost is \$60, or \$15 for each book,

*ii. Group Trips*

City of Alameda Paratransit operates three group trip programs. One program provides financial assistance with transportation expenses for the Mastick Senior Center's monthly trip program and Cultural Events class. Alameda seniors 50 years of age and older are eligible to participate. Measure B funding is used to pay for a second program, in which City staff drive the van used to transport members of the Alameda Recreation and Park Department Leisure Club. The club is a social recreation program offered twice a month for young adults, 18 years or older, with special needs. The City subsidizes a portion of the transportation expense for a third program, the Annual Nursing Home Picnic at Crown Memorial Beach. Transportation is free for residents living in nursing homes in Alameda.

*iii. Taxi Scrip*

The City of Alameda Paratransit program also provides taxi service for area residents who are eligible for East Bay Paratransit (EBT), and seniors, 70 years of age or older, regardless of disability.

One program offers free taxi service to eligible EBP-certified residents who live outside of East Bay Paratransit's service area or need transportation beyond the agency's operating hours. According to the ADA, EBP is allowed 21 days to process applications from residents seeking ADA-paratransit certification. Alameda residents requiring transportation for critical medical appointments (e.g. chemotherapy, radiation, dialysis) prior to the completion of EBP's 21-day certification period may be eligible for emergency transportation subsidized by the City of Alameda's Measure B funding. These services



are provided at no charge to riders by the City of Alameda's transportation provider, which operates both sedans and lift-equipped vans. Residents must be EBP-certified or have an application pending review to participate in this program.

The Medical Return Trip Improvement Program (MRTIP) provides free taxi trips to EBP-certified residents when returning from medical appointments, thereby eliminating the uncertainty of timing of return trips with East Bay Paratransit.

The Premium Taxi Service program provides a 50 percent discount for taxi rides for East Bay Paratransit-certified residents and seniors, regardless of disability. Riders must purchase the required discount coupons in advance. Each coupon has a \$5 value and costs \$2.50. A maximum of five coupons may be used by eligible riders each quarter, but this rule has been relaxed to promote use.

### 3. Ferry Services

#### a. Alameda Harbor Bay Ferry

The Alameda Harbor Bay Ferry offers service between the Harbor Bay Ferry Terminal on Bay Farm Island and the Ferry Building in downtown San Francisco. The ferry runs every weekday, with hourly service in the mornings between 6:30 a.m. and 9:00 a.m. and hourly service in the evenings between 4:30 p.m. and 8:00 p.m.

#### b. Alameda/Oakland Ferry

The Alameda/Oakland ferry also provides service from the East Bay to San Francisco. It regularly serves the Clay Street Ferry Terminal in Oakland's Jack London Square, the Main Street Ferry Terminal in Alameda, the San Francisco Ferry Building, and San Francisco's Pier 41 (weekend trips and select weekday trips only). Seasonal weekend service is also provided to Angel Island State Park and the Giants' AT&T Park.



The Alameda-Oakland Ferry.

On weekdays the Alameda/Oakland Ferry operates from approximately 6:30 a.m. to 9:00 p.m., with hourly service during the AM and PM commutes, and service approximately every two hours during the off-peak periods. The Alameda/Oakland Ferry runs approximately once every 90 minutes on the weekend between 9:00 a.m. and 7:00 p.m.

#### **4. Bicycle Infrastructure**

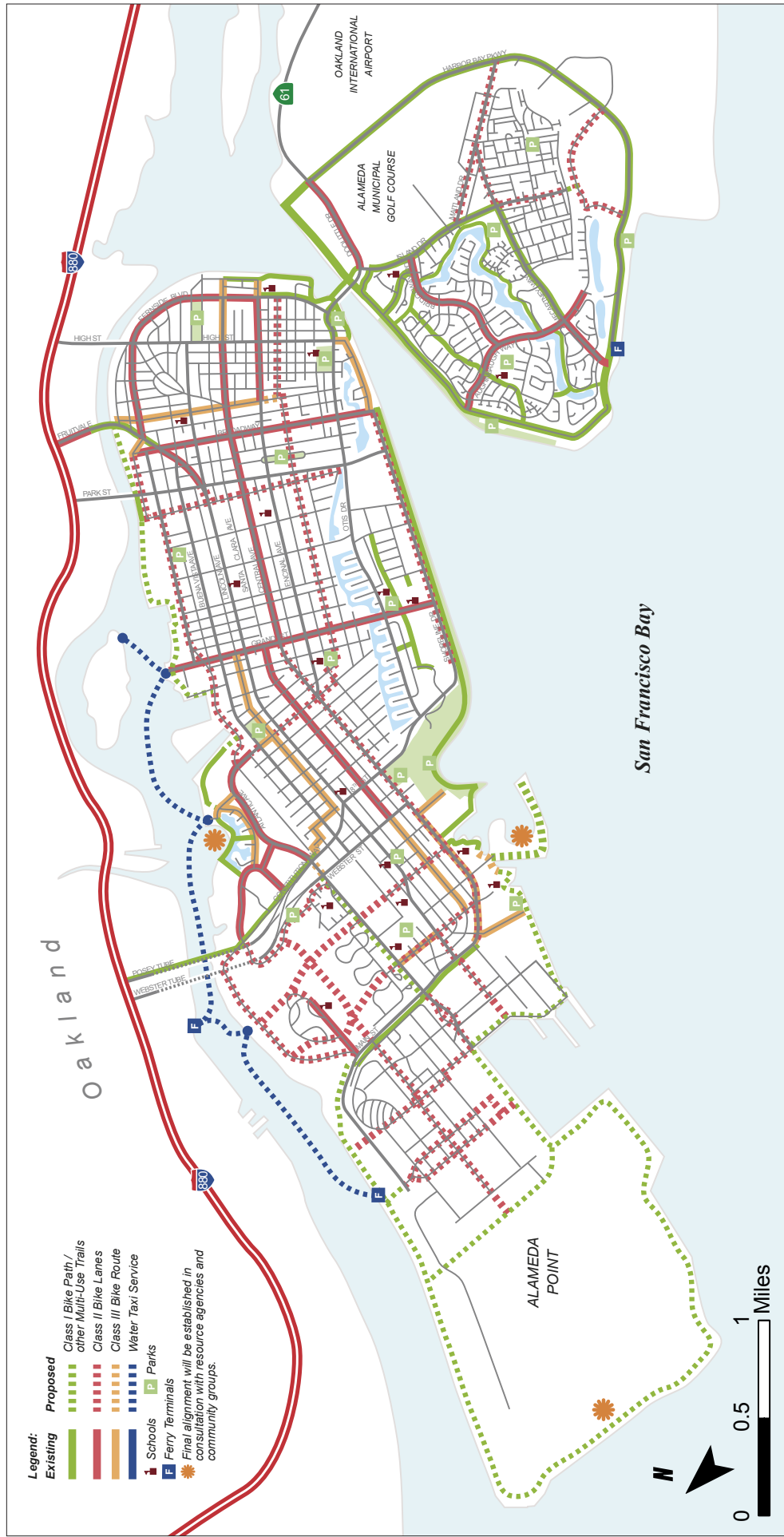
Bikeways are described as falling into one of three classes that are regulated by Caltrans: Class I, Class II and Class III. Class I bicycle paths allow bicycle and pedestrian travel in both directions on paved rights of way, completely separated from a road or highway. Class II facilities are on-street bicycle lanes that are shared-use and allow for one-way travel in the same direction as vehicle traffic. Class II bicycle lanes are separated from vehicle lanes with striping. Lastly, Class III bicycle facilities are shared-use bicycle routes that allow for vehicles and bicycles to share a single right of way. Class III bicycle routes typically provide connections between other bikeways or designated preferred bicycle routes.

The City of Alameda has a network of existing bikeways. Bicycle facilities in Alameda are mapped in Figure 4-2. A Class I bicycle path provides access for bicyclists and pedestrians from the Posey Tube along Constitution Way, where it joins a Class III designated route. Other Class I paths can be found along Main Street and Shoreline Drive, which provides a heavily used path along the San Francisco Bay.

Class II bike lanes traverse both Grand Street and Broadway. Central Avenue has a Class II bike lane from Grand to High Street. Fernside Drive also contains a Class II bicycle lane, which connects to two Class I bike paths.

Class III bicycle routes can be found along Lincoln Avenue between 8<sup>th</sup> Street and Grand Street, and on Versailles Street between Marina Drive and Encinal Avenue. Where there are not already facilities installed, Class III bicycle facilities have been proposed in the areas surrounding most of Alameda's Schools.

ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 TRANSPORTATION GAPS



Source: City of Alameda  
 Bicycle Master Plan, 1999

FIGURE 4-2  
 EXISTING AND PROPOSED BICYCLE NETWORK FROM THE 1999 CITY OF ALAMEDA BICYCLE MASTER PLAN

*B. Transit Gaps Identified in the Lifeline Transportation Network Report*

MTC's 2001 Lifeline Transportation Network Report (LTN) evaluated all transit routes in the Bay Area against a set of criteria intended to identify "Lifeline Network" routes. To be included in the Lifeline Network, a transit route had to meet one of the following four criteria:

- ◆ Serves low-income neighborhoods as defined by high concentrations of CalWORKs households (10 or more per ¼ mile area)
- ◆ Provides service to areas with high concentrations of essential destinations
- ◆ Is part of a transit operator's core/trunkline service as defined by the operator
- ◆ Provides a key regional link. (AC Transit's Transbay Routes are the only bus routes identified by the MTC as key regional links. These links are considered significant because they transport riders from neighborhoods serving CalWorks households in the East Bay to employment centers in San Francisco.)

Three AC Transit routes serving the Alameda CBTP area were identified as components of the Lifeline Network in 2001. These routes are identified in Table 4-2, along with the Lifeline criteria that were satisfied by each.

It is important to note that while the LTN serves as a blueprint for understanding the travel needs of low-income communities in the Bay Area, it is problematic for studying the City of Alameda CBTP area. The LTN's evaluation of transit routes is almost ten years old. Six of the CBTP area's transit routes (of which three were considered Lifeline Routes), have been discontinued since 2001. New and rerouted transit routes serving the CBTP area have not been evaluated by the MTC since that time. It should also be noted that the LTN was written as a supplementary report to the MTC's Regional Transportation Plan (RTP) in 2001. Every four years the MTC is required to update its RTP. While the RTP has been updated twice since

TABLE 4-2 **LIFELINE TRANSIT ROUTES SERVING ALAMEDA**

Route	Description	Serves CalWORKS Cluster	Serves Essential Destinations	Operator Trunkline Route	Regional Link	Connection to Other Lifeline Services
AC 12 <sup>a</sup> (incorporated into AC 19)	Macarthur BART – Fruitvale BART	X	X		X	BART
AC 49 <sup>b</sup> (incorporated into AC 51)	Fruitvale BART – Coliseum BART	X	X			BART
AC 50	Fruitvale BART - Alameda	X	X	X	X	BART
AC 51	Berkeley – Oakland – Alameda	X	X	X		BART
AC 62 <sup>a</sup> (incorporated into AC 19)	Wood Street – Fruitvale BART – Alameda	X	X	X		BART
AC O	Alameda – San Francisco	X	X	X	X	BART, GGT, Muni, Sam Trans

<sup>a</sup> Since the publication of the Lifeline Transportation Network Report in 2001, AC Transit route 12 has been discontinued from Alameda. It was subsequently reinstated, but the new route no longer serves Alameda. AC Transit Route 19 incorporates the portion of Route 12 that traveled through Alameda in 2001 when the Lifeline Report was published.

<sup>b</sup> AC Transit Route 51 incorporates the portions of Route 49 that traveled through Alameda in 2001 when the Lifeline Report was published.

<sup>c</sup> AC Transit Route 19 incorporates the portion of Route 62 that traveled through Alameda in 2001 when the Lifeline Report was published.

Source: Lifeline Transportation Network Report (2001).

then, most recently in 2009, the LTN remains unchanged. MTC plans to adopt its next RTP update in 2013.

The Lifeline Transportation Network Report identified both spatial and temporal gaps in transit service provision in the Bay Area. Spatial gaps were defined as areas with low-income neighborhoods or key destinations that were unserved by transit. These gaps were identified by mapping a ¼-mile corridor (the equivalent of a 5-minute walk) on either side of Lifeline routes, and identifying low-income areas or key destinations falling outside Lifeline corridors. At the time that the report was published in 2001, only one spatial gap was identified in Alameda County: the Cherryland neighborhood of unincorporated Alameda County. The Lifeline Report found no low-income neighborhoods or key destinations in the Alameda CBTP area that were more than ¼ mile from a transit route. While additional gaps may have been created as a result of modifications to AC Transit routes, no comprehensive analysis has been conducted for the County that would provide this information.

Temporal gaps were identified by comparing the span of the service day and the frequency of Lifeline routes in the Alameda CBTP area to urban service objectives. These objectives call for 15-minute peak frequencies and 30-minute midday and night frequencies Monday through Friday, and 30-minute frequencies on weekends. The objectives for hours of service are 6:00 a.m. – 12:00 a.m. Monday through Saturday, and 7:30 a.m. – 12:00 a.m. on Sundays. Temporal gaps for the CBTP area are discussed below.

#### **1. Lifeline Frequency of Service Objectives**

On weekdays, MTC's frequency of service objectives call for 15-minute peak frequencies and 30-minute midday and night frequencies. On weekends, the objective is 30-minute frequencies all day long.

Table 4-3 provides detailed information on whether or not Lifeline routes in the service area meet frequency of service objectives. Table 4-4 summarizes

TABLE 4-3 **LIFELINE ROUTES FREQUENCY OF SERVICE**

Lifeline Route	Lifeline Frequency of Service Objectives (in Minutes)				
	Weekday Commute <sup>a</sup> 15 (Actual Frequency)	Weekday Midday <sup>b</sup> 30 (Actual Frequency)	Weekday Night <sup>c</sup> 30 (Actual Frequency)	Saturday 30 (Actual Frequency)	Sunday 30 (Actual Frequency)
AC 19 <sup>d</sup>	N (30)	Y (30)	Y (30)	Y (30)	Y (30)
AC 50	Y (15)	Y (15)	Y (15-30)	Y (30)	Y (30)
AC 51	Y (8-10)	Y (10-15)	Y (15-20)	Y (15-20)	Y (15-20)
AC O	N (10-30)	N (40-50)	N (30-60)	N (60)	N (60)

Notes: Y = Meets Lifeline Objective N = Does not meet Lifeline Objective

<sup>a</sup> 6:00 a.m. – 9:00 a.m., 4:00 p.m. – 7:00 p.m.

<sup>b</sup> 9:00 a.m. – 4:00 p.m.

<sup>c</sup> After 7:00 p.m.

<sup>d</sup> Serves Buena Vista Avenue in Alameda, formerly served by AC Route 12 at the time of Lifeline Report (2001).

the frequencies on Alameda’s non-Lifeline routes, even though non-Lifeline routes need not meet MTC’s objectives.

Lifeline Route 19 does not meet frequency of service objectives during the weekday commute period because it operates at 30-minute frequencies rather than 15 minute frequencies during the commute hours. The Transbay Route O does not meet any of MTC’s frequency of service objectives on any day of the week. Although Route O does not meet MTC’s objectives, it runs overlapping service with Route 51 on Santa Clara Avenue, where service is frequent. Route O travels along Santa Clara Avenue and Webster Street, serving

**ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
TRANSPORTATION GAPS**

TABLE 4-4 **NON-LIFELINE ROUTES FREQUENCY OF SERVICE**

Non-Lifeline Route	Lifeline Frequency of Service Objectives (in Minutes)				
	Weekday Commute <sup>a</sup>	Weekday Midday <sup>b</sup>	Weekday Night <sup>c</sup>	Saturday	Sunday
	15 (Actual Frequency)	30 (Actual Frequency)	30 (Actual Frequency)	30 (Actual Frequency)	30 (Actual Frequency)
AC 63 <sup>d</sup>	N	Y	Y	Y	Y
	(30)	(30)	(30)	(30)	(30)
<b>All-Nighter Service</b>					
AC 851 <sup>e</sup>	N	N	N	N	N
	(N/A)	(N/A)	(60)	(60)	(60)
<b>Commuter Service</b>					
AC OX	N	N	Y	N	N
	(12-20)	(N/A)	(30)	(N/A)	(N/A)
AC W	N	N	N	N	N
	(20)	(N/A)	(60)	(N/A)	(N/A)

Notes: Y = Meets Lifeline Objective

N = Does not meet Lifeline Objective

<sup>a</sup> 6:00 AM - 9:00 AM; 4:00 PM - 7:00 PM

<sup>b</sup> 9:00 AM - 4:00 PM

<sup>c</sup> After 7:00 PM

<sup>d</sup> Route 63 was not considered a Lifeline route when the Lifeline Report was published in 2001. However, since 2001 a very large population of very low income residents has moved into the Alameda Point area, which is served by Route 63.

<sup>e</sup> It is quite possible that All Nighter Route 851 would be considered a Lifeline Route if the network were re-evaluated today. It provides service along most of the same route as Lifeline Route 51 between midnight and 6:00 a.m. However, Route 851 only began service in 2006, five years after the publication of the Lifeline Transportation Network Report.



residents in the central and northeastern portions of the CBTP area. For residents in the central portion of the CBTP area, there are no alternate Transbay lines within a short walking distance. Residents in the eastern-most portion of the CBTP area can take the AC OX, which does not meet the Lifeline temporal standards.

Route 63 was not listed as a Lifeline route when the Lifeline Report was published in 2001. However, given the large population of low income and formerly homeless residents that live in Alameda Point, it is quite possible that the route would be considered a Lifeline route if the network were re-evaluated today. It is therefore important to note whether or not this route meets Lifeline objectives. Route 63 does meet most of the Lifeline frequency of service objectives. The only exception is that the headways during the weekday commute (30 minutes) are twice as long as the recommended level (15 minutes).

## **2. Lifeline Hours of Operation Objectives**

MTC's Lifeline objectives for hours of service are 6:00 a.m. - 12:00 a.m. Monday through Saturday, and 7:30 a.m. - 12:00 a.m. on Sundays.

Table 4-5 provides detailed information on whether or not Lifeline routes in the service area meet hours of service objectives. Although non-Lifeline routes need not meet MTC's objectives, Alameda's non-Lifeline routes are summarized in Table 4-6 for informational purposes. As noted earlier, while Route 63, in Table 4-6, was not identified as a Lifeline route when the Lifeline Report was published in 2001, given the significant population changes that have taken place in the Alameda Point area since 2001, it is quite possible that the route would be considered a Lifeline route if the network were re-evaluated today. An increased population of very low income residents has moved into the Alameda Point area, which has been served by Route 63 since 2001.

TABLE 4-5 **LIFELINE ROUTES HOURS OF OPERATION OBJECTIVES**

Lifeline Route	Lifeline Hours of Operation Objectives		
	Weekday 6 a.m.-12 a.m. (Actual Hours of Operation)	Saturday 6 a.m.-12 a.m. (Actual Hours of Operation)	Sunday 7:30 a.m.-12 a.m. (Actual Hours of Operation)
AC 19 <sup>a</sup>	N 6:12 a.m.-9:20 p.m.	N 6:12 a.m.-9:12 p.m.	N 6:12 a.m.-9:12 p.m.
AC 50	Y 4:50 a.m.-12:13 a.m.	Y 6:00 a.m.-12:15 a.m.	Y 6:00 a.m.-12:15 a.m.
AC 51 <sup>b</sup>	N 4:53 a.m.-11:47 p.m.	N 4:53 a.m.-11:47 p.m.	N 4:58 a.m.-11:47 p.m.
AC O	Y 5:28 a.m.-12:10 a.m.	Y 6:01 a.m.-12:31 a.m.	Y 6:01 a.m.-12:31 a.m.

Notes: Y = Meets Lifeline Objective

N = Does not meet Lifeline Objective

<sup>a</sup> Serves Buena Vista Avenue in Alameda, formerly served by AC Route 12 at the time of Lifeline Report (2001)

<sup>b</sup> AC Route 51 is only three minutes short of meeting MTC's 12 a.m. objective. Although AC Route 51 does not technically meet MTC's objectives, City staff has determined that the route essentially meets MTC's Lifelines goals for hours of service.

Route 63 does not meet the Lifeline objectives for both temporal and spatial reasons. Route 63 technically does meet the Lifeline hours of operation objectives for weekdays, Saturdays and Sundays. However, only a portion of the route meets these objectives on the weekend, because the route on the weekend is different than the weekday route, specifically, weekend bus service stops at the Main Street Ferry Terminal, rather than continuing through the CBTP area along Main Street and into downtown Oakland. Also, all residences in Alameda Point are not within a convenient walking distance of

TABLE 4-6 **NON-LIFELINE ROUTES HOURS OF OPERATION OBJECTIVES**

Non-Lifeline Route	Lifeline Hours of Operation Objectives		
	Weekday 6 a.m.-12 a.m. (Actual Hours of Operation)	Saturday 6 a.m.-12 a.m. (Actual Hours of Operation)	Sunday 7:30 a.m.-12 a.m. (Actual Hours of Operation)
	Y	Y	Y
AC 63*	5:30 a.m.-12:00 a.m.	5:30 a.m.-12:00 a.m.	5:30 a.m.-12:00 a.m.
<b>Shopping Shuttle</b>			
	N	N	N
AC 314	(N/A)	(N/A)	(N/A)
	N	N	N
AC 356	(N/A)	(N/A)	(N/A)
<b>All-Nighter Service</b>			
	N	N	N
AC 851**	12:05 a.m.-4:05 a.m.	12:05 a.m.-4:05 a.m.	12:05 a.m.-4:05 a.m.
<b>Commuter Service</b>			
	N	N	N
AC W	5:54 a.m.-8:00 p.m.	(N/A)	(N/A)
	N	N	N
AC OX	5:30 a.m.-8:00 p.m.	(N/A)	(N/A)

Note: Y = Meets Lifeline Objective  
 N = Does not meet Lifeline Objective

<sup>a</sup> Route 63 was not considered a Lifeline route when the Lifeline Report was published in 2001. However, since 2001 a very large population of very low income residents has moved into the Alameda Point area, which is served by Route 63.

<sup>b</sup> It is quite possible that All Nighter Route 851 would be considered a Lifeline Route if the network were re-evaluated today. It provides service along most of the same route as Lifeline Route 51 between midnight and 6:00 a.m. However, Route 851 only began service in 2006, five years after the publication of the Lifeline Transportation Network Report in 2001.

Route 63 (see Figure 4-1). One-quarter mile is typically considered to be a reasonable walking distance to a transit stop, and not all CBTP area residences are within this range, particularly on weekends. Terminating service at the Ferry Terminal requires some riders in Alameda Point to take two buses, Routes 63 and 51, instead of one, to reach downtown Oakland. Passengers can transfer from Route 63 to Route 51 at Ralph Appezato Memorial Parkway, formerly Atlantic Avenue.

Local Routes 50 and 51, and Transbay Route O all meet the Lifeline hours of operation objectives for weekdays, Saturdays and Sundays. Based on input from City staff it has been determined that although Route 51 ends service three minutes earlier than the midnight objective, it satisfies MTC's Lifeline goals for hours of service. As noted earlier, AC Transit Route 851 picks up where the Route 51 ends in terms of service hour objectives.

Local Route 19 does not meet the weekday hours of operation objectives. Route 19 service stops running much earlier than the Lifeline objective. On both weekdays and weekends, Route 19 typically stops running at approximately 9:00 p.m., nearly three hours before the midnight objective.

### *C. Transportation Gaps Identified in Local Plans*

The consultant team identified existing documented transportation gaps in the Alameda CBTP area by reviewing the following studies:

- ◆ City of Alameda General Plan, 1991
- ◆ City of Alameda Bicycle Master Plan, 1999
- ◆ City of Alameda Measure B Paratransit Service Plan, 2003
- ◆ West Alameda Neighborhood Improvement Plan, 2004
- ◆ Alameda Point Transportation Study, 2005
- ◆ Cross Alameda Trail Feasibility Study, 2005
- ◆ City of Alameda Community Needs Assessment, 2005-2006
- ◆ Alameda Travel Choice Program, 2006
- ◆ Alameda Point Station Area Plan: Transit-Oriented Development Alternatives, 2008

- ◆ City of Alameda Annual Paratransit Report, 2008
- ◆ City of Alameda Pedestrian Plan, 2009
- ◆ City of Alameda Transportation Master Plan/Transportation Element Update, 2009
- ◆ Alameda - Oakland Estuary Crossing Study, 2009 (in process)

Some of these reports contained only very general transportation policies. Others contained specific transportation gaps that are, or may be, relevant to the target demographic groups (i.e., low-income persons, persons with disabilities, and seniors) in the CBTP area. A brief summary of each report follows. When applicable, relevant transportation gaps or recommended projects identified in the report are summarized.

#### **1. City of Alameda General Plan, 1991**

The City of Alameda General Plan is a document adopted by the City Council to guide the city's future development. It contains development policies that provide a framework for how the city should grow in the future. While the Transportation Element of the 1991 General Plan contains very broad policies related to the city's street system, transit system, pedestrian routes, and bikeways (e.g., "Transit Guiding Policy 4.3.d: Develop transit-oriented streets where feasible"), it does not identify any specific gaps in transportation services within the CBTP study area, nor does it specifically focus on barriers faced by the city's economically disadvantaged residents. An update to the Transportation Element was adopted in January 2009, as described below.

#### **2. City of Alameda Bicycle Master Plan, 1999**

The City Council approved the Bicycle Master Plan in 1999, and the Plan's bicycle facilities map was later incorporated into the City's General Plan. This map is contained in this document as Figure 4-2, earlier in this chapter. The purpose of the Bicycle Master Plan was to identify facility priorities so that the City could build an attractive and usable bicycle infrastructure.

The following were the top bicycling constraints in Alameda, as identified in the Plan by a survey of bicyclists:

- ◆ Bicycling conditions in the Webster Tube
- ◆ Bicycling facilities along Central Avenue
- ◆ Signals not geared toward bikes
- ◆ Lack of bike storage/racks
- ◆ Busy streets (Bay View Dr, Central Ave)
- ◆ Bike Security (south shore, library, Park Street, ferry)

Popular bicycle routes in Alameda, as identified by the bicyclist survey, included:

- ◆ Shoreline
- ◆ Bay Farm Loop
- ◆ Fruitvale Bridge
- ◆ Atlantic
- ◆ Central (West)
- ◆ Central (East)

According to the Plan, there was a high incidence of bicycle accidents on certain streets, both major arterials and smaller streets, including Otis, Central, and Willow.

The following were the recommended short-term improvements in the 1999 Bicycle Master Plan, ranked in order from highest to lowest priority:

1. Webster/Posey Tubes, Oakland Connection
2. Central Avenue Bike Lanes
3. Bicycle Support Facilities
4. Shoreline Trail Enhancements
5. Bay Farm Island Bike Bridge Access
6. Northern Bikeway Corridor and Park/Fruitvale Bridges Bicycle Access
7. San Jose-Sherman Bicycle Corridor
8. Commercial Area Bicycle Corridors
9. Fifth Street Corridor
10. Atlantic Avenue Bikeways
11. Bay Farm Island Bikeways
12. Alameda Point and FISC Bikeway Systems

### 3. City of Alameda Measure B Paratransit Service Plan, 2003

The Measure B Paratransit Service Plan was conducted in 2003 in order to determine how to best spend the City's annual Measure B Paratransit funds. After conducting outreach and an evaluation of various alternatives, the Plan recommended continuing the City's existing paratransit services, which complement programs for seniors and persons with disabilities. In addition, the plan recommended implementation of a new subsidized taxi program to replace the non-ADA East Bay Paratransit Consortium service, which was being discontinued. The City's taxi program serves seniors and people with disabilities.

Public outreach was a significant component of the Measure B Paratransit Service Plan. During the public outreach process, the following transportation gaps and needs were identified by the City's senior and disabled communities:

- ◆ Medical/dental and shopping trips are the two most vital transportation needs of seniors in the City of Alameda.
- ◆ Social and recreational opportunities are also very important to many seniors.
- ◆ Although most [focus group] participants indicated that paratransit services were limited to within the City of Alameda, participants noted key destinations outside of the city, particularly Kaiser Oakland and BART, which provide critical services to seniors and people with disabilities.
- ◆ Access to BART would greatly expand options for seniors.

Also, the following places were identified as preferred travel destinations for seniors and people with disabilities during the public outreach process: the main library, City Hall, the Mastick Senior Center, the Southshore Shopping Center, the College of Alameda, Downtown Park Street shopping, Alameda Hospital, the Harbor Bay Ferry, Bay Farm Island, Independence Mall, the West End Ferry, and Webster Street shopping.

#### 4. West Alameda Neighborhood Improvement Plan, 2004

The City of Alameda developed the West Alameda Neighborhood Improvement Plan in order to identify and prioritize improvements to the physical environment of the West Alameda neighborhood. The West Alameda neighborhood is bounded on the north by Atlantic/Ralph Appezzato Memorial Parkway, on the south by the Lincoln Avenue/Marshall Way/Pacific Avenue arterial, on the west by Main Street and on the east by Webster Street.

The planning process included extensive outreach to community members and stakeholders. The following are the transportation-related issues and problems that the community identified during the community outreach process:

- ◆ Poor lighting in many areas.
- ◆ Traffic calming is needed in several locations for pedestrian safety.
- ◆ Traffic signal is needed on Lincoln/Pacific at Chipman School for safer pedestrian crossing and to slow traffic. (Since the study was completed, in-pavement crosswalk lights have been installed at the Pacific – 4<sup>th</sup> Street intersection adjacent to the school).
- ◆ Traffic on Buena Vista Avenue near Webster Street is congested because existing land uses (such as the auto repair shops and moving vans) double park, limiting traffic to one lane.
- ◆ Schools do not have adequate facilities for dropping off and picking up children, particularly in front of Chipman School.
- ◆ Historically, the Chipman School area was used as a connection for pedestrians to access other areas in the neighborhood. However, for security reasons, pedestrian access is no longer available through the Chipman School property during major periods of the day. This presents major circulation problems in the neighborhood, particularly for people wishing to go to/from Woodstock Park and other high traffic destinations such as Encinal High School and high density residential areas. As a result, people (particularly teenagers) jump public and private fences



and trespass across property in the area in order to create a short-cut to their destinations.

- ◆ Pedestrian connections along the Alameda Belt Line Railroad property and Atlantic (Appezato) Avenue are poor and need to be improved.
- ◆ Several main thoroughfares (such as Buena Vista near Webster Street, Lincoln, and Marshall) are unattractive with a lot of trash.
- ◆ The Belt Line [Railroad] property... [has] no sidewalks.
- ◆ Upgrades to the safety and appearance of transit facilities (shelters, lighting, etc.).

The following are the transportation-related goals that the residents and stakeholders identified during the community outreach process:

- ◆ Provide safe paths to schools.
- ◆ Improve vehicular circulation at key drop-off locations (such as Chipman School).
- ◆ Create a pedestrian and bicycle friendly circulation network.
- ◆ Provide curb cuts for both bike and wheelchair accessibility.
- ◆ Consider connections to other important areas within the community such as the beach, Alameda Point, and Bayport.
- ◆ Provide a bike route that connects the neighborhood to Marina Bay Mall.
- ◆ Provide additional bike facilities at the schools and parks.
- ◆ Create an entry corridor along Atlantic (Appezato) Avenue.
- ◆ Improve the appearance of the Atlantic (Appezato) Avenue corridor.
- ◆ Provide transit shelters along Atlantic (Appezato) Avenue.

##### **5. Alameda Point Transportation Study, 2005**

The Alameda Point Transportation Study, completed in 2005, recommends implementing an additional ferry terminal at Alameda Point to replace the Main Street terminal. A terminal on the West End of the city would aim to increase ridership within the population of the nearby residential neighborhoods, College of Alameda, as well as the planned housing and commercial uses in Alameda Point.

## 6. Cross Alameda Trail Feasibility Study, 2005

The Cross Alameda Trail Feasibility Study was completed in 2005 with funding from the Association of Bay Area Governments. While the City's Public Works Department managed the feasibility study and conducted the technical analysis related to the development of the Trail, the Rails-to-Trails Conservancy, a non-profit organization dedicated to converting abandoned railroad corridors to public trails, solicited public input regarding the study.

Public comments collected in surveys strongly favored an off-road trail, as opposed to on-street bicycle facilities with sidewalks. When asked an open-ended question about what elements of the proposed trail would be most important to them, 86 percent of respondents emphasized proximity to nature and the presence of trees or landscaping and 76 percent emphasized an off-road path, separated from vehicular traffic.

The following goals were established for the Trail based on information gathered by the City during the study, public input and existing City policies:

Develop an off-road trail where possible.

- ◆ The Trail corridor should include landscaping and trees.
- ◆ Utilize the former alignment of the Alameda Belt Line railroad.
- ◆ Trail should be a viable transportation corridor as well as a recreational facility.
- ◆ Provide protection to bicyclists and pedestrians at intersection crossings along the Trail.
- ◆ Include amenities, such as benches, parking areas, and lighting.
- ◆ Explore ways to link nearby businesses and places of interest to the Trail.

The Cross Alameda Trail is within the CBTP area. Portions of it include the Alameda Belt Line railroad which ceased operations in 1998. Its east-west boundaries are Main Street and Tilden Way, although the City envisions it continuing west of Main Street into Alameda Point once the trail is implemented. It is divided into these five sections:

- ◆ Section 1 – Main Street to Webster Street
- ◆ Section 2 – Webster Street to Constitution Way

- ◆ Section 3 – Constitution Way to Sherman Street
- ◆ Section 4 – Sherman Street to Grand Street
- ◆ Section 5 – Grand Street to Tilden Way

The City sees the Trail as part of the Bay Trail. The preferred alignment for the Cross Alameda Trail, as a segment of the Bay Trail, is a Class I bike-way/multi-use path. In sections of the proposed Trail corridor, where the off-street path offers a direct, uninterrupted route, the study recommends that the path serve the needs of recreational users and commuters. The Trail's recommended alignments are summarized in Table 4-7.

#### **7. City of Alameda Community Needs Assessment, 2005-2006**

The City of Alameda Community Needs Assessment was prepared by the City's Social Service Human Relations Board (SSHRB). The purpose of the Needs Assessment is to assess and report to the City Council the social service needs of city residents and the methods of meeting those needs. The SSHRB determined those needs through a survey administered to a sample of Alameda households (531 responses) and a focus group of approximately twenty Alameda residents and social service providers. Focus group participants were recruited through articles in Alameda newspapers, the City's website and outreach by social service agencies.

According to the report, Alameda residents' needs and concerns related to transportation include:

- ◆ 34 percent of survey respondents indicated an adult in the family had difficulty finding a job. Of those respondents, 24 percent said that "transportation problems" were at least part of the reason for the difficulty finding a job (respondents were allowed to select multiple factors that contributed to challenges in finding employment).
- ◆ Transportation challenges prevented 15 percent of survey respondents from getting to where they need to go (such as work, appointments with doctors, the grocery store, or school). When those 15 percent of respondents were asked what type of transportation would be useful (they were allowed to make multiple selections), nearly half indicated that they

TABLE 4-7 **RECOMMENDED TRAIL ALIGNMENTS**

Section	Alignment Option	Recreational/ Commuter Alignment	Facility Type
1 Main Street to Webster Street	Southside of Appezzato Memorial Parkway	Combined Recreational and Commuter	Multi-use path
2 Webster Street to Constitution Way	South side of Atlantic avenue	Combined Recreational and Commuter	Multi-use path
3 Constitution Way to Sherman Street	Atlantic Avenue	Commuter	Bike lane and sidewalk <sup>a</sup>
	Former Alameda Belt Line rail yard	Recreational	Multi-use path
4 Sherman Street to Grand Street	Clement Avenue	Commuter	Bike lane and sidewalk
	Buena Vista Avenue	Interim Recreational	Bike route and sidewalk*
	Shoreline path	Recreational	Multi-use path
5 Grand Street to Tilden Way	Clement Avenue	Commuter	Bike lane and sidewalk
	Buena Vista Avenue	Interim Recreational	Bike route and sidewalk
	Shoreline path	Recreational	Multi-use path

<sup>a</sup> A bike lane provides a striped lane for one-way bike travel, while a bike route provides for shared use with pedestrian and vehicular traffic according to the Caltrans' *Highway Design Manual*.

Source: Draft Cross Alameda Trail Feasibility Study.

needed help paying for bus fare. Nearly half also indicated that they needed more convenient bus service. A smaller group (approximately one-third) of respondents indicated that they needed help paying for car repairs or car insurance, and approximately 15 percent needed better paratransit service.

Based on their needs assessment findings, the SSHRB developed a set of recommendations intended to increase residents' access to services. SSHRB reported the following in the section of the report on improved public transportation services:

“Public transportation has been a particular challenge for residents living in the Alameda Point neighborhood. Through its participation in the County Welfare-to-Work Transportation Planning Committee, the City was successful in retaining and expanding bus service, including night-time service, in the West End, particularly at Alameda Point. Night-time service to Alameda Point is critical to the employment needs of residents of APC housing. However, ensuring public transportation continues to serve Alameda Point will require ongoing effort.”

#### **8. Alameda TravelChoice Program, 2006**

TravelChoice was a program conducted by TransForm, formerly TALC, the Transportation and Land Use Coalition, that was created to reduce driving and congestion while promoting healthy physical activity. Through the TravelChoice program, interested residents of participating Bay Area communities were provided with information and incentives to increase their likelihood of walking, bicycling, riding public transit, and carpooling (Table 4-8).

The City of Alameda was one of the participating communities, and outreach was conducted outside the CBTP area, on the eastern end of the island, over a period of two months. As part of the outreach effort, residents were able to request information in order to help them increase their use of alternative transportation modes. The following table summarizes which type of transportation information was requested by Alameda households, in order of most requested to least requested. To some extent this list may indicate which travel modes would most benefit from increased marketing activities and informational campaigns in the community.

TABLE 4-8 **ALAMEDA TRAVELCHOICE PROGRAM – INFORMATION REQUESTS BY TRANSPORTATION MODE**

<b>Transportation Mode</b>	<b>Percent of Participating Alameda Households Requesting Information</b>
Bicycle	78%
AC Transit	73%
Walking	73%
BART	61%
Alameda Ferries	61%
General Transportation Info	44%
Local Area Map	31%
Rideshare/Carpool	21%
Personalized Trip Plan	19%
Paratransit	17%

Although the TravelChoice program was not conducted in the CBTP area, the program resulted in the creation of an Alameda-specific transit map, which could benefit CBTP area residents. This potential opportunity is discussed in Chapter 6, Solutions.

**9. Alameda Point Station Area Plan: Transit-Oriented Development Alternatives, 2008**

The Alameda Point Station Area Plan: Transit Oriented Development Alternatives was written in 2008 with funding from Metropolitan Transportation Commission, the Alameda County Transportation Improvement Authority, and the City of Alameda. The purpose of the document is to educate the

Alameda community about the various transit-supportive policies and features that could be implemented in the Alameda Point area in order to encourage high levels of transit ridership. The intention is that eventually these concepts can be incorporated into any future redevelopment projects on Alameda Point.

The report identifies several general objectives related to transit (e.g., “Provide incentives that reduce car ownership and vehicle trips such as transit passes, car share programs, reduced parking requirements, parking pricing, etc.”), but does not identify specific transportation gaps or barriers that are faced by the community at the present time.

#### **10. City of Alameda Special Transportation for Seniors and People with Disabilities, Year-End Reporting, 2008**

A year-end report prepared for the City of Alameda summarizes operating statistics for special transportation for seniors and people with disabilities, including paratransit. The report prepared for the 2007-2008 fiscal year finds that from July 2007 to June 2008 a total of 2,971 trips were provided. Of these trips, 1,399 were individual demand-responsive trips and 1,572 were group trips. The report also states that a total of 14,500 East Bay Paratransit tickets sold in the fiscal year.

#### **11. City of Alameda Pedestrian Plan, 2009**

The Pedestrian Plan is a component of the Transportation Master Plan that the City adopted in January 2009. See the section below, City of Alameda Transportation Master Plan, for more details.

#### **12. City of Alameda Transportation Master Plan/Transportation Element Update, 2009**

The City’s Transportation Commission developed a citywide Transportation Master Plan (TMP), which was adopted in January 2009. Three specific plans were developed as part of the TMP, including a Multimodal Circulation Plan, a Bicycle Master Plan, and a Pedestrian Plan. The TMP includes both policies and a set of prioritized projects.

The update to the Transportation Element includes a citywide street classification system that is divided into three categories: Street Types, Land-Use Classifications, and Transportation Mode Classifications. The Street Type classification determines the street's primary function, number of lanes, congestion tolerance, and suitable traffic calming measures. The Land Use Classification is used to regulate the street's design and operational features, such as pedestrian amenities, bicycle facilities, and parking restrictions. The Modal Classification is used to denote the preferred mode of travel on a particular street segment, and the associated design and operational features that would best serve the primary mode.

**13. Alameda–Oakland Estuary Crossing Feasibility Study, 2009 (in process)**

The City of Alameda Public Works Department is currently conducting an Estuary Crossing Feasibility Study. The goal of the study is to create an easy-to-use, safe, and enjoyable estuary crossing between Alameda and Oakland, which will enhance the region's bicycle, pedestrian and transit networks.

As of June 2009, the City has created a list of project alternatives, including existing service improvements, new water crossing alternatives, and new fixed crossing alternatives. The City has also completed an assessment of all the alternatives. The Final Draft report was published in May 2009.



## 5 COMMUNITY OUTREACH

This chapter describes the approach that was used for gathering community input and summarizes the community-identified transportation gaps and needs for the Alameda CBTP.

### *A. Community Outreach Approach*

Outreach for the CBTP process focused on low-income residents, seniors over 65 years, youth under 18 years and disabled residents in the CBTP area. Public outreach surveyed a cross-section of the community through phone interviews, outreach meetings and events and the distribution and collection of questionnaires. Outreach was coordinated with Alameda service providers and a Technical Advisory Committee (TAC) comprised of local and regional transit agency and City of Alameda staff.

The sections below describe the methodology used to identify the target community and conduct outreach. The transportation needs identified through community outreach fall into the following categories:

#### **AC Transit**

- ◆ Frequency
- ◆ Access to information
- ◆ Access to bus stops
- ◆ Experience on bus
- ◆ Safety on buses
- ◆ Transferring
- ◆ On-time performance
- ◆ Cost
- ◆ Total trip time

#### **BART**

- ◆ Access to BART from Alameda, especially to the 12<sup>th</sup> Street Oakland Station from Alameda Point
- ◆ Cost
- ◆ Safety

- ◆ Schedule

### **Walking**

- ◆ Crossing the street
- ◆ Safety
- ◆ Sidewalk conditions
- ◆ Street lighting

### **Bicycling**

- ◆ Speed of automobiles
- ◆ Pavement conditions
- ◆ Availability of bike lanes
- ◆ Ability to transfer to another mode with a bicycle
- ◆ Bicycle access to Oakland from Alameda
- ◆ Street lighting

### **Driving**

- ◆ Carsharing and carpooling

### **Paratransit**

- ◆ Scheduling paratransit pickup
- ◆ Experience on paratransit
- ◆ Access to information

### **Ferry**

- ◆ Frequency
- ◆ Off-peak schedule
- ◆ Cost
- ◆ Access to the ferry terminal

## **1. Outreach Objectives**

Outreach for the CBTP was intended to involve area residents and visitors in the transportation planning process and generate feedback that would help

identify transportation needs and potential solutions. The CBTP outreach strategy was based on the following project objectives:

- ◆ Inform and educate residents about the goals of the community-based transportation planning process
- ◆ Educate residents about transportation planning and competitive funding opportunities
- ◆ Identify community's transportation needs, including the following:
  - Transit service needs
  - Bicycle circulation and safety needs
  - Pedestrian circulation and safety needs
  - Disabled access and ADA compliance needs
  - Needs for public information on transportation services
  - Transit accessibility needs (disabled, pedestrian, bicycle)
  - Auto access needs
- ◆ Identify a preliminary list of potential solutions for addressing community-identified transportation needs

## 2. Outreach Team

The Outreach Team consisted of transportation planners at Design, Community & Environment and Nelson\Nygaard, working closely with Alameda service providers, residents, and a TAC composed of MTC, ACCMA, AC Transit and City of Alameda staff.

Community organizations and service providers assisted with the CBTP outreach process in the following ways:

- ◆ Alameda Recreation and Park Department Director of Teen Programming set up a table at the Teen Talent Show to help administer questionnaires.
- ◆ Alameda Point Collaborative Residents Council members administered CBTP questionnaires.

A Technical Advisory Committee (TAC) reviewed community input and project recommendations associated with the Alameda CBTP. The TAC consisted of representatives from the following organizations:

- ◆ AC Transit
- ◆ Alameda County Congestion Management Agency
- ◆ City of Alameda Public Works, Land Development and Transportation Division
- ◆ City of Alameda Department of Community Development
- ◆ Metropolitan Transportation Commission, Planning

### **3. Outreach Methods**

Outreach efforts consisted of a variety of forums, including interviews with 14 constituent representatives and service providers, presentations at 12 community meetings or events, and questionnaires distributed at 10 locations. These outreach efforts were intended to reach low-income residents, seniors, youth and people with disabilities in the CBTP area. Information and transportation concepts were presented and transportation needs were solicited in a format that was easily understood by the target communities.

#### **a. Phone Interviews**

The Outreach Team began by compiling contacts at various organizations and agencies to conduct phone interviews. The phone interviews were used to collect information on transportation needs and identify opportunities to meet with community members. Phone interviews were also used to identify other points of contact that may be interested in providing feedback on the CBTP. Organizations that were contacted include:

- ◆ Alameda Food Bank
- ◆ Alameda Point Collaborative
- ◆ Alameda Unified School District
- ◆ Alternatives in Action
- ◆ American Association of Retired Persons (AARP)
- ◆ Anne B. Diament Senior Plaza
- ◆ Buena Vista United Methodist Church
- ◆ City of Alameda Commission on Disability Issues

- ◆ City of Alameda Transportation Commission
- ◆ Community Action for a Sustainable Alameda
- ◆ Housing Authority of the City of Alameda
- ◆ Immanuel Lutheran Church of Alameda
- ◆ Independence Plaza
- ◆ Mastick Senior Center

Detailed notes from phone interviews are contained in Appendix A: Phone Interview Notes.

b. Questionnaires

Questionnaires were used to solicit input on transportation needs, gaps, problems, and solutions for major transportation modes, including AC Transit, BART, the Oakland-Alameda Ferry, walking, bicycling, driving, and paratransit. Respondents were asked to rate and comment on issues regarding the different modes of transportation they used to get around. Respondents were also asked to specify which modes of transportation were used for common destinations (e.g. the doctor, grocery, school, or work). Respondents answering questions on AC Transit, for example, would rate issues such as on-time performance, route frequency, cost, access to route information, and experience at bus stops. Similarly, respondents who indicated that they bicycled would rate issues such as the availability and condition of bike lanes, and the ability for a rider to transfer onto transit with a bicycle.

Two versions of the questionnaire were used in the outreach process. One version was distributed at CBTP outreach events and was designed to be answered by community members and individuals. The other version of the questionnaire was designed to be answered by community representatives, such as members of the Alameda Service Collaborative (ASC).

In total, 133 questionnaires were completed by community members and representatives. This included 125 community member questionnaires and eight questionnaires from community representatives from the ASC. Thirty-six of these questionnaires were completed off-site and mailed in. All other

questionnaires were completed in the field or during CBTP outreach events. The community member questionnaire and results from the 125 completed surveys are contained in Appendix B: Community Member Questionnaire and Results. The community representatives' questionnaire and results from completed surveys are contained in Appendix C: Alameda Service Collaborative Questionnaire and Results.

The questionnaires were distributed at several locations around Alameda, particularly within the CBTP area. The questionnaires were also distributed at all CBTP meetings. Questionnaires were distributed at the following locations:

- ◆ Alameda Disability Commission meeting
- ◆ Alameda Food Bank
- ◆ Alameda Point Collaborative
- ◆ Alameda PTA Council meeting
- ◆ Alameda Service Collaborative
- ◆ Alameda Youth Committee Talent Show
- ◆ Anne B. Diament Center
- ◆ City View Skate Park
- ◆ Independence Plaza
- ◆ Mastick Senior Center (AARP meeting)



Residents of Anne B. Diament Center complete the questionnaire.



Alameda youth visit the CBTP table at the Youth Talent Show.

#### c. Outreach Meetings and Events

A series of meetings and outreach events were held during the CBTP planning process. At each meeting or event, Community-Based Transportation Planning was introduced to meeting participants. Participants discussed their existing transportation needs, including the modes of travel that they use, and areas of their travels that could be improved. A large map of Alameda was shown that highlighted the CBTP area. Participants marked the map to identify their common destinations and indicate areas of concern. The goal of these meetings and events was to gather information about existing transportation gaps and to encourage participants to prioritize their transportation barriers. Participants were given a questionnaire for additional input. As described above, a separate questionnaire geared toward constituent represen-

tatives was written and distributed at the Service Collaborative Meeting attended March 11, 2009.

The following paragraphs summarize meetings and events that took place throughout the outreach process, organized by focus group. Detailed notes from each meeting and event attended by the Outreach Team are contained in Appendix D: Meeting Notes.

### Seniors

- ◆ **Independence Plaza.** Independence Plaza is a Senior Housing Facility located at Webster and Atlantic Avenues. This facility is located within the CBTP area. There are 186 units for seniors over the age of 65 at Independence Plaza. Approximately 128 of these units are affordable.<sup>1</sup> A total of 19 residents participated in a meeting held in the Community Room at Independence Plaza on February 4, 2009.
- ◆ **Anne B. Diament Center.** The Anne B. Diament Center is a 65-unit complex for very-low income seniors. The facility is located at Park Street and Otis Drive. Although the facility is not within the CBTP area, it was included in the outreach effort to ensure adequate representation of low-income senior citizens. A total of 12 residents and one employee were present at the residents' meeting held in the Anne B. Diament Community Room on February 17, 2009.
- ◆ **American Association of Retired Persons (AARP), Alameda Chapter.** The Alameda Local chapter of the AARP meets monthly at the Mastick Senior Center. The Mastick Senior Center is a division of the Alameda Recreation and Parks Department. A total of 60 members were present at the February 19, 2009 AARP meeting, which was held in the Social Hall.



Residents of Independence Plaza.



Residents of the Anne B. Diament Center.

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<sup>1</sup> City of Alameda Housing Element, page IV-42.



Alameda Youth Advisory Commissioners.



Members of the Alameda PTA Council identify issues related to the CBTP.



Youth interview being conducted at City View Skate Park.

## Youth Groups

- ◆ **Alameda Youth Advisory Commission.** The Alameda Youth Advisory Commission is made up of 11 youth between the ages of 14 and 20. The Youth Advisory Commission meets monthly to make municipal and policy recommendations. Ten Youth Advisory Commissioners were present at the February 10 meeting.
- ◆ **City View Skate Park.** City View Skate Park is located at Alameda Point. Outreach Team members visited the Skate Park on Saturday, February 7, 2009 to interview visitors and distribute questionnaires. One questionnaire was completed and two interviews were conducted.
- ◆ **Alameda Parent-Teacher Association Council.** The Alameda PTA Council is made up of representatives from all schools within the Alameda Unified School District (USD). The PTA Council meets monthly to discuss issues related to youth as well as the USD. The February Council meeting on February 25, 2009 was attended by thirteen PTA members, the Superintendent of the AUSD, and a spokesperson from an Alameda youth-focus organization.
- ◆ **Alameda Youth Committee Talent Show.** This outreach event was held at a High School Talent Show at the Alameda Veterans Memorial Building, located on Central Avenue. The talent show was sponsored by the Alameda Youth Committee and attracted a cross-section of Alameda's youth. About 100 youth attended the talent show. Personal interviews and questionnaires were completed with 15 youth participants at the talent show held March 6, 2009.



### Low-Income Residents

- ◆ **Alameda Food Bank.** The Alameda Food Bank hosts a Client Food Selection (CFS) on the first Saturday of the month at an Alameda Point location (West Ranger Road). At the February CFS, 218 Alameda residents were present. A total of 67 personal interviews were conducted and 24 surveys were completed on Saturday, February 7, 2009.
- ◆ **Alameda Point Collaborative Resident Council.** The Alameda Point Collaborative (APC) consists of 34 acres of Alameda Point, a former Naval Base. APC manages 239 affordable housing units at Alameda Point. A residents meeting was held on February 17, 2009. Four Alameda Point Collaborative resident representatives and one representative from another affordable housing development, Bessie Coleman Court, attended. Representatives from Operation Dignity were also present. (See discussion in the People with Disabilities section below.) Three questionnaires were completed on-site and 21 additional questionnaires were independently distributed and submitted.
- ◆ **Alameda Service Collaborative (ASC).** Representatives from Alameda social service agencies meet monthly to discuss their services and overcoming barriers for others to obtain service. Agencies representing a large number of low-income groups were present at the March 11, 2009 ASC meeting. Low-income organizations that were present included free tax service, dental care, and housing discrimination agencies, and the Alameda Food Bank. A total of 8 questionnaires were completed by service providers. As discussed above, questionnaires distributed to community representatives at the ASC meeting were different from those completed by individual community members at other outreach events. The questionnaires for the ASC were different from the other questionnaires because ASC members were asked to respond as a representative of a group of constituents, rather than as an individual.



Residents identify transportation issues at the Alameda Foodbank.



Meeting of Operation Dignity and the Alameda Point Resident Council.



Alameda Service Collaborative representatives discuss current issues.



Alameda Commission on Disability Issues identifies transportation needs.

### People with Disabilities

- ◆ **Operation Dignity.** Two representatives from Operation Dignity were present at the February 17, 2009 Alameda Point Collaborative meeting. Operation Dignity manages 28 housing units at Dignity Commons on Alameda Point.
- ◆ **Alameda Commission on Disability Issues.** The Alameda Commission on Disability Issues is made up of eleven members who serve four-year terms. Currently, there are three open Commissioner positions. Five commissioners and one alternate were present at the February 23, 2009 meeting. One questionnaire was completed on-site and several others were completed off-site and mailed in.

### B. Outreach Results

During community meetings and interviews, and through the questionnaires, community members and representatives were asked to identify and prioritize problems that they encounter with various modes of transportation. As shown in Table 5-1, AC Transit was the mode for which most respondents identified problems, with 158 problems identified. Problems with walking were the second most common, with 93 problems identified. Fewer problems were identified for the remaining modes, with 41 for bicycling, 14 for driving, 13 for paratransit, 12 for the ferry, and 9 for BART. A complete list of problems identified during outreach is contained in Appendix E: Compiled Outreach Findings.

Outreach participants who responded to the questionnaire, participated in interviews and/or attended CBTP meetings identified the following transportation issues in Alameda. Issues are summarized according to mode and are listed in order of priority, as identified through outreach.

TABLE 5-1 **MODE OF TRANSPORTATION, PRIORITIZED BY NUMBER OF PROBLEMS IDENTIFIED**

Transportation Mode	Number of Problems Identified
AC Transit	158
Walking	93
Bicycling	41
Driving	14
Paratransit	13
Ferry	12
BART	9

### 1. AC Transit

Of the 125 respondents who completed the community member questionnaire, 60 percent reported that they use AC Transit bus service in Alameda. Nearly half of the problems identified through outreach pertain to AC Transit. Outreach respondents rated the following issues as the priorities related to AC Transit bus service. These issues are discussed in further detail in Tables 5-2 and 5-3, below. AC Transit routes in the CBTP Area are shown in Figure 5-1.

- ◆ Route #63 needs frequency and service improvements.
- ◆ Buses run too infrequently and wait times are too long.
- ◆ Lack of information and difficulty understanding information pose barriers to bus travel.
- ◆ Bus routes and stop locations should be improved, especially in Alameda Point and near the Alameda Hospital.
- ◆ Riders experience problems with bus drivers.
- ◆ Riders experience problems at bus stops.
- ◆ Route #51 needs frequency improvement.



A resident boards the AC Transit Route 63 bus.

- ◆ Boarding, deboarding and standing on the bus is difficult for seniors, parents with small children, and people with disabilities.
- ◆ Riders have problems with their experiences on the bus.
- ◆ Safety is a concern at bus stops and on the bus.

Table 5-2 further describes issues, comments, and suggestions received regarding AC Transit service. Table 5-3 below contains problems that outreach participants identified regarding specific AC Transit bus routes.



A crosswalk on Atlantic Avenue.



A crosswalk improved with an ADA truncated dome strip near the Mastick Senior Center.

## 2. BART

Seventy-four percent of questionnaire respondents reported that they travel on BART. Respondents indicated that they most often accessed BART from either the Fruitvale Station or the 12<sup>th</sup> Street Oakland Station but that accessing BART from Alameda is difficult. Residents in western Alameda who use the #63 bus reported difficulties accessing the 12<sup>th</sup> Street Oakland Station on the weekends. Many respondents stated that there is no station convenient to them and that traveling to BART takes too much time. Twelve percent of questionnaire respondents indicated that they ride the bus to access BART, and 3 percent indicated that they drive to get to BART (the majority of respondents did not indicate how they get to BART). A common barrier for respondents is the cost of riding BART, particularly for children, which makes riding BART too expensive for families. Safety is another concern among respondents, especially safety on trains and security in BART parking lots. Respondents also noted that BART should operate later in the night. Respondents indicated a need for well-maintained restroom facilities in all BART stations.

## 3. Walking

Seventy-four percent of community member questionnaire respondents reported that they walk in Alameda as a means of travel. Outreach respondents rated problems with crossing the street, safety concerns, poor sidewalk conditions, and lack of street lighting as priorities. Respondents stated that intersections in Alameda should be designed for the pedestrian rather than the automobile. The specific locations where these problems occur, as identified

TABLE 5-2 **AC TRANSIT: SUMMARY OF ISSUES AND COMMENTS**

Frequency	Infrequent nighttime, weekend, and holiday service; infrequent service to several locations (see Appendix E for complete list)
Access to Information	Bus information should be posted at every stop and in multiple languages; information should be easier to comprehend; real-time information should be advertised at all bus stops; AC Transit schedules and system map should be more comprehensive
Access to Bus Stop	Bus stops should be in closer proximity to schools and Alameda Hospital; bus stops are too far apart
Experience on Bus	Steps and seats on new buses are too high; buses could be cleaner, better maintained; rude drivers; need more comfortable seating for seniors and disabled; difficult for parents with children and strollers to board; buses should be fuel-efficient and non-polluting; aisles are too narrow; drivers are unfamiliar with the areas that they service
Experience at Bus Stop	More benches, shelters, trash cans, and lighting needed
Safety on Buses	Buses begin moving before rider can sit; drivers do not always lower steps; hard to hold on while bus is moving
Transferring	High cost of transfer; length of transfer too short; need more bike racks
On-Time Performance	AC Transit is unreliable
Cost	Fares are too high; need more discounts
Total Trip Time	Takes too long to get to Bay Farm Island, to schools, to BART, and cross-island

TABLE 5-3 **AC TRANSIT: SUMMARY OF ROUTE ISSUES**

Route 63	Weekend route should service Oakland and commercial shopping area; drivers are rude, take shortcuts, omit runs, do not wait for riders; 63 should serve more residents than industrial areas; no bus to Ruby Bridges Elementary; buses run too infrequently; not enough bus shelters; bus shelters should be glass, not screens for inclement weather; jarring turn; unreliable service
Route 51	Should have a rapid line; infrequent service; inefficient trip time
Route 50	Should run to Alameda Hospital; should run more frequently on the weekends and to Bay Farm; inefficient trip time

by outreach respondents, are contained in Appendix E. Generally, sidewalk conditions in the CBTP area were said to be in good condition, although several respondents reported tree roots as a factor in pavement problems. Crossing guards were identified as a priority for safety by many respondents, and by all members of the Alameda Unified School District PTA Council.

Sidewalk conditions at Alameda Point were identified as a priority for repair. Where sidewalks in Alameda Point were present, conditions varied. In addition, Alameda Point does not have a cohesive, connected sidewalk system.

Several people also expressed support for a walking/bicycling bridge from Alameda Point to downtown Oakland.

#### 4. Bicycling

Thirty-one percent of community member questionnaire respondents reported that they bicycle in Alameda. Speed of automobiles, poor pavement conditions, availability of bike lanes, and ability to transfer to other modes with a bicycle were among the biggest concerns identified by bicyclists. Respondents indicated the need for a greater bicycle carrying capacity on AC Transit's bike racks. Respondents also identified the need for better bicycle access from the island into Oakland. Respondents felt that better lighting on arterials would improve their safety and experience bicycling. Additionally, bicyclists in Alameda identified the need for the City to update its bike lane information and to provide maps that illustrate bike paths. Specific locations where outreach participants reported bicycle transportation gaps are identified in Appendix E.



A senior citizen with her bicycle near the Mastick Senior Center.

#### 5. Driving

Fifty-six percent of questionnaire respondents indicated that they drive as a form of transport, and 7 percent of respondents indicated that they do not currently drive but would like to. Seventeen percent of respondents currently participate in a carpool or carshare, and 6 percent of respondents do not currently carpool but would like to. Outreach respondents provided information on issues with driving in Alameda including suggestions for roadway

repair and street design. We did find that 41 percent of respondents indicated that they used an automobile to transfer to another mode of transportation. Modes of transport to which respondents transfer from their cars include BART, the Alameda-Oakland Ferry, and the bus.

## **6. Paratransit**

Paratransit provides door-to-door service to seniors and people with disabilities. Individuals can schedule paratransit service for medical appointments, errands, and other planned outings. Ten percent of community member questionnaire respondents reported that they use paratransit services in Alameda.

A summary of issues and comments pertaining to paratransit is contained in Table 5-4. Many respondents indicated problems with scheduling, reliability of service, and access to information about paratransit. Where the respondents commented on negative experience on paratransit, many indicated poor rapport with individual paratransit drivers. Specifically, people responded that drivers showed a lack of respect for the elderly and individuals with special needs.

## **7. Ferry**

Twenty-six percent of community member questionnaire respondents reported that they use the Alameda-Oakland Ferry. Outreach respondents did not focus on ferry service as a means of transportation to the extent that they focused on other modes of travel. However, respondents reported frequency of service to be one of the most important issues related to the Alameda-Oakland Ferry, and one respondent stated that the ferry is often delayed due to fog. Respondents stated that the wait time in between ferries was too long. Outreach respondents also reported that service should be more frequent on weekends and holidays, and during off-peak hours. Some outreach participants noted that the ferry is too expensive, and that riding the ferry is considered to be “elite.” Another problem encountered by outreach participants is

ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 COMMUNITY-BASED TRANSPORTATION PLAN  
 COMMUNITY OUTREACH

TABLE 5-4 **PARATRANSIT: SUMMARIES OF ISSUES AND COMMENTS**

Scheduling Paratransit Pickup	Many wait too long after a doctor appointment for pickup; rarely arrives on time
Experience on Paratransit	Drivers are rude; drivers need better training;, vans are difficult to board without a wheelchair – the sedans are better
Access to Information	Need more information about services and the application process
Other	Too much backup on paratransit; the first person picked up can be the last person dropped off at their destination; should be easier to coordinate pickup for small group outings

difficulty in accessing the ferry terminal without a car. Respondents requested more information on the ferry service and schedule. One respondent also stated that more seats were needed at the ferry terminal.



## 6 SOLUTIONS

This chapter provides a discussion of solutions to address transportation needs and gaps identified through outreach activities in Alameda. Where applicable, these strategies build upon existing efforts to improve transportation in Alameda. The strategies will require further refining through consultation with likely implementing agencies to gauge feasibility and produce realistic cost estimates. Each strategy has been evaluated based on community support, transportation benefits, cost and funding availability, and implementation timeframe.

The strategies are grouped in four major categories:

### **Transit Strategies (includes AC Transit, BART, Paratransit, and Ferry)**

- ◆ Implement Bus Stop and Shelter Improvements
- ◆ Improve Transit Access from Alameda Point to Downtown Oakland
- ◆ Implement Route 51 On-Time Performance Improvements
- ◆ Install “Real Time” Information, such as NextBus, at Alameda Bus Stops
- ◆ Improve Bus Service to Alameda Hospital and City of Alameda Schools
- ◆ Increase and Improve Information Regarding Transit Services
- ◆ Increase Education Regarding Paratransit Services
- ◆ Increase Transit Education for Seniors
- ◆ Implement a Low-Income Transit Fare Subsidy
- ◆ Improve Accessibility to the Oakland-Alameda Ferry
- ◆ Increase Bus-to-BART Frequency
- ◆ Implement Route 50 Frequency Improvements
- ◆ Increase Frequency to the Oakland-Alameda Ferry

### **Pedestrian Strategies**

- ◆ Expand the Safe Routes to Schools Program
- ◆ Improve the Pedestrian Experience in Alameda Point
- ◆ Install Pedestrian Street Lights
- ◆ Improve Pedestrian Access between West Alameda and Oakland
- ◆ Increase Pedestrian and Bicyclist Safety in the Tube
- ◆ Increase Pedestrian Crossing Visibility and Safety

### **Bicycling Strategies**

- ◆ Create More Bicycle Lanes throughout Alameda
- ◆ Increase the Bicycle Capacity Onboard Buses
- ◆ Increase Bicycling Options for Youth and Low-Income Residents
- ◆ Improve Bicycling Access between Alameda and Oakland
- ◆ Improve Pavement and Bicycle Striping near the Ferry Terminal
- ◆ Increase Education Regarding Bicycling Routes and Safety

### **Driving Strategies**

- ◆ Increase Knowledge of 511 Rideshare
- ◆ Institute an Auto Loan Program for Low-Income Residents

### **Strategies Needing Further Study**

The following strategies would address identified needs in the CBTP area. However, costs and feasibility associated with these strategies need to be further evaluated.

- ◆ Retrofit Bus Shelters with Glass
- ◆ Institute an AC Transit Weekend Transfer Window Extension
- ◆ Maintain Alameda's Crossing Guard Program
- ◆ Create a "Bicycle Boulevards" Program
- ◆ Increase Traffic Calming Measures

### **Strategies Not Recommended**

Additional strategies for improving the mobility of low-income residents that are not recommended in Alameda are discussed at the end of this chapter. These have not been presented and evaluated as project-level strategies because they are either already included in City of Alameda or transit operator plans or they are infeasible:

- ◆ Improve AC Transit Driver Courtesy
- ◆ Improve Pavement of City Sidewalks
- ◆ Implement a Low-Income Transit Fare Subsidy for the Oakland-Alameda Ferry
- ◆ Increase the Number of Low-Floor Buses

- ◆ Retrofit Bus Shelters to Better Accommodate Wheelchair Users
- ◆ Update Alameda's Bikeway Map

### *A. Evaluation and Ranking*

The overall ranking of transportation strategies for The City of Alameda is based on an evaluation of the following four criteria:

- ◆ **Community:** Level of community support and needs and diverse community served.
- ◆ **Transportation Benefits:** Number of beneficiaries, concerns addressed and measurable solutions.
- ◆ **Financial:** Overall and per beneficiary cost, funding availability and sustainability.
- ◆ **Implementation:** Implementation time-frame and staging.

These categories are explained in more detail in Table 6-1.

Evaluation of each solution for addressing transportation gaps in Alameda has taken into account potential funding sources that may be available for implementation. Even transportation projects that are well suited to public or private funding sources must compete for limited funds.

In addition, in the case of proposed changes in operations, such as transit frequency and span improvements, funding for service start-up will be more easily secured than long-term operating support. Therefore, even when promising sources of funding for the initial implementation exist, concerns related to long-term sustainability may act as constraints to project feasibility.

Project ranking is an inherently subjective process that can only reflect the best knowledge at this time regarding project feasibility, potential benefits, and community support (as determined from outreach results). The proposed overall ranking for these strategies is shown in Table 6-2.

TABLE 6-1 **EVALUATION CRITERIA FOR TRANSPORTATION STRATEGIES**

<b>Evaluation Category</b>	<b>Definition</b>
<b>Community</b>	
	Level of community support, serves greatest need, serves needs of diverse community
High ranking	High community support and serves greatest need
Medium ranking	Moderate community support and serves greatest need
Low ranking	Low community support
<b>Transportation Benefits</b>	
	Number of beneficiaries, number of problems solved, measurable solutions
High ranking	Large number of residents benefit, addresses multiple concerns
Medium ranking	Moderate number of residents benefit, addresses multiple concerns
Low ranking	Small number of residents benefit, addresses one concern
<b>Financial</b>	
	Overall cost, cost per beneficiary, funding availability and sustainability
High ranking	Low cost to implement (under \$50,000), cost effective and financially feasible
Medium ranking	Medium cost to implement (\$50,000-\$150,000), moderately cost effective and feasible
Low ranking	High cost to implement (\$150,000+), high cost per beneficiary
<b>Implementation</b>	
	Implementation time-frame and staging
High ranking	Short term (1-2 years), or capable of being implemented in stages
Medium ranking	Medium term (3-4 years)
Low ranking	Long term (5+ years), may require large upfront fixed costs

ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 SOLUTIONS

TABLE 6-2 PROPOSED STRATEGY RANKING

Strategy	Ranking				Overall
	C	T	F	I	
<b>Transit Strategies</b>					
Implement Bus Stop and Shelter Improvements	M-H	H	H	H	<b>H</b>
Increase Transit Access from Alameda Point to Downtown Oakland:					
• Create an Alameda Point Shopper Shuttle on Weekends	H	M-H	H	M-H	<b>H</b>
• Increase Route 63 Service and Frequency	H	H	L	M-H	<b>M-H</b>
Implement Route 51 On-Time Performance Improvements	H	H	L	M-H	<b>M-H</b>
Install “Real Time” Information, such as NextBus, at Alameda Bus Stops	M-H	H	H	M-H	<b>M-H</b>
Improve Bus Service to Alameda Hospital and City of Alameda Schools	M-H	M-H	L	M-H	<b>M-H</b>
Increase and Improve Information Regarding Transit Services	M-H	M	H	H	<b>M-H</b>
Increase Education Regarding Paratransit Services	M-H	M	H	H	<b>M-H</b>
Increase Transit Education for Seniors	M	L	H	H	<b>M-H</b>
Implement a Low-Income Transit Fare Subsidy					
• Create a Low-Income Fare Discount	H	H	L	L-M	<b>M</b>
• Maximize Accessibility of Existing Discounts	M-H	M	M	M	<b>M</b>
Improve Accessibility to the Oakland-Alameda Ferry	L-M	L	H	H	<b>M</b>
Increase Bus-to-BART Frequency	M-H	L-M	M	M-H	<b>M</b>
Implement Route 50 Frequency Improvements	L-M	L-M	L	M-H	<b>L-M</b>
Increase Frequency of the Oakland-Alameda Ferry	L-M	L	L	L-M	<b>L</b>
C: Community	H: High				
T: Transportation Benefits	M-H: Medium-High				
F: Financial	M: Medium				
I: Implementation	M-L: Medium-Low				
	L: Low				

**ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
SOLUTIONS**

TABLE 6-2 **PROPOSED STRATEGY RANKING (CONTINUED)**

Strategy	Ranking				Overall
	C	T	F	I	
<b>Pedestrian Strategies</b>					
Expand the Safe Routes to Schools Program	M	M-H	L-M	M-H	<b>M-H</b>
Improve the Pedestrian Experience in Alameda Point	M-H	H	H	M-H	<b>M-H</b>
Install Pedestrian Street Lights	M-H	M	H	H	<b>M-H</b>
Improve Pedestrian Access between West Alameda and Oakland	M-H	H	L	L-M	<b>M</b>
Increase Pedestrian and Bicyclist Safety in the Tube	M	H	L	L	<b>M</b>
Increase Pedestrian Crossing Visibility and Safety	M	L-M	M	H	<b>M</b>
<b>Bicycling Strategies</b>					
Create More Bicycle Lanes throughout Alameda	M	M-H	M	M	<b>M-H</b>
Increase the Bicycle Capacity Onboard Buses	M	M-H	M	H	<b>M-H</b>
Increase Bicycling Options for Youth and Low-Income Residents	M	M-H	M	H	<b>M-H</b>
Improve Bicycling Access between Alameda and Oakland	M-H	M-H	L	L-M	<b>M</b>
Improve Pavement and Bicycle Striping near the Ferry Terminal	L-M	L-M	M-H	M	<b>M</b>
Increase Education Regarding Bicycling Routes and Safety	L-M	M	M	M-H	<b>M</b>
<b>Driving Strategies</b>					
Increase Knowledge of 511 Rideshare	M	M-H	H	H	<b>M-H</b>
Institute an Auto Loan Program for Low-Income Residents	M-H	M-H	L	H	<b>M-H</b>
C: Community	H: High				
T: Transportation Benefits	M-H: Medium-High				
F: Financial	M: Medium				
I: Implementation	M-L: Medium-Low				
	L: Low				

## *B. Transit Strategies*

The following strategies respond to gaps identified through CBTP outreach relating to AC Transit, BART, paratransit, and ferry services, facilities and amenities, as well as transit affordability.

In most cases, the primary barrier to implementation of transit and paratransit strategies is funding, though other constraints such as traffic congestion may apply. Transit frequency, span improvements and new shuttle service proposed as part of CBTP strategies would require additional operating funding to implement and sustain.

### **1. Implement Bus Stop and Shelter Improvements**

#### **a. Benches**

This strategy would involve the installation of benches at bus stops and along roadways. Costs would be approximately \$1,500 per bench for purchase, assembly, and installation.

Outreach respondents cited the need for benches at several bus stops throughout Alameda. Senior citizen respondents, in particular, indicated the need for more benches along Alameda's roadways so that pedestrians have frequent resting places. Therefore, locations to prioritize for this strategy would be those bus routes and sidewalks most traveled by senior citizens, such as the sidewalks along roadways near senior housing facilities and Mastick Senior Center. Other locations to prioritize for this improvement would be at bus stops near common shopping destinations, such as Lucky grocery store, Webster Street and Alameda Towne Centre. Outreach respondents in Alameda Point also identified benches at bus stops as a needed amenity. Therefore, bus stops throughout Alameda Point would be another priority location for this strategy.

The City of Alameda does not permit advertising signage at bus stops.<sup>1</sup> While many other Bay Area cities enter agreements with advertising agencies in ex-

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<sup>1</sup> City of Alameda Municipal Code, Section 30-6.7.



A bus stop along AC Transit  
Route 63.

change for, or to offset the price of, bus shelters and benches, Alameda funds most of its bus shelter facilities in full.<sup>2</sup>

b. Trash Cans

Outreach respondents in Alameda Point indicated that not all bus stops in Alameda Point contain trash cans. This strategy would involve the installation of trash cans at bus stops. The cost of installing new trash cans would be approximately \$220 each, plus \$36 (on average) per week for servicing.

Opportunities to combine costs exist for this strategy and Strategy B.1.d, below, because new bus shelters installed in Alameda have built-in trash cans. Therefore, for some locations in Alameda, bus stops improvements may only include shelter installation and maintenance costs, without additional costs for the installation of trash cans alone. A specific location cited by community members as needing a trash can is Pan Am Way at West Midway Avenue.

c. Install Lighting at Bus Stops That Are Currently Lacking Adequate Lighting

This strategy would involve the installation of lighting at bus stops, at a cost of up to approximately \$3,000 per bus stop.

Insufficient lighting in the CBTP area was identified as a safety concern by many, including transit patrons. A proposed strategy for implementation of pedestrian-scale lighting on key corridors in the plan area would be assisted by providing improved ambient lighting for bus stops (as described in Strategy C.3). Where ambient lighting is not sufficient to illuminate bus stops and shelters, a complementary strategy involves installing bus stop-based lighting.

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<sup>2</sup> While most of Alameda's shelters are City-owned and -maintained, there are exceptions in Bay Farm Island and Marina Village, which are maintained by associations. Shelters on Park Street and Webster Street are typically cleaned by business districts. In addition, there are several shelters for which the City receives maintenance funds through an assessment.



One method for improving lighting conditions in bus shelters are rider-activated, solar-powered “light-emitting diode” (LED) lights known as “i-STOP” lights. I-STOP lights are pole-mounted lights that can be used in place of existing bus stop poles to light bus stop signs. AC Transit has used solar-powered shelter lighting in the past. Following are the costs for the i-STOP lighting system:

- ◆ \$2,790 per light, including pole, installation, custom powder coating, and training.
- ◆ \$180 per replacement battery, required once every five years.

No trenching is required for light installation. The battery life of each light is approximately five years. Costs decrease based on the quantity purchased. Quantity discounts are applied for purchases of over 100 or 250 lights.

d. Add Shelters to Bus Stops

This strategy would involve the installation of bus shelters, at a cost of \$18,000 per shelter, plus \$1,500 per shelter for annual maintenance.

A common comment received during outreach was that outreach respondents would like more bus shelters at Alameda bus stops. Outreach respondents identified the following bus stops as currently lacking shelters:

- ◆ Main Street at West Midway (along AC Transit Route 63)
- ◆ Otis Drive at Willow Street (along AC Transit Route 50)
- ◆ Whitehall Place at Willow Street (along AC Transit Route 63)

Additional analysis by City staff is needed to determine the feasibility of installing shelters at these locations. Factors such as ridership need to be taken into account as shelters are evaluated in the context of the City’s overall need for shelters.

The City of Alameda would be the agency responsible for installing new bus shelters after receiving a grant. While many other Bay Area cities enter agreements with advertising agencies to offset the price of bus shelters, Alameda funds all bus shelter facilities in full, and therefore the City would require



A resident waits for the bus on Santa Clara Avenue.

annual maintenance costs to be paid for as part of the grant. As stated above, opportunities to combine costs exist for this strategy and Strategy B.1.b, above, because new bus shelters installed in Alameda have built-in trash cans. Therefore, for locations where shelters are installed, additional costs for the installation of trash cans alone would not be necessary.

TABLE 6-3 **EVALUATION OF BUS STOP AND SHELTER IMPROVEMENTS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is high, particularly among senior citizens and Alameda Point residents.	Medium-High
Transportation Benefits	A large number of people would benefit, and several problems would be addressed.	High
Financial	The costs for these improvements are relatively low, compared to other strategies.	High
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: High*

*Lead Agency: City of Alameda*

## **2. Improve Transit Access from Alameda Point to Downtown Oakland**

This strategy involves three potential improvements: a) providing a shopper shuttle on weekends, similar to the Bay Area Community Services (BACS) East Oakland Senior Shopping Shuttle, b) extending Route 63 weekend service to downtown Oakland, and c) offering service on 15 minute headways, weekdays only. The City of Alameda and AC Transit have worked extensively together in the past to improve service along AC Transit Route 63. AC Transit's Route 63 is the only bus route serving the western portion of the CBTP area, and one of ten routes serving the CBTP area and the city as a whole. Depending on the day of the week (i.e. weekday or weekend) this route is anchored at one terminus by the 11<sup>th</sup> Street and Martin Luther King Jr. Way transit center in Oakland (weekday) or the Alameda Ferry Terminal (weekend). The southbound weekday route begins in Oakland and travels throughout the western portion of the CBTP area before continuing east on

Otis Drive, and north on Park Street (Alameda) and 29<sup>th</sup> Avenue (Oakland) connecting residents to multiple employment destinations, retail centers, and transit connections in Alameda, downtown Oakland and Fruitvale BART. On the weekend this route begins at the Alameda Ferry Terminal and continues to the Alameda Towne Centre and the Fruitvale BART station. Route 63 runs on 30-minute headways throughout the week and weekend. Service begins around 5:00 a.m. and ends around midnight. Route 63's route variations are mapped in Figure 6-1.

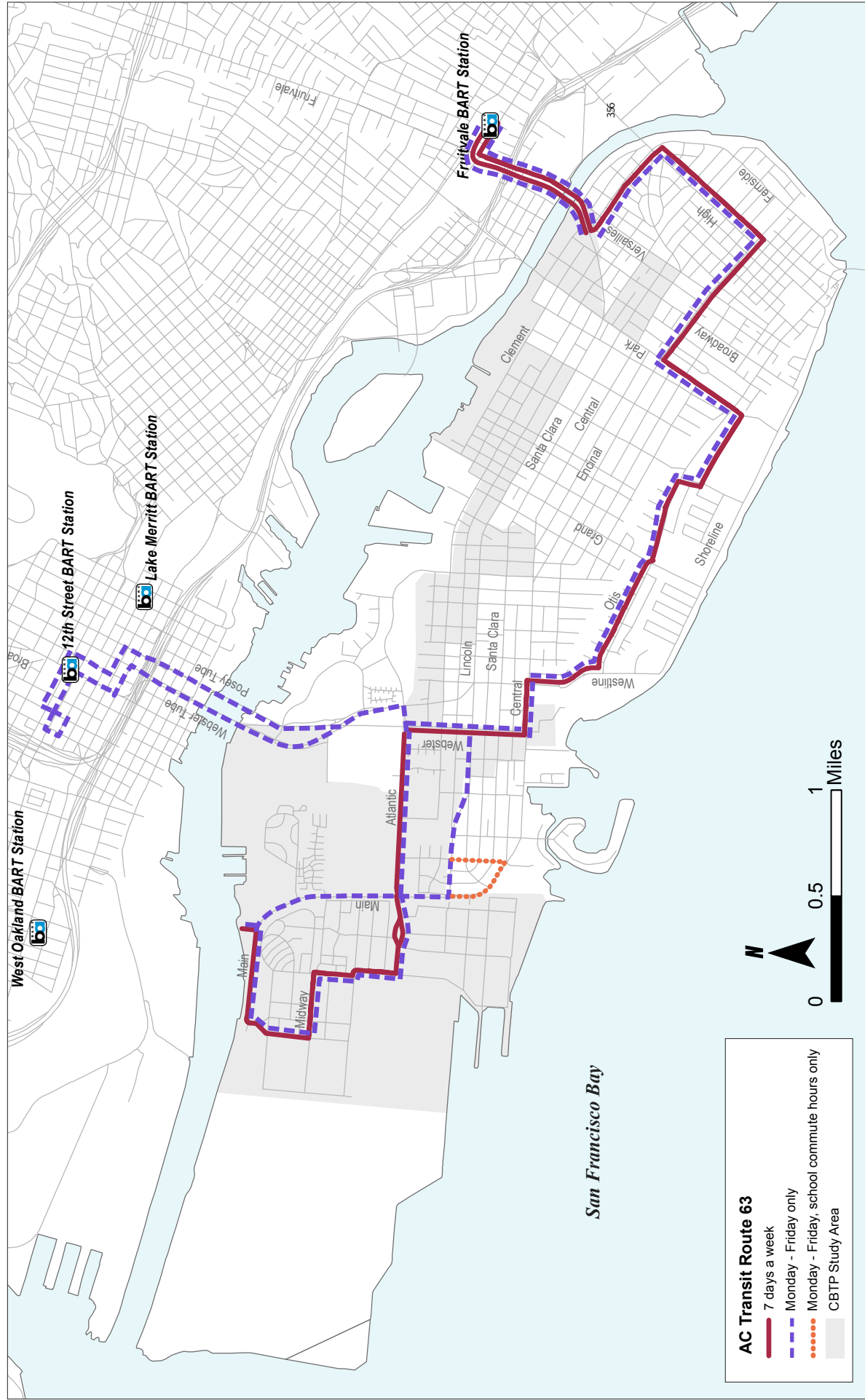
Alameda CBTP outreach respondents cited the need for improvements on Route 63 more often than for any other AC Transit route. As discussed in the summary of outreach results, outreach respondents identified several issues regarding Route 63. As Alameda Point's only AC Transit route, problems with Route 63 impact the mobility of Alameda Point residents in many ways.

Route design is among the top concerns with Route 63. As stated above, Route 63 operates a different route during evenings and weekends than it does during the weekday. Service ends at the Main Street Ferry Terminal, rather than continuing through the CBTP area along Main Street and into downtown Oakland. Terminating service at the Ferry Terminal requires some riders in Alameda Point to take two buses, Routes 63 and 51, to reach downtown Oakland.

This poses a problem for residents in Alameda Point, many of whom rely on Route 63 to access shopping and BART in downtown Oakland. Moreover, residents indicated that Route 63 does not operate on the streets in Alameda Point that contain the greatest number of housing units. However, a review of the route indicates that AC Transit's bus stops on Pan Am Way and West Midway are all located within a few blocks of residences in the area. Outreach respondents also cited schedule adherence and infrequent service as problems with Route 63.



Alameda Food Bank customers wait for the Route 63 bus on a Saturday.



GIS Data Source: Census 2000, ESRI/AC Transit, BART  
 Location: East Oakland, Alameda Co, CA

FIGURE 6-1  
 AC TRANSIT ROUTE 63

a. Create an Alameda Point Shopper Shuttle on Weekends

This strategy would involve a new weekend shopper shuttle on weekends in Alameda Point. Assuming four round-trips, or approximately ten hours of operation per weekend, the estimated annual operating cost would be \$33,000.

The Alameda Point Shopper Shuttle would make it easier for Alameda Point residents to access downtown Oakland. If implemented, the shopper shuttle would need to be linked to better transit information for CBTP area residents.

TABLE 6-4A **EVALUATION OF ALAMEDA POINT SHOPPER SHUTTLE**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	This strategy responds to one of the issues of top importance for outreach respondents.	High
Transportation Benefits	A large number of people in Alameda Point would benefit, and multiple transportation needs would be addressed.	Medium-High
Financial	This improvement could be implemented at a low cost.	High
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: High*

*Lead Agencies: City of Alameda and Private Sector*

b. Improve Route 63 Weekend Service

This strategy would extend Route 63 into Downtown Oakland on weekends, for an estimated annual cost of approximately \$293,000.

Improving the service of Route 63 would assume an 18-hour service span. Providing this level of service on weekends would require an additional bus for each weekend day (110 weekend days per year).

c. Increase Route 63 Frequency

This strategy would decrease the Route 63 headway from 30 to 15 minutes, for an annual cost of approximately \$2.7 million.

Increasing the frequency of the Route 63 would assume decreasing the headway from 30 to 15 minutes. This improvement would require dedication of 4 additional buses for 18 hours each weekday.

TABLE 6-4B **EVALUATION OF ROUTE 63 FREQUENCY AND SERVICE IMPROVEMENTS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	This strategy responds to one of the issues of top importance for outreach respondents.	High
Transportation Benefits	A large number of people throughout Alameda would benefit, and multiple transportation needs would be addressed.	High
Financial	The costs for the bus improvements are high. Additional operating funding would need to be identified.	Low
Implementation	These strategies could be implemented separately, in the short to medium term.	Medium-High

*Overall Ranking: Medium-High*

*Lead Agency: AC Transit*

**3. Implement Route 51 On-Time Performance Improvements**

This strategy would implement Route 51 on-time performance improvements recommended in the Route 51 Service and Reliability Study and Webster Street SMART Corridor Management Project.

Originating in Berkeley and terminating in Alameda, AC Transit’s Route 51 is the busiest line in the AC Transit system. In Alameda, Route 51 circulates throughout the CBTP area and the city as a whole, beginning at the Webster Street Tube and traveling south on Webster Street to Santa Clara Avenue, east on Santa Clara Avenue to Broadway, then north on Broadway to Blanding Avenue. Route 51 serves key destinations in Alameda, including the Mas-

tick Senior Center, Alameda City Hall, and various elementary and high schools, as well as multiple employment destinations, retail centers, and transit connections in Oakland and Berkeley.

Route 51 currently operates on eight- to ten-minute headways during the weekday commute, ten- to fifteen-minute headways throughout the middle of the day, and fifteen- to twenty-minute headways at night and on weekends. Service begins around 5:00 a.m. and ends around midnight. Between midnight and 6:00 a.m., All Nighter Route 851 provides service along most of the same route as AC Transit Local Route 51. Route 851 stops service at Berkeley BART, while Route 51 ends service at the Berkeley Amtrak Station.

a. Implement Strategies from the Route 51 Service and Reliability Study

Outreach respondents rating the “severity” of AC Transit issues identified poor on-time performance as a top issue of concern (behind cost and frequency) on several bus lines, including this route. AC Transit is currently studying Route 51 in collaboration with the City of Alameda and other cities served by the route in an effort to identify ways to make service more reliable. According to the AC Transit Route 51 Service and Reliability Study, one significant reason for delays in the line’s service is congestion in the Cities of Oakland and Berkeley and to a lesser degree in the Posey/Webster Tubes, primarily during the morning peak commute period. This results in “bus-bunching” which occurs when poor schedule adherence leads to long wait times followed by several buses arriving all at once. During the weekday commute, buses traveling to Oakland bunch up past Atlantic Avenue/Ralph Appezzato Memorial Parkway while attempting to enter the tube, a distance of over half a mile.

The Route 51 Service and Reliability Study identifies three potential sets of strategies for improving mobility for transit riders in the CBTP area and the city as a whole: route level, segment level, and service design solutions.

Route level recommendations include:

- ◆ Stop removal and re-spacing (particularly at stops with low ridership)



Residents wait for the bus at a bus stop along AC Transit Route 51.

- ◆ Lengthening bus stops
- ◆ Defined clear bus stop areas (for ADA compliance)
- ◆ Encouraged Translink usage
- ◆ Schedule refinements
- ◆ UC Berkeley Area Services
- ◆ Signal coordination/signal actuation
- ◆ Active line management
- ◆ Real time passenger information systems/passenger amenities
- ◆ Rear door alighting
- ◆ Supplemental service
- ◆ Scheduled dwell point
- ◆ Operator and dispatch procedures

Segment level recommendations include:

- ◆ Queue jumping (which allows buses to bypass cars stopped at intersections)
- ◆ Bus lanes
- ◆ Peak hour parking restrictions

Service design recommendations include the following three major service redesigns:

- ◆ **Split route.** A split route option is characterized by taking an existing route and breaking it into two routes that run independently of each other. An example would be splitting the Route 51 line at Rockridge BART into two routes: one route from 3<sup>rd</sup> Street/University Avenue to Rockridge BART, and a second route from Rockridge BART to Alameda. There are several benefits to this type of service, including flexibility with service levels and the operational benefit of isolating delays.
- ◆ **Limited service overlaid with local service.** A limited service option is created by overlaying a local bus service (serving all stops) with a limited bus stop service (service a selected number of stops). Both routes would travel the entire length of the route, and would likely operate at different frequencies. This type of service provides a faster trip for some passengers.



- ◆ **A/B stops.** An A/B service option is essentially two routes that operate the entire length of the route and only service every other stop. Stops are alternating A or B, with major stops (such as transfer points or downtown areas) as common A and B stops. For example, the Route 51A route would service only stops designated as A stops, and the Route 51B would service only stops designated as B stops. The benefit of this type of service is that trip travel time is faster because the bus stops at only about half the bus stops.

While no specific costs for these improvements are included in the study, the study appendix does provide costs from the Muni Toolkit, of which the most inexpensive improvement is listed as \$200,000 per mile.

b. Implement Strategies from the Webster Street SMART Corridor Management Project

According to City of Alameda staff, the Webster Street SMART Corridor Management Project managed by the Alameda County Congestion Management Agency and funded by various sources will improve future Route 51 on-time performance along a portion of the route. This strategy involves implementing traffic signal prioritization along Webster Street to enhance transit delivery. Any improvements to on-time performance on the Route 51 will improve mobility for transit riders in the CBTP area. Estimated costs that were included in the request for authorization of funds in September 2008 were approximately \$1.2 million. Webster Street SMART Corridor Management Project improvements are scheduled for completion in 2010.

TABLE 6-5 **EVALUATION OF ROUTE 51 ON-TIME PERFORMANCE IMPROVEMENTS**

Factor	Comments	Ranking
Community	Community support for this strategy is high throughout Alameda.	High
Transportation Benefits	A large number of people would benefit, and multiple problems are addressed.	High
Financial	The costs for these improvements are high and additional operating funding would need to be identified.	Low
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: Medium-High*

*Lead Agency: AC Transit*

**4. Install “Real Time” Information, such as NextBus, at Alameda Bus Stops**

This strategy proposes the installation of NextBus signs. Costs are \$3,500 per sign, plus \$5,000 annually per sign for maintenance.

Respondents seeking increased availability of transit information were particularly interested in information displaying upcoming “real time” bus arrivals at bus locations throughout Alameda, especially in Alameda Point. Residents reported long wait times and unreliable bus service. Real time information would help by providing accurate times buses are expected to arrive.

The SMART Corridor Management Project is planned to provide NextBus kiosks on Webster Street to enhance transit service delivery along this arterial street. Providing real-time information for customers requires that vehicles serving individual routes be linked into the NextBus system. NextBus arrival information for routes is currently available online.

Webster Street was chosen for the NextBus installation due to its central location and the fact that many AC Transit routes serving Alameda travel along



An AC Transit NextBus sign elsewhere in Alameda County.

Webster Street and through the Posey/Webster Tubes. Webster Street north of Buena Vista Avenue carries an average of 23,700 vehicles per day and the Posey/Webster Tubes, which are the sole ingress and egress for the entire west end of the City, carry an average of 54,610 vehicles daily. The connection between the Posey/Webster Tubes and the I-880 northbound ramp from Jackson Street in Oakland has been declared deficient under the ACCMA requirements for the Congestion Management Plan (CMP) network. The City of Alameda, therefore, has been working in collaboration with the Cities of Oakland and Berkeley to improve the operation of this segment. During the morning and evening commute hours, traffic congestion in the tubes results in queuing in the Cities of Alameda and Oakland, impacting transit and emergency response times. In addition, congestion in the Posey Tube due to vehicular incidents affects the traffic operations of other crossings in the city, as traffic is diverted to the Park Street, Miller Sweeney (Fruitvale Avenue), and High Street bridges. The congestion of these bridges leads to substantial delays for vehicles, including buses.

The proposed NextBus installation project will be implemented from the Webster Street/Central Avenue intersection, extending north along Webster Street into the City of Oakland up to the Harrison Street/7th Avenue intersection. Proposed intersections for installation of NextBus information are as follows:

- ◆ Webster Street/Central Avenue
- ◆ Webster Street/Santa Clara Avenue
- ◆ Webster Street/Lincoln Ave.
- ◆ Webster Street/Buena Vista Avenue
- ◆ Webster Street/ Atlantic/Ralph Appezatto Memorial Parkway
- ◆ Harrison Street/7th Avenue

Installation of NextBus kiosks at additional AC Transit bus stops is a possibility, but the City of Alameda is also investigating other potentially more cost effective means of providing real-time bus information to riders. NextBus kiosk lighting and the needed tracking hardware are typically paid for by transit agencies with revenues generated from bus shelter advertising. How-

ever, the City of Alameda prohibits bus shelter advertising, and instead operates its own bus shelter program, designing, installing and maintaining shelters in-house. Therefore, the City would incur the cost of bus shelter advertising.

The basic physical cost for AC Transit’s standard NextBus design is around \$3,500 for the physical sign and installation. However, this cost could be different in the City of Alameda since the City operates its own bus shelter program. NextBus physical sign and installation would require an amount of customizing to fit the City’s shelter design. Based on AC Transit estimates, annual maintenance costs would total about \$5,000 a sign. NextBus information for AC transit Routes O, OX, W, 354, and 314 would be an additional cost that would have to be negotiated with AC Transit.

TABLE 6-6 **EVALUATION OF REAL-TIME INFORMATION AT BUS STOPS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support for this strategy is moderate, and higher in Alameda Point.	Medium-High
Transportation Benefits	This strategy would benefit a large number of people.	High
Financial	Installation of and maintenance of each NextBus sign could be implemented at a low cost.	High
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: Medium-High*

*Lead Agency: City of Alameda*

### **5. Improve Bus Service to Alameda Hospital and City of Alameda Schools**

This strategy would implement a School Tripper to Island High School, for an annual cost of approximately \$226,000. A “school tripper” is a scheduled mass transportation service that is open to the public and designed to accommodate the needs of school students and personnel.

Parents expressed safety concerns for children traveling to school by themselves, particularly to Chipman Middle School, Ruby Bridges Elementary School, and Island and Encinal High Schools. Each of these schools is located within the CBTP area. In addition, senior respondents and people with disabilities mentioned a desire for direct bus service to the entrance of Alameda Hospital on Clinton Avenue at Willow Street. This strategy proposes improved bus service to Alameda Hospital and CBTP area schools.

Route 63 serves Chipman Middle School and Encinal High School, also accessible by AC Transit's School Tripper Route 631. AC Transit reports that it does not serve elementary schools (such as Ruby Bridges), and due to the cul-de-sac nature of Singleton Avenue at Island High School, this location would be difficult to serve with a regular bus route.

AC Transit indicates that the only line that could potentially be rerouted to serve Alameda Hospital would be Route 63. However, this rerouting would force AC Transit to choose between serving the Alameda Towne Centre and Alameda Hospital. Another concern is that Routes 50 and 51 are trunk routes, and AC Transit does not generally deviate off-route with such lines. The agency would also likely face neighborhood opposition to running a bus on a residential street (Clinton Street). Finally, because this route is already tight on running time, expanded service would require deploying an additional bus at a great cost. Therefore, rerouting buses to directly access the Alameda Hospital would likely prove to be operationally infeasible or cost-prohibitive. In addition, the City of Alameda has worked with the community in the past to eliminate gaps in bus stops in the Alameda Hospital area. City staff has recommended installing a stop at Otis and Willow and this recommendation has been opposed by residents and subsequently rejected.

Existing East Bay Paratransit and City of Alameda Paratransit service remains a solution for providing direct access to the hospital for senior citizens or people with disabilities.



A bus stop near the Alameda Hospital.



The Alameda Hospital.

TABLE 6-7 **EVALUATION OF IMPROVED BUS SERVICE TO ALAMEDA HOSPITAL AND CITY OF ALAMEDA SCHOOLS**

Factor	Comments	Ranking
Community	Community support is high among senior citizens, parents, and people with disabilities.	Medium-High
Transportation Benefits	This strategy benefits a moderate number of residents, and solves multiple problems.	Medium-High
Financial	This strategy has a high cost and would require additional operating funding.	Low
Implementation	This strategy could likely be implemented in the short to medium term.	Medium-High

*Overall Ranking: Medium-High*

*Lead Agencies: Multiple agencies, including AC Transit*

**6. Increase and Improve Information Regarding Transit Services**

This strategy involves the production and distribution of transit brochures. Costs would range from \$8,000 to \$10,000, plus \$1,700 to \$3,000 for each printing.

Outreach respondents expressed a desire for bus schedule information to be posted at more bus stops than where bus information is posted now, and at other key destinations in the community. Respondents also mentioned that AC Transit bus schedules do not list all bus stops, and non-English speaking riders mentioned some difficulty in understanding complex system maps and transit schedules, making it difficult to navigate the system. In response to these needs, this strategy proposes to improve the availability of printed schedules and create new types of transit information for non-English speaking riders.

Some community residents expressed a desire for easier access to printed schedules, noting that these are not always available on buses for the routes they regularly take. While AC Transit bus schedule information is posted at the 12<sup>th</sup> Street and Fruitvale BART stations, and City and AC Transit staff report that paper schedules are provided on buses, at BART stations, libraries, and senior centers (among other locations), CBTP outreach indicates that



A bus stop in Alameda containing detailed route information.

residents would benefit from greater availability of paper schedules elsewhere in the community (perhaps at community centers, faith institutions, key local businesses, or similar locations). In addition, existing staff members at senior centers and low-income housing developments could serve as resources for providing transit information.

The 2002 On-Board Passenger Survey by AC Transit found that over 60 percent of passengers have access to the web either at home or at work. Though web access is likely to be lower among low-income individuals, the web will likely continue to grow in importance as a means of accessing AC Transit schedule information. However, access to paper maps and schedules will continue to be important in this community.

Outreach respondents expressed some concern regarding the ability of riders to understand complex system maps and transit information. A bilingual (Spanish-English) or multi-lingual Alameda-specific or neighborhood-specific transit map is proposed as a supplement to existing transit information. This map could also include a guide to using AC Transit services, purchasing discount passes or other fare products, and connecting to other transportation services such as BART. Key destinations that can be reached on the transit routes serving Alameda could also be listed (e.g. grocery and drug stores, educational institutions, medical facilities) for each route, either on this map or an accompanying brochure or leaflet. The neighborhood transit maps developed by TransForm (formerly TALC, the Transportation and Land Use Coalition) for the City of Alameda as part of the TravelChoice project provide another model that may be of use in the CBTP area.

The 511.org website currently has a feature that allows users to produce a list of all bus stops along a bus route. Such maps could be printed and distributed at housing developments and senior centers at a very low cost.

Increased distribution (or possibly more consistent distribution) of AC Transit schedules in the plan area could likely be implemented at a very low cost to cover staff time and materials, since the City and AC Transit already pro-

vide paper schedules at various locations in the plan area. In addition, a previous pilot program, Travelchoice, resulted in the creation of an Alameda-specific transit map. It is possible that these maps could be used as a starting point for this strategy, which would likely reduce costs. For the purposes of evaluation, it is estimated that a new comprehensive, multi-page, two- to four-color neighborhood transit brochure with new maps could be produced for \$8,000 to \$10,000. On top of these costs, printing costs for an initial run of 5,000 copies would likely range between \$1,700 and \$3,000. Transit information would need to be updated and re-printed periodically.

TABLE 6-8 **EVALUATION OF INCREASED AND IMPROVED TRANSIT INFORMATION**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is high among senior citizens, Alameda Point residents, and non-English speaking residents.	Medium-High
Transportation Benefits	A moderate number of people would benefit, and this strategy targets only one problem.	Medium
Financial	These activities could be implemented at a low cost.	High
Implementation	These activities could be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agency: AC Transit and City of Alameda*

### **7. Increase Education Regarding Paratransit Services**

This strategy would increase education regarding existing paratransit services. This strategy would involve the distribution of paratransit information and the training of social services providers to become well-versed about the City's paratransit programs. Costs would be low, and are expected to reach up to approximately \$500 in printing costs.

The City of Alameda has established a paratransit program for seniors and people with disabilities. Senior respondents expressed a need for more access to paratransit information, and are reportedly unaware that solutions to some



common problems (e.g. finding a paratransit application) are available. This strategy proposes increasing education and awareness about the City's paratransit programs for CBTP area seniors and social service providers. Senior awareness about this program could be augmented with 1) increased distribution of paratransit information on bulletin boards at senior housing facilities and the Housing Authority, and 2) training social service providers to become well-versed about the City's paratransit programs. Another approach involves distributing paratransit applications at the local library, the Red Cross, senior centers, assisted living facilities, hospitals and medical offices, and other organizations affiliated with the Alameda Services Collaborative.

In addition, this strategy proposes increased education regarding efforts that are already underway to improve paratransit service. Some of the senior citizens and people with disabilities contacted through outreach reported long wait times when being picked up for return trips on paratransit. Through collaboration between the City of Alameda, East Bay Paratransit, Alameda Services Collaborative, the Alameda County Transit Improvement Authority (ACTIA), and the City of Alameda Housing Authority, efforts are already underway to improve paratransit service reliability and provide paratransit passengers with improved return trip services.

Expanded utilization of the City of Alameda's Medical Return Trip Improvement Program (MRTIP) would respond to individuals who experience inconvenient wait times after medical appointments. The MRTIP provides a free taxi service for medical return trips to individuals who are certified for East Bay Paratransit services.

East Bay Paratransit users may also call a customer service line, which will give them the estimated time of arrival for their return trip. The customer may also choose to find an alternate return trip if the estimated time of arrival for their return trip is after their previously quoted window of time has closed.



A notice regarding paratransit pickup posted at Mastick Senior Center.

This strategy involves expanded education regarding the existing MRTIP and customer service line. Options could include educational workshops at community facilities and senior housing facilities; printing and distributing brochures; or posting flyers at various medical offices, senior housing facilities, and other destinations. Educational workshops could be implemented by existing staff at ACTIA and Mastick Senior Center, and would therefore not require additional costs. This strategy only requires negligible printing costs and therefore would serve as a viable, cost effective solution.

TABLE 6-9 **EVALUATION OF INCREASED EDUCATION REGARDING PARATRANSIT SERVICES**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is high among senior citizens and people with disabilities.	Medium-High
Transportation Benefits	This strategy would benefit a moderate number of people and addresses more than one problem.	Medium
Financial	The costs for this strategy would be very low.	High
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agencies: Various agencies, including the City of Alameda, ACTIA, and Mastick Senior Center*

### **8. Increase Transit Education for Seniors**

This strategy involves expanding the availability of existing ACTIA brochures and utilizing existing professionals who are charged with providing transportation information. Costs for this strategy are expected to be minimal due to this strategy's reliance on existing services and information. Costs for printing transit brochures are expected to be approximately \$500 per printing.

Senior citizens consulted through outreach expressed a desire for more information on paratransit and other transit services. Several problems identified by senior citizens are already being addressed through existing efforts, and the type of information requested by senior citizens is already available. There-

fore, this strategy focuses on expanding the availability of existing information materials and supporting existing educational efforts for senior citizens in Alameda.

Expanding the availability of ACTIA's *Access Alameda* brochure to include various medical offices, senior housing facilities, and other destinations would serve as a viable, cost effective solution. The existing brochures contain an overview of accessible transportation services in the city and county, an application that can be used to apply for City of Alameda paratransit services, and instructions for how to complete the application. These brochures are currently available online in English, Spanish, and Chinese, or by calling ACTIA's Education and Outreach office.

An additional strategy involves further utilization of professionals who are currently charged with providing transportation information. ACTIA's Education and Outreach agent and Mastick Senior Center's transportation coordinator can serve by making additional presentations and by participating in outreach related to transportation to satisfy the need for information about paratransit and transit services.

Implementation of these strategies would involve minimal costs, as these strategies are centered around the dissemination of existing information materials and expansion of existing outreach efforts.



Mastick Senior Center.

TABLE 6-10 **EVALUATION OF INCREASED TRANSIT EDUCATION FOR SENIORS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is high among senior citizens.	Medium
Transportation Benefits	This strategy would benefit a small number of people, and only one problem would be addressed.	Low
Financial	The cost for this strategy would be very low.	High
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agencies: Various agencies, including the City of Alameda, ACTIA, and Mastick Senior Center*

### 9. Implement a Low-Income Transit Fare Subsidy

In the short-term, this strategy would maximize the accessibility of existing discounts. In the long-term, this strategy would create a new discount for low-income riders. Costs would potentially be very high.

Survey respondents overall rated the cost of AC Transit and BART services as the most severe issue affecting their use of transit (i.e. ahead of other issues such as problems with on-time performance, desire for increased frequency, and ability to gain access to BART from Alameda). This strategy proposes a low-income transit fare subsidy as a long-term strategy (to be implemented in conjunction with TransLink rollout), and also discusses several actions to support use of existing AC Transit and BART discounts<sup>3</sup> in the short-term.

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<sup>3</sup> Several discounts already exist for AC Transit and BART riders. At the time this plan was developed, the local adult AC Transit fare is \$1.75 for adults, and \$.85 for youth age 5-17, seniors 65 and over, and people with disabilities. Transfers are set at \$.25 for all groups and are good for use within 1 ½ hours. Adult monthly passes are available for \$70.00, while youth passes are sold for \$15.00 and seniors and people with disabilities can purchase a monthly discount sticker with a Regional Transit Connection (RTC) discount card for \$20.00. BART offers the following discounted fare products:

a. Long-term Strategy: Create a Low-Income Fare Discount

The proposed long-term strategy would incorporate a low-income fare subsidy into the TransLink program. TransLink is described in detail in the footnote below.<sup>4</sup> This subsidy would be targeted at low-income individuals who are not eligible for existing discounted fares offered by AC Transit and BART or otherwise receiving transit subsidies as part of public assistance programs. This strategy would be very expensive, and additional funding would be required—likely from funding sources beyond existing programs—to offset the loss of fare revenue for transit operators as well as support program administration (e.g. qualifying individuals to receive the discount). However,

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- ◆ *EZ Rider card* is a debit card (“smart card”) carrying a 6.25% discount (e.g. card with \$48.00 in stored value costs \$45.00).
  - ◆ *High value paper tickets* carrying a 6.25% discount (e.g. ticket with \$48.00 in stored value costs \$45.00, and ticket with \$64.00 stored value costs \$60.00).
  - ◆ *Discount tickets carrying 62.5% discount* for persons with disabilities, Medicare cardholders, and children 5-12 years of age (Red Tickets; adult riders required to carry Regional Transit Connection Discount ID card, Medicare card, DMV-issued parking placard/license plate, or discount card from another transit operator, and picture ID)
  - ◆ Discount tickets carrying 62.5% discount for seniors 65 and older (Green Tickets; riders required to carry proof of age)
  - ◆ Discounted tickets carrying a 50% discount for middle and secondary school students ages 13-18, for trips to school and school-sponsored events only, Monday through Friday (Orange Tickets). Tickets are sold by participating schools only.

<sup>4</sup> TransLink is a universal fare debit card (“smart card”) that will in the future be usable on all of the Bay Area's public transit systems. TransLink is currently accepted on AC Transit, Dumbarton Express and Golden Gate Transit and Ferry. Muni is inviting a limited number of customers to participate in its trial use of TransLink. TransLink installation and testing has begun on BART and Caltrain, but TransLink is not yet available for BART and Caltrain riders. Over the next few years, Santa Clara VTA, SamTrans and all other Bay Area transit agencies will allow payment with TransLink. The card provides for a variety of ways to load value, including an optional "autoload" feature that replenishes value automatically. Cash or the value of passes can also be loaded on the card. Riders use the card by simply tagging a TransLink card reader as they board transit. The fare is automatically deducted from the card balance.

given the characteristics of the TransLink system, there is an opportunity for a more streamlined implementation of such a program (for example, by simplifying billing, payment, and usage tracking for sponsoring agencies). This could result in reduced administrative costs for a fare subsidy program. This approach was also proposed in the South and West Berkeley CBTP and the West Oakland CBTP, with a recommendation to begin with a pilot transit subsidy program for low-income youth.

A variety of approaches to the type and level of fare subsidy could be incorporated into TransLink depending on policy priorities, from an automatic subsidy built into all or a certain number of trips made by eligible registrants, to a discount for travel during off-peak hours or in off-peak directions, to high volume user discounts (wherein the rider receives free transit trips after a certain number of trips).

The potential costs and benefits of this strategy point to a need for a more regional discussion regarding the appropriate level of subsidy and the resources available to support low-income fare subsidy, including identification of the entities that will take responsibility for qualifying individuals to receive such a subsidy.<sup>5</sup> This type of program could not be sustained from funding

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<sup>5</sup> Muni's Lifeline Fast Pass program provides an example of an approach to partnership with social service agencies for eligibility screening and sale of discounted fare products to low-income individuals. Under an agreement with Muni, the Human Services Agency of San Francisco (HSA) administers the Lifeline Fast Pass program, which makes Muni's \$45.00 monthly Fast Pass available for \$35.00 for low-income individuals determined to be eligible by the Human Services Agency. (HSA also provides free passes to participants in its programs.) Eligible individuals include those receiving CalWORKS, Food Stamps, and Medi-Cal benefits, or demonstrating receipt of the federal Earned Income Tax Credit or San Francisco Working Families Tax Credit. HSA confirms eligibility and sells passes four business days each month, at two locations. Muni covers the administrative costs incurred by HSA and absorbs the loss of fare revenue attributable to the discount into its existing budget. In July 2009 the price of the monthly Fast Pass will increase to \$55, while the price of the Lifeline Fast Pass will remain at \$35.

available through existing sources, and would require creation of new revenue streams.

If a low-income transit fare subsidy is incorporated into TransLink, it will be particularly important that barriers to use of TransLink by low-income individuals be identified and addressed. Targeted outreach may be required to inform low-income communities about the benefits of the TransLink program and how to use it. In addition, it will be crucial that TransLink vending locations are situated in lower-income neighborhoods such as those identified as part of the CBTP process.

Finally, it is important to note that the existing AC Transit youth fare subsidy is supported by funds generated by the Measure BB parcel tax. Continuing subsidy of youth transit passes beyond the sunset of Measure BB in 2015 can be considered a key element of an overall Fare Discount Strategy for low-income individuals.

The cost of a low-income transit fare subsidy would be very high, and would vary based on the level and type of fare subsidy instituted and the eligibility criteria established. Beyond the cost of fare subsidy, administrative costs to qualify beneficiaries and manage the program would be significant. Additional costs would be incurred for the incorporation of a low-income fare into the TransLink system.

TABLE 6-11A **EVALUATION OF LOW-INCOME TRANSIT FARE DISCOUNT**

Factor	Comments	Ranking
Community	Community support among low-income residents is high (affordability was the most severe issue for both AC Transit and BART riders participating in CBTP outreach).	High
Transportation Benefits	This strategy would benefit a large number of people.	High
Financial	A low-income fare subsidy would be very expensive to implement and sustain and would far exceed the resources of existing programs.	Low
Implementation	Given the strategy's reliance on TransLink, this strategy would be implemented in the medium to long-term.	Low-Medium

*Overall Ranking: Medium*

*Lead Agencies: Multiple agencies, including the City of Alameda, AC Transit, and BART*

b. Short-Term Strategies: Maximize Accessibility of Existing Discounts

Given the cost and complexity of incorporating a low-income fare subsidy into TransLink implementation, this strategy is likely to take at least several years to implement under the best of circumstances. There are some actions that can be taken in the short-term to maximize use of existing AC Transit and BART fare discounts (such as those for seniors, people with disabilities, and youth), which are substantial for some groups. Some of these strategies involve what are likely relatively minimal costs (such as commissions paid to fare media vendors), while others may have a larger financial impact on transit agencies (such as increasing participation in discount fare programs by riders who are eligible for discounted fares but who are currently paying full fare). These potential short-term strategies include:

- ◆ **Expanding vending locations for BART and AC Transit discount tickets.** Within the CBTP area, there is a BART and AC Transit vending location at Walgreens on Webster Street. Most BART and AC Transit vending locations are outside the CBTP area, but they are located at key destinations serving CBTP area residents. They include retail locations



on Marina Village Parkway, Santa Clara Avenue, Blanding Avenue, Otis Drive, the South Shore Center, and Mastick Senior Center. Vending locations are mapped in Figure 6-2. Additional vending locations may be warranted in the western portion of the CBTP area in particular. An effort should be made to ensure that, if possible, both AC Transit and BART discount fare products are available at the same vending locations.

- ◆ **Ensuring that as TransLink is rolled out, a special effort is made to identify vending locations.** Vending locations in CBTP plan area would be identified, and TransLink would also be made available at locations selling AC Transit, BART and Alameda/Oakland Ferry fare media.
- ◆ **Encouraging participation by schools and students in BART's discounted ticket program for middle school and secondary school students.** While AC Transit has a discounted youth pass, BART offers discount fares for youth solely through participating schools, and these passes are good only for school-related trips. Students sign up for passes with school staff, who in turn place orders with BART. Outreach to schools to encourage participation in BART's discount program would increase transit affordability for Alameda students.
- ◆ **Increasing knowledge of other existing discount fare programs.** Given the variety of discounts already available to qualified AC Transit and BART riders, a logical complement to other strategies for increasing the affordability of transit is increasing the number of eligible low-income individuals taking advantage of existing discounted fares for youth, seniors, and people with disabilities (those sponsored by AC Transit and BART, as well as the Regional Transit Connection discount card). This may involve ongoing marketing of existing discounts and vending locations, or a more targeted effort, potentially working with community partners. This strategy should be combined with the strategy to increase and improve information regarding transit services (Strategy B.6).

- ◆ **Expanding opportunities for BART ticket refund, replacement, and consolidation.** Refunds for damaged tickets, replacement of Red or Green tickets with small residual values, or consolidation of BART tickets is possible through the mail or at certain locations during limited hours. BART ticket exchange is currently available at the 12<sup>th</sup> Street BART station from 10:00 a.m. to 6:00 p.m. on Tuesdays and Thursdays. TransLink implementation has the potential to reduce the need for such services and available funds may best be spent identifying and addressing barriers to TransLink use by low-income individuals. In the meantime, a potential short-term strategy could involve additional staffing of the 12<sup>th</sup> Street BART station ticket exchange window, or extension of the hours in which ticket exchange is available.

TABLE 6-11B **EVALUATION OF MAXIMIZED ACCESSIBILITY OF EXISTING DISCOUNTS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support among low-income residents is high (affordability was the most severe issue for both AC Transit and BART riders participating in CBTP outreach).	Medium-High
Transportation Benefits	This strategy would benefit a large number of people but would not have the same extent of benefits as the fare subsidy considered under long-term subsidy strategy.	Medium
Financial	Costs would vary depending on which strategy would be implemented but are potentially relatively high.	Medium
Implementation	Given the strategy's reliance on TransLink, this strategy would be implemented in the medium to long-term.	Medium

*Overall Ranking: Medium*

*Lead Agencies: Multiple agencies, including the City of Alameda, AC Transit, and BART*



Source: Design, Community & Environment, 2009

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 SOLUTIONS

FIGURE 6-2

AC TRANSIT/BART DISCOUNT TICKET VENDING LOCATIONS

### **10. Improve Accessibility to the Oakland-Alameda Ferry**

This strategy would increase awareness of AC Transit's Route 63 feeder service to the ferry terminal, AC Transit's free bus transfer with purchase of a ferry ticket, and existing bicycle facilities. The strategy would also increase distribution of ferry and Route 63 bus schedules within the CBTP area.

One-quarter of outreach respondents ride the Oakland-Alameda ferry, while 60 percent took trips using AC Transit and 74 percent traveled by BART. Of the 32 respondents who utilized the ferry, 10 did so for recreational purposes, 3 commuted to work by ferry, and 2 rode the ferry either to attend school or go shopping (other than grocery shopping). No one utilized the ferry for grocery shopping or accessing healthcare, two vital transportation needs.

Since the Oakland-Alameda ferry is mostly utilized for recreational purposes, this strategy focuses on increasing awareness about Route 63's feeder service to the Main Street Terminal, and AC Transit's free bus transfer with the purchase of a ferry ticket. Increased distribution of ferry and Route 63 bus schedules within the CBTP plan area could increase better trip planning for bus-to-ferry riders. Since bicyclists report poor access to the ferry terminal, another approach involves distributing similar literature at local libraries and bicycle-friendly stores within the CBTP area. Increased awareness of the facilities available to bicyclists – the ferry terminal has eight bicycle storage lockers, and buses are equipped with front-mounted racks that hold two bicycles – could encourage bicyclists to travel to the ferry by bus. Since Oakland-Alameda Ferry, AC Transit, and the City of Alameda already provide transit literature at various locations within the CBTP area and the city, this strategy could likely be implemented at a very low cost.

Respondents report that the ferry terminal is difficult to access without a car. Main Street provides the primary vehicular access to the ferry terminal, running north-south, just to the east of the Alameda Point area. The majority of ferry passengers drive or are dropped off at the Alameda terminal by car. Free parking is provided at the 350-space ferry terminal parking lot owned by

the City of Alameda. During the peak spring/summer service period, parking lot occupancy is about 80 to 85 percent of capacity.

The ferry is also easily accessible by bus. AC Transit Route 63 provides feeder bus service to the Main Street Terminal. Ferry passengers receive a free AC Transit bus transfer with a ferry ticket purchase. However, AC Transit buses are reportedly not well-timed with the ferry, causing passenger delays.

TABLE 6-12 **EVALUATION OF OAKLAND-ALAMEDA FERRY ACCESSIBILITY IMPROVEMENTS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is relatively low, but is higher among low-income residents and bicyclists.	Low-Medium
Transportation Benefits	This strategy would benefit a relatively small number of people.	Low
Financial	These activities could be implemented at a low cost.	High
Implementation	These activities could be implemented in the short term.	High

*Overall Ranking: Medium*

*Lead Agencies: Oakland-Alameda Ferry, AC Transit, and the City of Alameda*

### 11. Increase Bus-to-BART Frequency

This strategy would implement a BART Feeder Shuttle. The Alameda to BART Feeder Shuttle would require 20 hours of operation per week and the lowest estimated annual operating cost would be \$66,000.

Respondents indicated that they most often access BART at the Fruitvale or 12<sup>th</sup> Street stations in Oakland. Six AC Transit routes offer direct bus service from the CBTP area to these stations. However, many outreach respondents identified accessing BART from Alameda as a top concern (second to cost, the leading barrier to BART travel for respondents).

This strategy proposes a feeder shuttle to supplement AC Transit service to the 12<sup>th</sup> Street BART station during non-peak hours. This shuttle could be operated by a private employer, public agency, or community-based organization serving CBTP area residents, such as a community health provider or community action agency (actual transportation operations could be contracted out).

TABLE 6-13 **EVALUATION OF BUS TO BART FREQUENCY IMPROVEMENTS**

Factor	Comments	Ranking
Community	Community support for this strategy is relatively high.	Medium-High
Transportation Benefits	This strategy would benefit a moderate number of people, but only one problem would be addressed.	Low-Medium
Financial	The costs for these improvements are relatively low compared to other strategies that propose new transit services.	Medium
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: Medium*

*Lead Agencies: Various public and private agencies, community-based organizations, health providers, or community action agencies*

Enhancing access to the BART system for transit-dependent low income, elderly, and disabled riders in Alameda would result in an improvement that BART management has been investigating prior to the CBTP process.

**12. Implement Route 50 Frequency Improvements**

This strategy increases service to every fifteen minutes between 8:00 p.m. and 11:00 p.m., weekdays only. This improvement would require dedication of four additional buses from 8:00 p.m. to 11:00 p.m. on weekdays, for a rough annual cost of \$453,000.

AC Transit Route 50 serves key retail and transit destinations such as Park Street, Alameda Towne Centre, Oakland International Airport, and the Fruitvale and Coliseum BART stations. The line originates at the Fruitvale BART station in Oakland and travels through the eastern portion of the CBTP area on Park Street, west to the Alameda Towne Centre, east to Bay Farm Island on Otis Drive, east on Island Drive, Ron Cowan Parkway, and Hegenberger Road to Coliseum BART in Oakland.

Service begins at approximately 5:00 a.m. on weekdays and 6:00 a.m. on weekends, and ends around midnight seven days a week. Frequency times for this route are described below in Table 6-14.



A Route 50 bus picks up passengers in Alameda.

TABLE 6-14 **ROUTE 50 HOURS AND FREQUENCY OF SERVICE**

Route	Weekday Service				Weekend and Holiday
	5:15 a.m. to 9:00 a.m.	9:00 a.m. to 4:00 p.m.	4:00 p.m. to 8:00 p.m.	8:00 p.m. to 12:13 a.m.	6:06 a.m. to 12:10 a.m.
AC 50	15 min.	15 min.	15 min.	30 min.	30 min.

As discussed in the summary of outreach results, outreach respondents cited the need for frequency improvements on several AC Transit bus lines, including Route 50. According to AC Transit, there is room for Route 50 to increase its evening frequency since it operates every 15 minutes until about 8:00 p.m., and then begins operating every 30 minutes.

TABLE 6-15 **EVALUATION OF ROUTE 50 FREQUENCY IMPROVEMENTS**

Factor	Comments	Ranking
Community	Community support for this strategy is moderate.	Low-Medium
Transportation Benefits	This strategy would benefit a relatively small number of people, but would benefit transit-dependent people at night.	Low-Medium
Financial	The costs for these improvements are high and additional operating funding would need to be identified.	Low
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: Low-Medium*

*Lead Agency: AC Transit*



Passengers await the Alameda-Oakland ferry.

### 13. Increase Frequency of the Oakland-Alameda Ferry

According to CBTP outreach, the ferry is largely used for recreational purposes. Nevertheless, those who used the ferry for recreational purposes reported concerns with frequency, therefore this plan proposes frequency improvements to improve ferry services for CBTP area residents. This proposal calls for a fleet of new ferries at a capital cost of approximately \$8 million for each boat, plus \$20 million for a new ferry terminal and an annual operating cost of \$4 million. This project also proposes a water shuttle/taxi service between a new and/or modified dock in Alameda and the Jack London District. Service headways would be 15 minutes, with a capital cost per vehicle of \$700,000, plus maintenance and operating costs of up to \$2.5 million annually.

The Oakland-Alameda Ferry operates between Alameda, Oakland, and San Francisco. Oakland-Alameda Ferry Service to Angel Island is seasonal. Service begins at approximately 6:00 a.m. and ends around 7:00 p.m. on weekdays, and starts around 10:00 a.m. and ends at 7:00 p.m. on weekends. The ferry schedule is described in the Table 6-16.



Outreach respondents reported that frequency is a barrier to their use of the ferry. Some Alameda Point residents expressed a desire to take the ferry to Jack London Square during the weekend, but report frequency issues. The Draft Emergency Water Transportation Authority Transition Plan and the Estuary Crossing Study Final Draft Feasibility Report address this concern.

According to the Draft Emergency Water Transportation Authority Transition Plan, over the next five years, service levels will be maintained at 26 trips each weekday with additional weekend service, and operating costs will increase by almost 20 percent.

The Estuary Crossing Study Final Draft Feasibility Report proposes an expanded ferry service to improve services between Alameda and Oakland with 15-minute service headways. The ferry service will complement the existing Alameda/Oakland service by providing a more regular shuttle along the estuary. This project also proposes a water shuttle/taxi service between a new and/or modified dock in Alameda and the Jack London District, with potential for additional stops on either shore. Two water taxis will be required to maintain service at 15-minute headways.

TABLE 6-17 **EVALUATION OF OAKLAND-ALAMEDA FERRY FREQUENCY IMPROVEMENTS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is relatively low.	Low-Medium
Transportation Benefits	This strategy would benefit a relatively small number of people.	Low
Financial	This strategy has a high cost.	Low
Implementation	These activities would likely be implemented in the medium to long term.	Low-Medium

*Overall Ranking: Low*

*Lead Agencies: Oakland-Alameda Ferry and water taxi provider*

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 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 SOLUTIONS

TABLE 6-16 **OAKLAND-ALAMEDA FERRY SCHEDULE**

Leave Alameda	Leave Oakland	Arrive Ferry Building	Arrive Pier 41
<b>AM Weekdays to San Francisco</b>			
6:10 a.m.*	6:00 a.m.	6:30 a.m.	--
7:15 a.m.*	7:05 a.m.	7:35 a.m.	--
8:20 a.m.*	8:10 a.m.	8:40 a.m.	--
9:25 a.m.*	9:15 a.m.	9:45 a.m.	10:00 a.m.
10:50 a.m.	11:00 a.m.	11:30 a.m.	11:45 a.m.
<b>PM Weekdays to San Francisco</b>			
12:35 p.m.	12:45 p.m.	1:15 p.m.	1:30 p.m.
2:30 p.m.	2:30 p.m.	3:00 p.m.	3:10 p.m.
4:30 p.m.	4:40 p.m.	5:10 p.m.	--
5:40 p.m.	5:50 p.m.	6:15 p.m.	--
6:10 p.m.	6:20 p.m.	--	7:00 p.m.
6:45 p.m.	6:55 p.m.	7:20 p.m.	--
7:45 p.m.	7:55 p.m.	8:20 p.m.	--
8:45 p.m.	8:55 p.m.	--	9:25 p.m.
<b>Weekends to San Francisco</b>			
10:10 a.m.*	10:00 a.m.	10:30 a.m.	10:45 a.m.
11:20 a.m.	11:30 a.m.	12:00 a.m.	12:15 a.m.
1:30 p.m.	1:45 p.m.	2:20 p.m.	2:35 p.m.
4:05 p.m.	4:15 p.m.	4:45 p.m.	4:55 p.m.
5:35 p.m.	5:45 p.m.	--	6:25 p.m.
7:00 p.m.	7:10 p.m.	--	7:50 p.m.

\* Ferry departs Oakland to San Francisco via Alameda.

*C. Pedestrian Strategies*

**1. Expand the Safe Routes to Schools Program**

This strategy would expand the Safe Routes to Schools (SRTS) school route enhancements (such as sidewalk and crosswalk improvements) and striping and signage maintenance. These SRTS programs cost between \$50,000 and \$500,000, according to the City of Alameda Pedestrian Plan (adopted in January 2009).

Parents in Alameda reported that AC Transit buses do not provide direct bus service to all schools. In some cases, buses provide access close to schools but not directly to the school property. Parents contacted through outreach expressed safety concerns for children traveling to school by themselves, particularly to Chipman Middle, Franklin Elementary, Paden Elementary, Ruby Bridges Elementary, Island High and Encinal High.



A schoolyard in Alameda.

SRTS is a program at both the federal and State levels that is intended to enhance pedestrian infrastructure close to schools and along school routes. The City’s SRTS program is funded by Measure B – Alameda County’s half cent transportation sales tax, administered by ACTIA. The City of Alameda is already exploring SRTS strategies as part of the State and federal grants for SRTS programs.

TABLE 6-18 **EVALUATION OF SAFE ROUTES TO SCHOOLS PROGRAMS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is high among parents.	Medium
Transportation Benefits	This strategy would benefit a large number of people, particularly youth, and would address several problems.	Medium-High
Financial	The costs for these improvements would be higher than other pedestrian improvements.	Low-Medium
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: Medium-High*

*Lead Agency: ACTIA*



A typical sidewalk in Alameda Point.

## 2. Improve the Pedestrian Experience in Alameda Point

This strategy would involve various efforts to improve walking conditions in Alameda Point, such as repairing sidewalks, installing lights, and landscaping. Costs would vary, but would be relatively low, depending on the extent of improvements throughout Alameda Point.

Residents in Alameda Point reported a general dissatisfaction of pedestrian amenities in Alameda Point. Alameda Point residents generally desire enhanced pedestrian experience due to a lack of transportation options, particularly on weekends, when AC Transit Route 63 does not operate its weekday schedule. Residents in Alameda Point expressed a desire for more investment in the community to improve the public environment. Residents cited a lack of high-quality sidewalk conditions and a need to walk for transportation purposes. Therefore, strategies for improving the pedestrian experience in Alameda Point could include both beautification efforts and sidewalk improvements. Specific locations in Alameda Point identified by community members as needing an improved pedestrian experience are listed below:

- ◆ Main Street, generally in Alameda Point, and specifically near West Midway Avenue
- ◆ Norfolk Road

Planting street trees would cost the City of Alameda \$500 to \$1,250 per tree, depending on whether tree grates or tree guards are needed.

As an alternative to the City funding the planting of street trees, the City of Alameda could explore a program similar to Urban Releaf, which operates in Oakland and Richmond. Urban Releaf is a non-profit urban forestry organization that aims to revitalize communities through tree planting and environmental education. The organization works with at-risk youth and hard-to-employ adults to provide employment and job training. Such a program could potentially be coordinated through the Alameda Point Collaborative. For \$250, individuals, businesses and organizations can become a part of Urban Releaf's Sponsor-a-Tree program, and for \$1,000 one can sponsor a block of trees. A program such as Urban Releaf could keep its costs relatively low

by relying on volunteer staffing, foundation and private donations, and sponsorship programs.

Another beautification option could include the installment of landscaped features in Alameda's streetscapes. Landscaped medians could provide an enhanced environment along some of Alameda Point's wider roadways. Landscaped medians typically cost between \$200 and \$400 per linear foot, including irrigation costs.

Another landscaping option could include trees in planters, which cost approximately \$1,800 per tree for a 24-inch planter box.

Sidewalk conditions were reported to be poor in Alameda Point as well. Repairing sidewalks would cost approximately \$20 per square foot.

Lastly, another option for improving pedestrian amenities in Alameda Point is to explore the possibility of extending the Cross Alameda Trail west of Main Street. The trail is envisioned as a landscaped corridor that would serve as both a transportation corridor and a recreational facility. Such a trail could offer a great benefit to Alameda Point accessing other areas of the island on foot. The 2005 Cross Alameda Trail Feasibility Study focuses on sections of the Alameda Belt Line starting at Main Street and continuing eastward to Tilden Way. However, the City envisions the trail continuing west of Main Street into Alameda Point.

TABLE 6-19 **EVALUATION OF IMPROVED PEDESTRIAN EXPERIENCE IN ALAMEDA POINT**

Factor	Comments	Ranking
Community	Community support is high among Alameda Point residents	Medium-High
Transportation Benefits	This strategy would benefit a large number of people and would address more than one problem.	High
Financial	The costs for these improvements would be relatively low.	High
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: Medium-High*

*Lead Agency: City of Alameda and non-profit organization*



Pedestrian street lighting on Webster Street.

### 3. Install Pedestrian Street Lights

This strategy would involve the installation of street lights throughout the CBTP area, particularly in Alameda Point. The cost for one pedestrian-scaled lamp post ranges from approximately \$8,000 to \$15,000 per light, including trenching and electrical, plus approximately \$100 per lamp every four years for bulb changing.

Outreach respondents identified personal safety as a significant concern while walking, particularly after dark. Comments received through outreach surveys and focus groups reflected a concern about safety in areas with low illumination levels. Outreach respondents were particularly concerned about lighting in Alameda Point, specifically at the following locations:

- ◆ Pan Am Way
- ◆ Main Street, near West Midway Avenue

Currently, many of the CBTP area's streets have cobra-head roadway lighting that adequately illuminates the street at standard thresholds for vehicle circulation. However, in many locations this lighting does not illuminate the sidewalk nor the area of the curb where people step-off to initiate crossing the street.

TABLE 6-20 **EVALUATION OF PEDESTRIAN STREET LIGHTS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is moderate, and is higher among Alameda Point residents.	Medium-High
Transportation Benefits	This strategy would benefit a relatively large number of people, but would only address one problem	Medium
Financial	This strategy could be implemented at a low cost.	High
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agency: City of Alameda*

#### **4. Improve Pedestrian Access between West Alameda and Oakland**

In response to community input in Alameda Point, this strategy would enhance pedestrian access between West Alameda and downtown Oakland, particularly on weekends and off-peak hours, when AC Transit Route 63 and the Oakland-Alameda Ferry do not run as frequently.

##### **a. Pedestrian Barge**

The City of Alameda is currently preparing the Estuary Crossing Feasibility Study, which identifies options to improve pedestrian access to Oakland. The Final Draft Feasibility Report for the Estuary Crossing Study considers a pedestrian barge as a possible linkage between Alameda Point and downtown Oakland. The barge would transport pedestrians, bicyclists, and buses between Alameda and Oakland. This strategy, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs totaling \$5 million and annual operating costs of \$2.5 million.

##### **b. Water Shuttle/Taxi**

This strategy proposes a water shuttle/taxi service, as recommended by the Final Draft Feasibility Report for the Estuary Crossing Study. The water shuttle/taxi would operate between a new and/or modified dock in Alameda and the Jack London District, with potential for additional stops on either

shore. Service headways are estimated at 15 minutes, the capital cost per vehicle is estimated at \$700,000 and maintenance and operating costs are estimated at up to \$2.5 million annually. Two water taxis will be required to maintain service at 15-minute headways.

c. Webster Street and Posey Tube Improvements

The Final Draft Feasibility Report for the Estuary Crossing Study also evaluates a strategy to improve the Webster Street and Posey Tubes to create a separated one-way path for pedestrians and bicyclists. Improvements would include new barriers, lighting, security, and ventilation. This strategy, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs totaling \$40 million.

As an alternative to creating a new one-way path, minor modifications could be made to the Posey Tube. Under this scenario, improvements would include installing a new railing, replacing existing plate covers, filling in grooves on the concrete path, establishing a regular maintenance program, and converting the existing maintenance path to a pedestrian/bicycle path. This option, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs of \$7 million and an annual maintenance cost of \$50,000 (the Tube is to be maintained by Caltrans).

TABLE 6-21 **EVALUATION OF STRATEGIES TO IMPROVE PEDESTRIAN ACCESS TO DOWNTOWN OAKLAND**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is relatively high, particularly among Alameda Point residents.	Medium-High
Transportation Benefits	This strategy would benefit a large number of people and would address multiple problems.	High
Financial	The costs for these improvements would be very high compared to other pedestrian improvements.	Low
Implementation	The strategy would likely be implemented in the medium to long term.	Low-Medium

*Overall Ranking: Medium*

*Lead Agencies: Cities of Alameda and Oakland and pedestrian barge provider*



### **5. Increase Pedestrian and Bicyclist Safety in the Tube**

This strategy would modify the Webster Street and Posey Tube to improve pedestrian and bicyclist conditions. As described above, tube improvements could include either a new one-way pedestrian/bicycle path or minor tube improvements.

The Final Draft Feasibility Report for the Estuary Crossing Study evaluates the creation of a separated one-way path for pedestrians and bicyclists in the Webster Street and Posey Tubes. Improvements would include new barriers, lighting, security, and ventilation. This strategy, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs totaling \$40 million.

As an alternative to creating a new one-way path, minor modifications could be made to the Posey Tube. Under this scenario, improvements would include installing new railings, replacing existing plate covers, filling grooves on the concrete path, and establishing a regular maintenance program. This strategy, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs totaling \$7 million and annual maintenance costs of \$50,000.

This strategy would address pedestrian issues of feeling unsafe in the Posey Tube and Webster Street Tube. This strategy would be developed pursuant to the City of Alameda's preparation of the Estuary Crossing Study, which identifies options to improve pedestrian and bicyclist safety traveling from Alameda to Oakland. The Estuary Crossing Study is funded by a grant from ACTIA's Measure B funds, the City of Alameda, and the City of Oakland, with additional support from Caltrans.

TABLE 6-22 **EVALUATION OF INCREASING PEDESTRIAN SAFETY IN THE TUBE**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support for this strategy is moderate.	Medium
Transportation Benefits	This strategy would benefit a large number of people, and would address multiple problems.	High
Financial	The costs for this strategy would potentially be high, although opportunities for reducing costs through a modified strategy exist.	Low
Implementation	This strategy would likely be implemented in the medium to long term.	Low

*Overall Ranking: Medium*

*Lead Agencies: Cities of Alameda and Oakland and Caltrans*

## **6. Increase Pedestrian Crossing Visibility and Safety**

### **a. Create New Crosswalks**

Outreach participants noted several locations in Alameda where crossing the street is dangerous and crosswalks are desired. The cost of striping new crosswalks is approximately \$3 per linear foot. The following locations were identified by outreach participants as potential locations for new crosswalks:

- ◆ 6<sup>th</sup> Street & Haight Avenue
- ◆ Broadway & Shoreline Drive
- ◆ Chapin Street & Lincoln Avenue
- ◆ Northwood/Southwood/Gibbons Drives
- ◆ Paru Street & Santa Clara Avenue

Site-specific evaluation by City staff would be required prior to the creation of new crosswalks, to determine the appropriateness and feasibility of crosswalks at these locations.

b. Install In-Pavement Crosswalk Lighting

This strategy would install in-pavement crosswalk lighting, ranging in price from \$80,000 to \$100,000 each.

A common comment received by pedestrians contacted through outreach was that motorists do not stop for pedestrians in crosswalks. One strategy to make pedestrians in crosswalks more visible to motorists would be to install in-pavement crosswalk lights. In-pavement crosswalk lights alert motorists of the presence of pedestrians in crosswalks, either with by the pedestrian pushing a button or an automated device. In-pavement lighting would be required to comply with California Manual on Uniform Traffic Control Devices (CA-MUTCD) standards. The City of Alameda has already begun installing in-pavement lighting at several crosswalks on the basis of engineering analysis to increase safety for pedestrians in crosswalks. Other locations identified by outreach respondents that may be priority locations for in-pavement lighting are:

- ◆ Fernside Boulevard & Tilden Way
- ◆ High Street & Garfield Avenue
- ◆ High Street & San Jose Avenue
- ◆ Main Street at Willie Stargell Avenue/West Midway Avenue
- ◆ Park Street & Otis Drive

Lighted crosswalks range in price from \$80,000 to 100,000.

c. Install Pedestrian Refuge Islands in Alameda's Larger Intersections

Install pedestrian refuge islands, where feasible, in Alameda's wider streets to provide a resting place for pedestrians who require more time in crossing the street. The cost of installing pedestrian refuge islands varies depending on site conditions. Costs vary from approximately \$8,000 to \$15,000 each. This would address the issue raised by seniors and people with disabilities of difficulty in crossing the street due to the width of roadways and insufficient time at timed intersections. A location identified through outreach that may be appropriate for a pedestrian refuge island is Atlantic Avenue near Constitution Way, in front of Independence Plaza.



A sign brings attention to a crosswalk in Alameda.

TABLE 6-23 **EVALUATION OF IMPROVED PEDESTRIAN CROSSING VISIBILITY AND SAFETY**

Factor	Comments	Ranking
Community	Community support is high among parents, senior citizens and people with disabilities.	Medium
Transportation Benefits	This strategy would benefit a moderate number of people, but only one problem is addressed.	Low-Medium
Financial	The costs would be relatively low, but would be higher than other pedestrian improvements.	Medium
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: Medium*  
*Lead Agency: City of Alameda*

**D. Bicycling Strategies**

**1. Create More Bicycle Lanes throughout Alameda**

Bicyclists requested additional dedicated bicycle lanes throughout Alameda. Alameda Point was identified as a priority location for new bicycle lanes. Specific roadways along which bicyclists request bicycle lanes are:

- ◆ Appezato Parkway/Atlantic Avenue (west of Constitution Way)
- ◆ Central Avenue (west of Grand Street)
- ◆ Park Street
- ◆ Santa Clara Avenue (west of Webster Street and east of Grand Street)
- ◆ Willie Stargell Avenue



Class II bike lane in Alameda.

Costs to create bicycle lanes vary depending on the class of bicycle lane and site conditions, but costs generally start at approximately \$10,000 per linear mile.

TABLE 6-24 **EVALUATION OF CREATING BICYCLE LANES**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is very high among bicyclists.	Medium
Transportation Benefits	A moderate number of people would benefit, and this strategy would address more than one problem.	Medium-High
Financial	The costs for these improvements would be relatively high.	Medium
Implementation	This strategy would likely be implemented in the medium term.	Medium

*Overall Ranking: Medium-High*

*Lead Agency: City of Alameda*

## 2. Increase the Bicycle Capacity Onboard Buses

Bicyclists contacted through outreach reported that because bicycle racks onboard AC Transit buses only hold two bikes, transferring to the bus can be a problem when the racks are already full. This strategy proposes to retrofit AC Transit buses with 3-bike racks or onboard bicycle mounts. The State of California currently prohibits buses from installing bike racks that extend more than 36 inches from the front of the bus. However, Assembly Bill 652 is currently before the State legislature and would permit larger bike racks, such as those proposed in this strategy.

As an example, bicycle racks that hold three bikes are available from Sportworks, a company in Washington. Sportworks sells two kinds of three-bicycle racks that mount on the front of buses. The racks range in price from \$900 to \$1,350, depending on the model type and finish. All bike racks require additional mounting hardware, and may require a “deployment kit” to let the driver know when the rack is being used.

Onboard bicycle mounts are also available from Sportworks. These racks, also referred to as “interlocks,” can be installed inside buses to allow the securement of bicycles. Inside racks require removal of some seats at the front of the bus to allow proper securement of bicycles. Each interlock accommo-

dates one bicycle, so the capacity would depend on the number of seats removed. The racks are custom designed for each client, so prices vary and typically range from approximately \$500 to \$700.

Coach buses, which are often used for Transbay routes, permit additional bike storage in underneath storage areas. Therefore, this strategy would only apply to those buses which do not currently accommodate more than two bikes.

TABLE 6-25 **EVALUATION OF INCREASED BICYCLE CAPACITY ON BOARD BUSES**

Factor	Comments	Ranking
Community	Community support is high among bicyclists.	Medium
Transportation Benefits	This strategy would benefit a relatively large number of people and would address more than one problem.	Medium-High
Financial	The costs for this improvement would vary depending on the number of buses retrofitted.	Medium
Implementation	This strategy would be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agency: AC Transit*

### 3. Increase Bicycling Options for Youth and Low-Income Residents

This strategy proposes to support Cycles of Change, its programs, and the relationship between Cycles of Change and the City’s Safe Routes to School program in order to expand bicycling options for Alameda youth. This strategy could also include coordination with Alameda’s schools and the Alameda Parent Teacher Association to increase education regarding Cycles of Changes’ programs. Cycles of Changes has an annual budget in Alameda of \$146,000. Therefore, financial support should contribute to this amount or augment it.

Youth and low-income residents contacted through outreach reported that bicycling is a preferable, low-cost transportation alternative to buses. Parents also expressed a need for alternative transportation options for youth due to the costs of transit fares.

Cycles of Change currently provides bicycling education and safety programs for Alameda youth, and also operates an “Earn a Bike” program, in which youth can earn their own bicycle after completing a series of workshops. Cycles of Change provides Earn a Bike participants with helmets and bicycle locks as well. Cycles of Change also implements Safe Routes to School programs to improve bicycling access to schools.

TABLE 6-26 **EVALUATION OF INCREASED BICYCLING OPTIONS FOR YOUTH AND LOW-INCOME RESIDENTS**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support is moderate among youth and parents.	Medium
Transportation Benefits	This strategy would benefit a large number of people and would address more than one problem.	Medium-High
Financial	Financial support for Cycles of Change would involve moderate costs.	Medium
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agencies: Various agencies, including Cycles of Change, ACCMA, Safe Routes to School, and ACTIA*

#### **4. Improve Bicycling Access between Alameda and Oakland**

This strategy includes a pedestrian/bicycle barge to Oakland, a water shuttle/taxi, a bicycle shuttle, and Webster Street and Posey Tube improvements. Costs for these improvements would be relatively high.

Alameda bicyclists request enhanced bicycling access between Alameda and downtown Oakland, particularly on weekends and off-peak hours, when AC Transit and the Oakland – Alameda Ferry do not run as frequently.

The City of Alameda is currently preparing the Estuary Crossing Study, which identifies options to improve bicycle access to Oakland. The Final Draft Feasibility Report for the Estuary Crossing Study identifies several options for improving access between Alameda and Oakland.

Efforts that improve bicycling access to Oakland should also include coordination with the City of Oakland to provide information to Alameda bicyclists about bicycle routes and safety when bicycling through Oakland.

a. Bicycle/Pedestrian Barge

As described above in Strategy C.4, the Final Draft Feasibility Report for the Estuary Crossing Study evaluates a barge that would provide a linkage between Alameda Point and downtown Oakland. The barge would transport pedestrians, bicyclists, and buses between Alameda and Oakland across the estuary. This strategy would require a capital cost of \$5 million and annual operating costs of \$2.5 million.

b. Water Shuttle/Taxi

This strategy proposes a water shuttle/taxi service, as recommended by the Final Draft Feasibility Report for the Estuary Crossing Study and as described above in Strategy C.4. The water shuttle/taxi would operate between a new and/or modified dock in Alameda and the Jack London District, with potential for additional stops on either shore. Service headways are estimated at 15 minutes, the capital cost per vehicle is estimated at \$700,000 and maintenance and operating costs are estimated at up to \$2.5 million annually. Two water taxis will be required to maintain service at 15-minute headways.

c. Bicycle Shuttle

The Final Draft Feasibility Report for the Estuary Plan also includes a bicycle shuttle that would transport bicyclists and their bicycles from Alameda Point



to downtown Oakland. The shuttle would operate with 15-minute headways and would have low floors so that bicyclists could wheel their bicycles directly into the vehicle. This strategy, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs totaling \$300,000, with annual operating costs of over \$2 million.

d. Webster Street and Posey Tube Improvements

As described above in Strategy C.4, the Final Draft Feasibility Report for the Estuary Crossing Study identifies an option for modifying the Posey Tube to improve pedestrian and bicyclist conditions. The strategy includes installing new railings, replacing existing plate covers, filling in grooves on the concrete path, and establishing a regular maintenance program. The upgraded tube would require greater visibility and wayfinding to improve bicycle traffic and would allow for better connectivity to key destinations on either end of the tube. This strategy, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs totaling \$7 million and annual cleaning costs of \$50,000.

The Final Draft Feasibility Report for the Estuary Crossing Study also evaluates a strategy to improve the Webster Street and Posey Tubes to create a separated one-way path for pedestrians and bicyclists. Improvements would include new barriers, lighting, security, and ventilation. This strategy, as evaluated in the Estuary Crossing Study Final Draft Feasibility Report, would have capital costs totaling \$40 million.

TABLE 6-27 **EVALUATION OF IMPROVED BICYCLE ACCESS TO DOWNTOWN OAKLAND**

Factor	Comments	Ranking
Community	Community support is high among bicyclists and some Alameda Point residents.	Medium-High
Transportation Benefits	This strategy would benefit a relatively large number of people and would address more than one problem.	Medium-High
Financial	The costs for this improvement would be high.	Low
Implementation	This strategy would be implemented in the medium to long term.	Low-Medium

*Overall Ranking: Medium*

*Lead Agencies: Cities of Alameda and Oakland, bicycle/pedestrian barge provider, bicycle shuttle provider, and Caltrans*

**5. Improve Pavement and Bicycle Striping near the Ferry Terminal**

Bicyclists report a poor bicycle connection and approach to the ferry terminal. This strategy proposes to re-pave and explore the feasibility of adding a bicycle lane to the roadways near the ferry terminal and the entrance to the ferry terminal property. Re-paving roadways would cost approximately \$4 per square foot, and bicycle lane striping would cost approximately \$2.30 per linear foot (for a 4-inch stripe). Costs for this strategy would vary depending on the number of roadways that would be improved leading to the ferry terminal.



A sidewalk at the ferry terminal.

TABLE 6-28 **EVALUATION OF IMPROVED PAVEMENT AND BICYCLE STRIPING NEAR THE FERRY TERMINAL**

Factor	Comments	Ranking
Community	Community support is moderate among bicyclists.	Low-Medium
Transportation Benefits	This strategy would benefit a moderate number of people, and only one problem would be addressed.	Low-Medium
Financial	The costs for these improvements would be relatively low.	Medium-High
Implementation	This strategy would likely be implemented in the medium term.	Medium

*Overall Ranking: Medium*

*Lead Agency: City of Alameda*

### 6. Increase Education Regarding Bicycling Routes and Safety

This strategy proposes an education campaign involving marketing materials and signage to promote the existing bicycle network and orient riders on how to travel to and from their destinations within the system.

Many outreach respondents identified high-volume major streets as needing improvement for bicycling conditions. Through outreach it has been determined, however, that many people are not fully aware of the Alameda’s existing bike network or how to navigate the city using this network.

A common theme and message could be replicated through various media. Posters could be placed along transit corridors, in bus shelters, and on buses. Temporary displays could be set up at locations and events, such as the Alameda flea market. A consistent message in multiple languages could also be used for print display, newsletters, a website, and training courses. Production of new marketing materials and educational material could cost up to \$10,000, plus up to \$5,000 for printing and distribution of information. As part of this effort, the existing bicycle wayfinding system could also be improved and expanded. Improving wayfinding signage throughout the island could cost up to \$500 per sign.

Redirecting cyclists to streets with bicycle facilities will not only provide a safer traveling environment for cyclists, but it will also likely improve overall traffic conditions on the arterial streets, including for transit service. An outreach program promoting the bicycle network may also attract a latent demand for cycling.

As described above, Cycles of Change is an organization that provides bicycle education and safety training for local youth. This strategy should include enhanced support for Cycles of Change and its programs. Cycles of Changes has an annual budget in Alameda of \$146,000. Therefore, financial support should contribute to this amount or augment it. More information on Cycles of Change is provided in Strategy D.3, Increase Bicycling Options for Youth and Low-Income Residents.

TABLE 6-29 **EVALUATION OF INCREASED BICYCLING EDUCATION**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support for this support is moderate among bicyclists.	Low-Medium
Transportation Benefits	This strategy would benefit a relatively large number of people and would address more than one problem.	Medium
Financial	Financial support for Cycles of Change would involve potentially high costs.	Medium
Implementation	This strategy could be implemented in the short to medium term.	Medium-High

*Overall Ranking: Medium*

*Lead Agencies: City of Alameda and Cycles of Change*

### *E. Driving Strategies*

#### **1. Increase Knowledge of 511 Rideshare**

This strategy would inform staff members at low-income housing facilities to promote awareness of 511 Rideshare within the CBTP area. 511 Rideshare is

a free service that matches commuters who wish to carpool or vanpool to work.

Some outreach respondents indicated a desire to participate in car sharing or carpooling. According to the 2000 Census, 16 percent of households in the CBTP area are without a private vehicle, and 44 percent of households in the CBTP area have one vehicle available. However, the Alameda CBTP area does not have the density to support a car share program (e.g. City Car Share or Zip Car).

Qualifying carpools in the 511 program can cross Bay Area toll bridges for free during commute hours and may qualify for additional financial incentives or subsidies. The program offers telephone interpretation service in 150 languages, including Cantonese, Japanese, Mandarin, Tagalog, and Vietnamese. Spanish speakers throughout the Bay Area can access 511 Rideshare online or on the phone. The program is funded by the Federal Highway Administration, U.S. Department of Transportation, the Metropolitan Transportation Commission, the Bay Area Air Quality Management District and county congestion management agencies.

TABLE 6-30 **EVALUATION OF 511 RIDESHARE**

<b>Factor</b>	<b>Comments</b>	<b>Ranking</b>
Community	Community support for this strategy is moderate, and is higher among Alameda Point residents.	Medium
Transportation Benefits	This strategy benefits a moderate number of residents, and solves multiple problems.	Medium-High
Financial	This strategy could be implemented at low cost.	High
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agencies: Various agencies, including the Metropolitan Transportation Commission and Bay Area Air Quality Management District*

## **2. Institute an Auto Loan Program for Low-Income Residents**

This strategy would increase the affordability of automobiles for low-income residents. Although this strategy conflicts with the goal of the Alameda Point Station Area Plan to reduce car ownership, this strategy is proposed because low-income residents contacted through outreach reported instances in which transit does not meet all of their travel needs. Low-income residents also expressed a desire for more affordable transportation options. In addition, for multiple-destination trips (such as a family's daily trip to day care, school, work, and home), transit does not always serve as an efficient or feasible option. Total costs for this strategy are expected to be approximately \$480,000.

This strategy is modeled after the Contra Costa County Employment and Human Services Department (EHSD) KEYS Auto Loan Program, which offers assistance in identifying a reliable car, providing a low interest auto loan, and training participants on automobile maintenance. The Family Service Agency of San Mateo County offers a similar program known as the Ways to Work Loan Program. The Ways to Work Loan Program offers up to \$4,000 in conventional credit for the purchase of an automobile, and is funded by MTC.

Given the mobility issues described by outreach respondents, especially in Alameda Point, this strategy proposes a low-income car loan program for CBTP area residents. The KEYS program is available for CalWORKs clients who meet a number of qualifying factors, including having the means to return payment on the loan, a clean DMV record, and purchase of a vehicle with 6 cylinders or less. CalWORKs clients agree to make loan repayments on a monthly basis, over a 24-month period. In addition to the loan, the KEYS Program also pays for a technician to complete an auto diagnosis and for a complete history of the vehicle. If the vehicle is in good condition, the loan is processed. In addition, all KEYS Program participants are required to take an automobile maintenance course which teaches new car owners how to care for their car. The KEYS Auto Loan program was funded 50 percent by EHSD and 50 percent by the Metropolitan Transportation Commission

Low-Income Flexible Transportation Program (LIFT) grant between 2003 and 2006. MTC provided \$239,400 in funding over this period.

TABLE 6-31 **EVALUATION OF AN AUTO LOAN PROGRAM**

Factor	Comments	Ranking
Community	Community support is unclear based on outreach, but it is likely to be high among low-income residents.	Medium-High
Transportation Benefits	Alameda Point residents would likely benefit most from this strategy, and several problems would be addressed.	Medium-High
Financial	This strategy would be implemented at a high cost.	Low
Implementation	This strategy could be implemented in the short term.	High

*Overall Ranking: Medium-High*

*Lead Agency: Metropolitan Transportation Commission*

**F. Other Community-Identified Needs or Potential Approaches**

Several approaches have not been presented as strategies, but may have potential for improving the mobility of low-income residents in Alameda. These strategies are briefly described below.

**1. Strategies Needing Further Study**

The following strategy was identified as a need in the CBTP area. However, costs and feasibility associated with these strategies need to be further evaluated.

- ◆ **Retrofit Bus Shelters with Glass.** Outreach respondents in Alameda Point indicated that bus shelters with perforated metal walls do not adequately protect bus passengers from wind and rain. Bus stops in Alameda Point have screens rather than glass, so they do not protect from wind and rain. Therefore, respondents requested that bus shelters be retrofitted with glass. The City of Alameda would be the agency responsible for

retrofitting bus shelters. The City generally installs glass shelters only in areas with high pedestrian use due to concerns about potential vandalism and ongoing maintenance costs, and Alameda Point's bus stops are not considered to be areas with high pedestrian traffic volumes. The City has never retrofitted existing shelters with glass in the past, and it is therefore unknown whether this strategy would be feasible. In addition, it needs to be further evaluated whether glass bus shelters would be feasible for ongoing maintenance.

- ◆ **Institute an AC Transit Weekend Transfer Window Extension.** Outreach respondents commented that one factor that contributes to the high cost of transit use is the length of the AC Transit transfer window—currently set at 1 ½ hour from the time the transfer is issued. Some riders find that they cannot complete their transfer in this time period, and therefore have to pay a subsequent full fare. Because over one-half of AC Transit trips involve a transfer according to the 2002 On-Board Passenger Survey (though many riders are using monthly passes), any relaxation of the transfer policy has the potential to significantly impact AC Transit's farebox revenue. Given this potential financial impact, a limited extension of the transfer window is likely to be more feasible. As Saturday and Sunday headways are longer on many AC Transit routes—causing transfers between routes to take more time than on weekdays—extending the transfer window on weekends (for example, to two hours), would be a logical and financially feasible approach. Because no current analysis exists related to the impact of extending the weekend transfer window system-wide, it is difficult to estimate the potential financial impact of this change at present. Additional analysis will be required to gauge feasibility and benefits.

A cost estimate is not available at this time, but the cost in terms of lost fare revenue for a system-wide implementation would likely be high, despite high rates of pass use among AC Transit riders. Additional analysis would be required to provide an estimate.

- ◆ **Maintain Alameda's Crossing Guard Program.** The Alameda Police Department is responsible for crossing guards. Parents contacted



through outreach expressed concern regarding recent funding cuts for crossing guards near schools. However, subsequent communication with the Alameda Police Department reveals that the program has not yet been cut. The crossing guard program is funded through 2010, and continuation of the program will be reevaluated in 2010. Changes to the program at that time may include utilizing alternative funding sources, such as Alameda's schools.

This plan recommends that the crossing guard program be maintained. However, should future funding cuts leave the program infeasible in its existing form, potential strategies could include:

- A reduced program that would either employ fewer crossing guards for prioritized locations, or the same amount of crossing guards working reduced hours.
  - A new volunteer crossing guard program that would be implemented either through Alameda schools, the Parent-Teacher Association, or the Alameda Police Department's volunteer coordinator on staff.
- ◆ **Create a "Bicycle Boulevards" Program.** Bicyclists in the CBTP area identified the speed of traffic along Alameda's streets as a safety concern, and some outreach respondents reported that concerns about bicycling safety prevents them from riding their bikes.

One option for improving safety for bicyclists traveling across Alameda would be to initiate a program similar to the City of Berkeley's Bicycle Boulevards program. Bicycle Boulevards are marked roadways that provide a continuous network for bicyclists traveling through the city. The roadways chosen to become Bicycle Boulevards are those that run the entire length of the city (from north to south or east to west), that pass by common destinations, that are adjacent to major streets, or that are generally not high-traffic corridors for automobiles. Roadways that may be candidates to become bicycle boulevards would be those adjacent and parallel to the following main roads in the CBTP area:

- Central Avenue
- Park Street
- Ralph Appezato Parkway

- Santa Clara Avenue
- Willie Stargell Avenue

According to the proposed budget contained in the 1998 Berkeley Bicycle Plan, the cost of creating Bicycle Boulevards ranged from approximately \$120,000 to \$675,000 per linear mile. Prices vary by roadway, depending on the improvements needed to create the Bicycle Boulevard, such as new traffic signals, repaving, and new lighting.

◆ **Increase Traffic Calming Measures.** Pedestrians and bicyclists reported feeling unsafe along some of Alameda’s streets due to the speed of traffic. Some pedestrians also reported that motorists do not stop for pedestrians in crosswalks. Specific locations identified by pedestrians are:

- West Midway Avenue & Main Street
- Atlantic Avenue, between Webster Street and Constitution Way
- Central Avenue, in front of Paden Elementary School
- Oak Street & San Jose Avenue
- Tilden Way & Fernside Boulevard
- Gibbons Drive & Northwood Drive
- High Street & Garfield Avenue
- Fernside Boulevard & Garfield Avenue
- Fernside Boulevard & Encinal Avenue

The traffic calming measures identified below may not be appropriate at all of these locations. Traffic calming would need to be implemented using the City’s approved toolbox, and through site-specific evaluation by the City’s Public Works, Fire, and Police Departments. Therefore, further site-specific study is needed to determine the feasibility of this strategy.

One strategy for slowing speeding traffic would be to install “bulbouts.” Bulbouts are extensions of sidewalk curbs that can be installed at intersections and mid-block crosswalks to reduce the crossing distance for pedestrians, slow cars turning at intersections, and make pedestrians more visible to motorists. The cost of installing bulbouts varies depending on location and existing infrastructure that may need to be removed and relocated to install the bulbout. Costs typically range from approximately \$15,000 to \$25,000

per bulbout. Bulbouts would be appropriate in some locations for installation along Alameda's arterials.

Another strategy for slowing speeding traffic would be to install raised crosswalks. Raised crosswalks extend the sidewalk across the street and allow pedestrians to cross at a close to constant grade. Raised crosswalks make the pedestrian more visible to motorists and require motorists to slow when approaching the crosswalk. Typical costs for raised crosswalks are approximately \$5,000 per crosswalk. The City of Alameda does not consider raised crosswalks to be appropriate for installation along arterials, therefore this strategy would be better suited for side streets.

Speed humps could also serve as a traffic calming strategy in Alameda. Speed humps are raised areas of pavement that can be placed in a series along a roadway. Speed humps require motorists to reduce their speeds more gradually than speed bumps. Speed humps typically cost approximately \$2,000 to \$2,500 each. The City of Alameda does not consider speed humps to be appropriate for installation along arterials, therefore this strategy would be better suited for side streets.

## 2. Strategies Not Recommended

Additional strategies for improving the mobility of low-income residents that are not recommended in Alameda are discussed below. These are either already included in City or transit operator plans or they are infeasible:

- ◆ **Improve AC Transit Driver Courtesy.** Several outreach respondents commented that there is room for improvement in some AC Transit drivers' level of courtesy towards passengers. Particular concerns included discourtesy to seniors, people with disabilities, and those traveling with small children in strollers who may need extra time to safely board vehicles. Examples of discourteous behavior include passing up passengers who may be perceived to require extra time in boarding and not providing some passengers adequate time to take a seat before accelerating from a bus stop. Given this feedback, additional emphasis in these areas may be warranted in AC Transit driver training programs. Out-

reach respondents also identified similar behavior among paratransit drivers, reporting that paratransit drivers are discourteous to people with disabilities.

- ◆ **Improve Pavement of City Sidewalks.** The City contains approximately 260 miles of sidewalks. The City of Alameda maintains 25 public walkways, occurring largely between homes and businesses. The City's Capital Improvement Program allocates funds for ADA and sidewalk improvements. The City keeps a running list of sidewalk segments in need of repair. Sidewalk improvements are funded through Measure B. The City requires that adjacent property owners maintain sidewalks, unless damage was caused by a City tree, in which case the City is responsible. Due to the ongoing efforts already underway to repair and maintain the City's sidewalks, this issue is not included in this plan's proposed strategies.
- ◆ **Implement a Low-Income Transit Fare Subsidy for the Oakland-Alameda Ferry.** Outreach respondents reported that cost is a barrier to their use of the ferry. Over the past 10 years, the City of Alameda has raised one-way ferry fares from \$4.50 to \$6.25. This equates to a 4 percent annual fare increase during this period. Of the 32 questionnaire respondents who indicated that they use the ferry, none utilized the ferry for grocery shopping or accessing healthcare, two vital transportation needs. According to CBTP outreach, the ferry is largely used for recreational purposes, and only a small number of outreach respondents indicated that they use the ferry to commute to work or school. Due to the small number of people who use the ferry for non-recreational purposes, this plan does not consider problems with ferry fares to be a priority.
- ◆ **Increase the Number of Low-Floor Buses.** AC Transit has already purchased new buses that are easier to board for senior citizens, people with disabilities, and parents carrying strollers. Although not all buses have been replaced by these newer buses, AC Transit is working to phase out the older buses. Due to this ongoing effort already underway, this issue is not included in this plan's proposed strategies.

◆ **Retrofit Bus Shelters to Better Accommodate Wheelchair Users.**

Outreach respondents requested that bus shelters be retrofitted to better accommodate wheelchair users. City of Alameda bus shelters are designed to accommodate wheelchairs, and shelters are sited on sidewalks to allow sufficient space for wheelchairs to pass. It is recommended that the City work with people with disabilities to ensure that bus shelters are well designed for those using wheelchairs; however this plan does not contain specific strategies to address this issue.

- ◆ **Update Alameda's Bikeway Map.** Bicyclists contacted through outreach reported that bicycle maps of Alameda are out of date. The City of Alameda Bicycle Master Plan, published in 1999, included a program to update the bikeway map. The estimated cost in the 1999 Bicycle Master Plan was \$5,000. It is estimated that costs could be reduced by publishing the map online for interested users to print themselves. The City of Alameda is currently in the process of updating the bikeway map. Therefore, this plan does not propose further updates beyond those that the City is already implementing.

ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
SOLUTIONS

## 7 FUNDING AND IMPLEMENTATION

This chapter provides synopses of various funding sources relevant to planning and/or implementation of Alameda transportation strategies. Table 7-1 lists identified potential funding sources. This list is a result of discussion with public funding and implementing agencies, including the City of Alameda, BART, AC Transit, the Metropolitan Transportation Commission and the Alameda County Transportation Improvement Authority (ACTIA).

Some of the transit solutions proposed in this document are not likely to be funded in the present economic environment, given the prevalence of transit service cuts. The solutions are, however, included as priorities in this report for potential implementation when funding become available beyond the year in which the report is published.

This chapter focuses primarily on funds available through grant programs (with some exceptions) though other sources are used to support relevant activities such as transit operations in Alameda County.<sup>1</sup> Many of the funding sources discussed below are already in use by relevant agencies. For example, while funding sources, such as the Federal Transit Administration's 5307, 5309, and 5310 programs and California's State Transit Assistance (STA) are applicable to implementation of Alameda strategies, available funds may be fully committed to existing operations at this time. Many of the grant programs discussed below are routinely oversubscribed, with a variety of services competing for funding. Given this reality, despite the large number of funding sources discussed below, securing funding for implementing improvements described in this plan is likely to be an ongoing challenge. Development of other revenue streams beyond those discussed below may be necessary to implement some strategies, such as low-income fare subsidies.

Sources of public sector funding have been roughly categorized into three groups: federal, State, and local/regional programs. A final section of this

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<sup>1</sup> For example, AC Transit and BART receive property and sales tax revenues in support of operations.

ALAMEDA COUNTY  
 CONGESTION MANAGEMENT AGENCY  
 ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
 FUNDING AND IMPLEMENTATION

TABLE 7-1 **POTENTIAL FUNDING SOURCES BY PROJECT TYPE**

Project(s)	Key Potential Funding Sources
Bus Stop and Shelter Improvements	<ul style="list-style-type: none"> <li>◆ Energy Efficiency and Conservation Block Grant Program</li> <li>◆ Section 5307 Transit Enhancements</li> <li>◆ Measure B</li> <li>◆ Transportation Fund for Clean Air</li> <li>◆ Lifeline Transportation Program</li> <li>◆ Safe Routes to Transit</li> <li>◆ Transportation for Livable Communities</li> <li>◆ City Capital Budget</li> <li>◆ Private Sector Contributions</li> </ul>
Alameda Point Shopper Shuttle	<ul style="list-style-type: none"> <li>◆ Private Sector Contributions</li> <li>◆ Lifeline Transportation Program</li> <li>◆ Measure B</li> <li>◆ CMAQ</li> <li>◆ JARC</li> </ul>
AC Transit Improvements: <ul style="list-style-type: none"> <li>◆ Route 63 Weekend Service and Frequency Improvements</li> <li>◆ Route 51 On-Time Performance Improvements</li> <li>◆ Bus Service to Alameda Hospital and City of Alameda Schools</li> <li>◆ AC Transit Weekend Transfer Window Extension</li> <li>◆ Route 50 Frequency Improvements</li> </ul>	<ul style="list-style-type: none"> <li>◆ Ongoing sources of AC Transit operating funding (Transportation Development Act, sales and property tax revenues, Measure B, Measure 2)</li> <li>◆ Lifeline Transportation Program (includes Job Access and Reverse Commute funds and State Transit Assistance funds)</li> <li>◆ Congestion Mitigation and Air Quality Improvement Program</li> </ul>
“Real Time” Information, such as NextBus, at Alameda Bus Stops	<ul style="list-style-type: none"> <li>◆ Section 5307</li> <li>◆ Lifeline Transportation Program</li> <li>◆ Transportation for Livable Communities</li> <li>◆ Measure B</li> <li>◆ Private Sector Contributions</li> </ul>
Information Regarding Transit Services	<ul style="list-style-type: none"> <li>◆ Section 5307 Transit Enhancements</li> <li>◆ Transportation Fund for Clean Air</li> <li>◆ Lifeline Transportation Program</li> <li>◆ Transportation for Livable Communities</li> <li>◆ Congestion Mitigation and Air Quality Improvement Program</li> <li>◆ Private Sector Contributions</li> </ul>



TABLE 7-1 **POTENTIAL FUNDING SOURCES BY PROJECT TYPE (CONTINUED)**

Project(s)	Key Potential Funding Sources
Education for Paratransit Riders and Seniors	<ul style="list-style-type: none"> <li>◆ Lifeline Transportation Program</li> <li>◆ Private Sector Contributions</li> </ul>
Expanded Safe Routes to Schools Program	<ul style="list-style-type: none"> <li>◆ STP Transportation Enhancements</li> <li>◆ Congestion Mitigation and Air Quality Improvement Program</li> <li>◆ Hazard Elimination Safety Program</li> <li>◆ Office of Traffic Safety Grants</li> <li>◆ Safe Routes to Schools</li> <li>◆ Transform (formerly “TALC”)</li> </ul>
Pedestrian Facility Improvements: <ul style="list-style-type: none"> <li>◆ Improved Pedestrian Experience in Alameda Point</li> <li>◆ In-Pavement Crosswalk Lighting</li> <li>◆ Pedestrian Street Lights</li> <li>◆ Improved Pedestrian Access between West Alameda and Oakland</li> <li>◆ Increased Pedestrian and Bicyclist Safety in the Tube</li> <li>◆ Pedestrian Refuge Islands in Alameda’s Larger Intersections</li> </ul>	<ul style="list-style-type: none"> <li>◆ STP Transportation Enhancements</li> <li>◆ Congestion Mitigation and Air Quality Improvement Program</li> <li>◆ Hazard Elimination Safety Program</li> <li>◆ Office of Traffic Safety Grants</li> <li>◆ Energy Efficiency and Conservation Block Grant Program</li> <li>◆ Lifeline Transportation Program</li> </ul>
Bicycle Facility Improvements: <ul style="list-style-type: none"> <li>◆ “Bicycle Boulevards” Program</li> <li>◆ Bicycle Lanes throughout Alameda</li> <li>◆ Increased Bicycle Capacity Onboard Buses</li> <li>◆ Improved Bicycling Access between Alameda and Oakland</li> <li>◆ Improved Pavement and Bicycle Striping near the Ferry Terminal</li> <li>◆ Updated Bikeway Map</li> <li>◆ Bicycling Options for Youth</li> <li>◆ Education Regarding Bicycling Routes and Safety</li> </ul>	<ul style="list-style-type: none"> <li>◆ STP Transportation Enhancements</li> <li>◆ Congestion Mitigation and Air Quality Improvement Program</li> <li>◆ Hazard Elimination Safety Program</li> <li>◆ Office of Traffic Safety Grants</li> <li>◆ Energy Efficiency and Conservation Block Grant Program</li> <li>◆ Ongoing sources of AC Transit operating funding (Transportation Development Act, sales and property tax revenues, Measure B, Measure 2)</li> <li>◆ City Capital Budget</li> <li>◆ Lifeline Transportation Program</li> </ul>
511 Rideshare	<ul style="list-style-type: none"> <li>◆ Lifeline Transportation Program</li> <li>◆ MTC 511 Program</li> </ul>

TABLE 7-1 **POTENTIAL FUNDING SOURCES BY PROJECT TYPE (CONTINUED)**

<b>Project(s)</b>	<b>Key Potential Funding Sources</b>
Auto Loan Program for Low-Income Residents	◆ Low-Income Flexible Transportation Grant Program
Low-Income Fare Discount	Funding sources will need to be determined. Fare subsidy is not easily funded through existing programs, including the Lifeline Transportation Program, given restrictions on use of funds. New funding streams will need to be created to support this strategy. One possible funding source is Measure BB.
Maximized Accessibility of Existing Discounts <sup>a</sup>	◆ Lifeline Transportation Program
Increased Frequency of the Oakland-Alameda Ferry	◆ Lifeline Transportation Program ◆ Congestion Mitigation and Air Quality Improvement Program
Bus-to-BART Frequency Improvements	◆ Measure B ◆ Private Sector Contributions

<sup>a</sup> Outside funding could support activities such as outreach related to increasing knowledge of existing fare discounts and possibly to support fare product vending in additional locations.

chapter discusses additional funding opportunities beyond these publicly-funded programs.

*A. Federal Programs*

The following discussion describes public and private funds that could be used for transportation solutions that were identified in the Alameda CBTP. Each of the fund sources requires a competitive grant application process.

**1. FTA Section 5303 Metropolitan Planning Program**

Section 5303 funds are distributed to regions based on urbanized area population and an FTA formula in support of planning activities. Section 5303 supports transit planning activities such as the development of Short-Range Transit Plans. Section 5303 funds are a potential source for supporting planning work necessary prior to implementing transit service improvements.

**2. FTA Section 5307 Urbanized Area Formula Grant Program**

Section 5307 provides support for transit capital projects (such as vehicle purchase) on a formula basis, with funding provided to each urbanized area split between transit operators. Section 5307 funds can also be used to support preventive maintenance activities.

**3. FTA Section 5307 Transportation Enhancements**

Transit operators in urbanized areas with over 200,000 in population are required to set aside 1 percent of 5307 funds for Transportation Enhancements, which may include bus stop improvements and improved bicycle and pedestrian access to transit, among other activities.

**4. FTA Section 5309 Capital Program**

FTA's Section 5309 funds capital improvements and/or vehicle purchase for bus transit providers in areas with over 50,000 in population on a discretionary basis. Applications for 5309 funds must be consistent with MTC's Regional Transportation Improvement Program as well as the State Transportation Improvement Program. Section 5309 also provides funds for Fixed Guideway Modernization supporting capital projects to modernize or improve fixed guideway systems including purchase and rehabilitation of rolling stock, track, line equipment, and structures, as well as operational support systems, passenger stations and terminals, maintenance facilities and equipment, and system extensions.

**5. FTA Section 5310 Transportation for Elderly Persons or Persons with Disabilities**

Section 5310 provides formula funding to States for the purpose of assisting in meeting the transportation needs of the elderly and persons with disabilities in the event that the transportation service provided is unavailable, insufficient, or inappropriate for meeting these needs. Funds are obligated through a statewide grant application, with initial project and scoring occurring at the local level (i.e. coordinated through MTC in the Bay Area in conjunction with the nine counties). Capital projects such as purchase of vehicles and related equipment are eligible.

#### **6. FTA Section 5316 Jobs Access Reverse Commute (JARC)**

The purpose of this federal grant program is to develop transportation services designed to transport welfare recipients and low-income individuals to and from their work, and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Grants may be used to finance capital projects and operating costs. Formerly a competitive program administered directly by the Federal Transit Administration, the JARC program has been formularized and is now administered by MTC. MTC prioritizes JARC funding for distribution through a competitive process as part of the Lifeline Transportation Program.

#### **7. FTA Section 5317 New Freedom Program**

New Freedom is a program under the new federal transportation funding act, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), that will provide capital and operating support for services and facility improvements that address the transportation needs of persons with disabilities beyond those services and improvements required by the Americans with Disabilities Act (ADA). Grants will be competitively awarded, and eligible recipients include both public agencies and non-profit organizations.

#### **8. Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

CMAQ is a federal program supporting a range of projects that reduce transportation-related air emissions in air quality nonattainment areas. The San Francisco Bay Area is currently in a nonattainment area for which CMAQ funds are available. Eligible projects include (but are not limited to) transit capital projects (including the purchase of clean fuel transit vehicles), operating expenses for new transit services (for the first three years of operation only), and bicycle and pedestrian facilities programs. CMAQ funds are administered by MTC. CMAQ funds were included in the coordinated bicycle and pedestrian funding program administered by the Alameda County Transportation Improvement Authority (ACTIA) and Alameda County Congestion Management Agency (ACCMA).

**9. Surface Transportation Program (STP)/Transportation Enhancements Activities**

This funding source is a 10 percent set-aside from the federal Surface Transportation Program that provides funds for a variety of “transportation enhancements” that go above-and-beyond standard transportation projects, including pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail trails. Transportation Enhancements are selected and programmed through the Regional Transportation Improvement Program and State Transportation Improvement Program.

**10. Safe Routes to School (SRTS)**

Building on Safe Routes to School programs initiated in California and other states, a new federal program was initiated under SAFETEA-LU. The program is intended to promote bicycling and walking to school among children in kindergarten through 8th grade and to provide for increased safety for children bicycling and walking. Both infrastructure projects and non-infrastructure projects (such as educational programming) are eligible for funding. Eligible applicants include State, local and regional agencies; schools or school districts; and non-profit organizations. Caltrans administers the SRTS program through its Division of Local Assistance. The annual apportionment to California for the federal SRTS program is \$22.58 million in 2009.

**11. Community Development Block Grant Program (CDBG)**

The CDBG program is administered by the US Department of Housing and Urban Development and provides funds on an annual basis to support community development activities in urban areas. While the majority of Berkeley CDBG funds have been used in recent years for housing, homelessness and childcare programs, construction of public facilities and improvements are eligible uses for CDBG funds.

**12. Hazard Elimination Safety Program (HES)**

The Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways

(including publicly-owned bicycle and pedestrian pathways). These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement. Eligible activities include engineering, right-of-way acquisition, and construction. The program is administered by Caltrans, and funding is awarded annually on a competitive basis.

### **13. Transportation and Community and System Preservation Program (TCSP)**

The Transportation, Community, and System Preservation Program is a federal initiative administered by the Federal Highway Administration (FHWA) that funds research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and to identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations and local governments are eligible for grants funding activities consistent with the following goals:

- ◆ Improve the efficiency of the United States transportation system.
- ◆ Reduce environmental impacts of transportation.
- ◆ Reduce the need for costly future public infrastructure investments.
- ◆ Ensure efficient access to jobs, services, and centers of trade.
- ◆ Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

The federal transportation funding act, SAFETEA-LU, authorized the TCSP Program through Fiscal Year (FY) 2009. A total of \$270 million was authorized for this Program in FY's 2005-2009. FHWA Division Administrators have been instructed to work with State transportation departments to prepare each State's project applications.

### **14. Energy Efficiency and Conservation Block Grant Program**

The American Recovery and Reinvestment Act of 2009 appropriated \$3.2 billion for the Energy Efficiency and Conservation Block Grant (EECBG)

Program. The EECBG Program provides funding to United States local governments, states, Indian tribes, and territories to reduce energy use and fossil fuel emissions. As relevant to the CBTP, EECBG funds can be used toward transportation projects to conserve energy and low-energy traffic signals and street lighting. The City of Alameda has received an allocation of \$640,600 in EECBG funding. Alameda Municipal Power, in consultation with other City departments, is the lead agency for use of these funds.

### *B. State Programs*

Funds for transportation-related projects are available from the Transportation Development Act (TDA), and from various State programs and agencies including the California Department of Transportation (Caltrans) and the California Office of Traffic Safety (OTS).

#### **1. Transportation Development Act/State Transit Assistance Funds**

TDA funds are a key source of operating revenue for transit agencies throughout California, including AC Transit and BART. TDA funds are made up of sales tax and gasoline tax revenues (Local Transportation Fund and State Transit Assistance accounts, respectively) and can be used both for capital and operating expenditures (and as a match for federal capital funding).

#### **2. Transportation Development Act Article 3**

TDA funds generated from a ¼ cent of the general state sales tax are returned to the source counties to fund transportation projects. TDA Article 3 provides for 2 percent of County TDA funds to be set aside for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition; planning, design and engineering; and construction of bicycle and pedestrian infrastructure (including retrofitting to meet ADA requirements) and related facilities. In Alameda County, the Alameda County Congestion Management Agency (ACCMA) manages the project selection process.

#### **3. Caltrans Community-Based Transportation Program (CBTP)**

The Caltrans CBTP grant program is primarily used to seed planning activities that encourage livable communities. (This funding source is separate and

distinct from MTC's Community-Based Transportation Planning program.) Caltrans CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit oriented and mixed-use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision-making. CBTP grant-funded projects demonstrate the value of these new approaches locally, and provide best practices for statewide application.

#### **4. Caltrans Environmental Justice: Context-Sensitive Planning**

The Caltrans Environmental Justice program provides funding for planning-related projects that promote environmental justice in local planning, contribute to early and continuous involvement of low-income and minority communities in the planning and decision-making process, improve mobility and access for underserved communities, and create a business climate that leads to more economic opportunities, services and affordable housing.

#### **5. Bicycle Transportation Account (BTA)**

The Caltrans Bicycle Transportation Account provides State funds on a competitive basis for City and County projects that improve safety and convenience for bicycle commuters, including design, engineering, and construction of bicycle lanes and paths. To be eligible for BTA funds, a City or County must adopt a Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.2 within four years prior to the year of application. ACCMA has a Bicycle Plan, which was adopted in 2006. Nineteen projects throughout the state received BTA funding during FY 2008-2009, for a total of \$7.2 million in BTA funds.

#### **6. Office of Traffic Safety (OTS) Grants**

The Office of Traffic Safety (housed with the California Business, Transportation and Housing Agency), annually requests proposals for projects address-



ing traffic safety problems from public agencies, including school districts and public safety providers. Priority project areas include promoting bicycle and pedestrian safety by raising awareness among various groups, including pedestrians, bicyclists, and motorists through education, enforcement and engineering activities.

### **7. Safe Routes to School (SR2S)**

The California State Safe Routes to School Program pre-dates the newer federal program established under SAFETEA-LU in 2005 (discussed in the section above). This program provides funding for sidewalk improvements, traffic calming and speed reduction measures, pedestrian and bicycle crossing improvements, on-street and off-street bicycle facilities, and traffic diversion improvements. The State program was established by State legislation with a sunset date of January 1, 2008. However, with the passage of AB 57 in 2007, the State SRTS program was extended indefinitely. An eighth cycle (for FY 08/09 and 09/10) was announced on January 15, 2009 with a total of \$48.5 million in statewide funding.

### ***C. Regional/Local Programs***

Funds are available from Bay Area regional agencies, such as MTC, as well as from Alameda County.

#### **1. Lifeline Transportation Program**

MTC's Lifeline Transportation Program is a grant program supporting community-based transportation projects that are developed through collaborative processes and involve substantial outreach (such as CBTPs), address transportation gaps in low-income communities, and improve the range of transportation choices for low-income individuals, including elderly and disabled residents of low-income communities. Lifeline funds for the initial round of funding (FY 05-06 through FY 07-08) were derived from Congestion Management and Air Quality (CMAQ), Job Access and Reverse Commute (JARC), and State Transit Assistance (STA). Funding amounts are assigned to each county according to the county's share of the regional population living

in poverty. During the FY 2005-06 through FY 2007-08 Lifeline funding cycle, approximately \$18 million was available for the region. Alameda County received approximately \$5 million of Lifeline Transportation Program funding, given that it represents 27 percent of the region's population living in poverty. Following this initial Lifeline funding cycle, MTC committed \$216 million over the next 25 years through its long-range transportation plan.

## **2. Transportation for Livable Communities (TLC)**

MTC's Transportation for Livable Communities Program was created in 1998 to support community-based transportation projects that revitalize downtown areas, commercial cores, neighborhoods, and transit corridors, by enhancing the amenities and ambiance of these areas and making them destinations for people to live, work and visit. TLC provides funding for projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort. Since the program was launched in 2005, MTC has awarded over \$80 million to 80 projects. TLC is now programmed through the end of the current federal transportation program which ends in 2009. For CBTP-identified projects, this fund source may apply to TLC-qualified transportation improvements that serve low-income communities.

## **3. Regional Bicycle and Pedestrian Program**

MTC created the Regional Bicycle and Pedestrian Program in 2003 to fund the construction of the Regional Bicycle Network, regionally-significant pedestrian projects, as well as bicycle and pedestrian projects serving schools or transit. MTC has committed \$200 million in the Transportation 2030 Plan to support the regional program over a 25-year period (\$8 million each year). The program is administered through the county Congestion Management Agencies (ACCMA in Alameda County). Regional Bicycle and Pedestrian Program funds were also included in the coordinated bicycle and pedestrian funding program administered by ACTIA and ACCMA.

#### **4. Transportation Fund for Clean Air (TFCA)**

The Transportation Fund for Clean Air is a grant program funded by a \$4 surcharge on motor vehicles registered in the Bay Area, with approximately \$22 million per year in regionwide revenue. TFCA's goal is to implement cost-effective projects that will decrease motor vehicle emissions. The fund covers a wide range of project types, including the purchase or lease of clean fuel buses, the purchase of clean air vehicles, ridesharing programs to encourage carpool and transit use, bicycle facility improvements such as bicycle lanes, bicycle racks, and projects to enhance the availability of transit information.

Funds are available through two main channels: the Regional Fund administered by Bay Area Air Quality Management District (BAAQMD), which allocates 60 percent of revenues, and the County Program Manager Fund, which allocates 40 percent of revenues and is administered by the Bay Area's County Congestion Management Agencies (ACCMA in Alameda County). Any public agency within the Bay Area Air Quality Management District's jurisdiction can apply for TFCA funds, either through the BAAQMD or the relevant Congestion Management Agency. Non-public entities can also apply for TFCA grants, directly or via public agency, to sponsor and implement clean air vehicle projects only.

#### **5. Safe Routes to Transit**

Funded through Regional Measure 2, this program supports projects that enhance pedestrian and bicycle access to transit stations. Funding is awarded competitively. The program is administered by Transform (formerly the Transportation and Land Use Coalition, or "TALC"). Transform is a Bay Area partnership of over 90 groups that develops and forwards a range of projects, programs, and campaigns supporting sustainability and equity in the land use, housing, and transportation arenas.

#### **6. Measure B**

Measure B is Alameda County's half-cent transportation sales tax, which is administered by the Alameda County Transportation Improvement Author-

ity (ACTIA). Measure B allocates 40 percent of total revenues to capital projects identified in Alameda County's 20-Year Transportation Expenditure Plan. The remaining 60 percent of total revenues is allocated to the local jurisdictions (cities, County transit agencies and paratransit providers in Alameda County) for five programs:

- ◆ Local transportation, including streets and roads (22.34 percent of the net revenues). These funds are quite flexible and can be used to address local transportation priorities, including transit and bicycle and pedestrian improvements.
- ◆ Mass transit (21.92 percent of the net revenues). Funds are provided to support AC Transit operations as well as those of other Alameda County transit operators.
- ◆ Special transportation for seniors and people with disabilities (10.45 percent of the net revenues). These funds are distributed as “base program” pass-through funds to local jurisdictions and East Bay Paratransit, as well as through the Gap Grant Program, which provides funding to public agencies and non-profit organizations to address gaps in services.
- ◆ Bicycle and pedestrian safety (5.00 percent of the net revenues). Seventy-five percent of these funds are local pass-through funds to cities and the County and are allocated based on population, and 25 percent are reserved for countywide planning and projects, including the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.
- ◆ Transit Center Development (0.19 percent of the net revenues). These funds are available to cities and Alameda County in support of projects promoting residential and retail development near transit centers.

ACTIA and the Alameda County Congestion Management Agency (AC-CMA) administer a coordinated bicycle/pedestrian funding program, with funding drawn from the Measure B Bicycle and Pedestrian Countywide Discretionary Fund, the Regional Bicycle and Pedestrian Program, and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Bicycle

and pedestrian projects, programs and master plans are eligible to receive funding from these sources.

#### **7. Low-Income Flexible Transportation Program**

In 2000, MTC began its Low-Income Flexible Transportation (LIFT) Program with initial program funding totaling \$5 million. The LIFT Program is funded through CMAQ funds. MTC also contributes \$1 million annually in State Transportation Assistance (STA) Regional Discretionary Funds.

#### *D. Additional Funding Opportunities*

##### **1. City of Alameda Capital Budget**

While many of the funding sources above may be folded into the capital budget at the City level, other funds generated or received locally may be programmed to fund projects such as bicycle and pedestrian infrastructure and bus shelter improvements.

##### **2. Mello-Roos Community Facilities Districts**

The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district or joint powers authority to establish a Mello-Roos Community Facilities District (CFD) which allows for financing of public improvements and services through taxation within the district. The services and improvements that Mello-Roos CFDs can finance include streets, sewer systems and other basic infrastructure. A CFD is created by a sponsoring local government agency and includes all properties that will benefit from the improvements to be constructed or the services to be provided. A CFD cannot be formed without a two-thirds majority vote of residents living within the proposed boundaries. Once the CFD is approved, a Special Tax Lien is placed against each property in the CFD and property owners pay a Special Tax annually.

### 3. Private Sector Contributions

#### a. Employers and Local Businesses

Local businesses and employers can serve as partners in improving transportation in Alameda. Employers may subsidize transit passes for employees, or provide shuttle services for employees who cannot travel to work easily on transit or using other modes. Local businesses may also be willing to provide support for other improvements, such as enhanced transit amenities at bus stops serving their location.

#### b. Developers

Developers have an important role to play in assuring that the local transportation network meets the needs of residents. Developers may contribute funding in support of transportation infrastructure and transit needs in the form of impact fees (payments required by local governments of new development for the purpose of providing new or expanded public capital facilities). Also, the City of Alameda may require, as a condition of approval for new development, that the developer provide certain improvements, such as sidewalk improvements or transit amenities.

#### c. Private Foundations

Private foundations can provide additional sources of funding for projects that promote community livability and environmental sustainability, implement educational or health-related programs, or respond to the special needs of vulnerable populations. Foundation grant programs are generally very competitive, with awards made in specific interest areas that may change periodically to reflect foundation priorities. Examples of major national private foundations that sponsor funding programs of potential relevance to the Alameda CBTP include:

- ◆ Surdna Foundation: Grants include community revitalization (enhancing quality of life in urban places and ensuring that development promotes social equity) and the environment (including a Transportation and Land Use focus area for grant-making).
- ◆ East Bay Community Foundation of Alameda and Contra Costa Counties (EBCF): Focus is on promoting the development of strong communi-

ties in the East Bay. One of the values that EBCF promotes with its grant-making is ensuring that community members have equal opportunity and access to participate fully in the civic life of the community. EBCF concentrates its work in four specific program areas, one of which is “livable communities.”

EBCF has established three primary target populations for the majority of its work:

- 1) Low-income children and youth (ages 5-14), particularly youth of color.
- 2) At-risk youth and young adults (ages 14-25), especially those involved in the juvenile justice and child welfare systems.
- 3) Low-income children and families, especially those from under-resourced and immigrant communities

Because the Alameda CBTP targets similar populations and emphasizes community participation in developing strategies, EBCF’s Community Investment Grants may be relevant to several of the strategies proposed in the Alameda CBTP. These grants are primarily available for programs or activities supporting the Foundation’s “livable communities” goals.

d. Service Organizations and Faith-Based Institutions

Service organizations such as Rotary, the Lions Club, and faith-based institutions and churches in the area may be approached for support in implementing Alameda strategies. While it is not likely that such groups would be in the position to provide a large investment, they may be willing to sponsor or participate in implementing lower-cost strategies or assist with fundraising in support of larger-scale projects.

**ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN  
FUNDING AND IMPLEMENTATION**



A P P E N D I X A

P H O N E I N T E R V I E W N O T E S



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**DOUG BIGGS**  
**Executive Director, Alameda Point Collaborative**  
**Friday, January 23, 2009**

Phone call by Leslie Wilson

- ◆ There are approximately 500 residents at Alameda Point
- ◆ 300 of the 500 residents are children
- ◆ most head of household are disabled
- ◆ the Alameda Point Collaborative Residents Council serves as a liaison between residents and the Collaborative governing body
- ◆ Alameda Point covers 34 acres. There are 3 AC Transit stops at Alameda Point. Two of these stops are considered accessible. The third bus stop is situated near unused naval buildings and is difficult to approach in a wheelchair; constituents believe this stop should be relocated to a residential area on Alameda Point, or there should be sidewalk improvements at the very least.
- ◆ Alameda Point sponsors a garden and bicycle coop on-site.

**DAVID BURTON**  
**Community Action for a Sustainable Alameda**  
**Tuesday, January 27, 2009**

Phone call by Leslie Wilson

- ◆ 95% of constituents live in Alameda
- ◆ the kickoff meeting was held at the Officers Club at the Naval Base (within the study area)
- ◆ since, meetings have been held at the main library (LEED rating)
- ◆ the steering committee (12 people) for CASA meets downtown
- ◆ many participants are also involved with Bike Alameda
- ◆ convenience and schedule prevents constituents from taking the bus
- ◆ Recommends that the city look at the “Emery-go-round” as a way to get residents around to retail destinations. He thinks office parks in Emeryville funded this shuttle
- ◆ Better funding and more frequent lines would entice ridership
- ◆ Bike racks on ferry can be full. Good service otherwise, possibly more racks
- ◆ More bike lanes and a continuity in the bicycle path
- ◆ Park st: alleys have bike racks and lockers, but need better signage/advertising. Some people don’t know they are there.
- ◆ City should expand on city car share or zipcar programs
- ◆ Thinks that all members own a car
- ◆ Estimated range of members is 30-79 y/o, salary: 50-75k

**PAUL RUSSELL**  
**Alameda Food Bank**  
**Monday, February 2, 2009**

Phone call by Ipeleng Kgositsile

- ◆ 50% of food bank clients reach AFB in a private vehicle,
- ◆ 30% arrive in a ride with a friend or family member, and
- ◆ 20% reach AFB via foot, bike or bus.
- ◆ re: group meeting(s). One option is to set up a table this Saturday beginning at 9AM at the Alameda Naval Air Station. There will be a “captive audience” (his words) of about 500 people picking up free groceries. Doors open at 10AM, clients arrive as early as 9, the event is held monthly. Another option is to survey his clients when the Food Bank is open, Monday, Wednesday or Friday between 1 and 4PM. A third option is to create a flier and meet with AFB clients at a time outside the agency’s normal business hours. However, Russell warns that this option might be skewed as members coming to AFB on a day that it is normally closed probably have good access to transit.
- ◆ 80% of food bank clients speak some English, and 5-8% are Spanish or Chinese speakers.

**TERRY WRIGHT**  
**Community Development Program Manager, City of Alameda**  
**Monday, February 2, 2009**

Phone call by Bruce Brubaker

- ◆ Alameda Point Collaborative would be a good organization to involve in our outreach, as well as Operation Dignity and Gallagher & Lindsey
- ◆ There are a lot of people at Alameda Point that use and depend on transit
- ◆ Capital improvements in Alameda Point are not feasible because the whole area will be redeveloped soon and money for projects isn't justified
- ◆ They recently did curb ramps out there but that was urgent because of the population
- ◆ She says the bus is too infrequent on Grand
- ◆ The #631 doesn't go to Chipman Middle School
- ◆ There are bus lanes on Santa Clara but the #51 runs down the street and that makes it unsafe
- ◆ Central does not have bike lanes and it doesn't seem safe for children
- ◆ There is Casual Carpool on Santa Clara to get into San Francisco
- ◆ The L bus works for getting into San Francisco

**ARLENE ALLEN**  
**President, AARP**  
**Friday, February 6, 2009**

Phone call by Leslie Wilson

- ◆ The Alameda AARP group meets at Mastick Senior Center monthly
- ◆ The meetings are designed to be fun, as they are ultimately a social organization
- ◆ Seniors arrive up to 1.5 hrs early to begin socializing and to enjoy donuts and coffee
- ◆ This AARP group has met with AC Trans to work out transportation gaps/concerns in the past. They found this meeting uninspiring.
- ◆ Arlene agrees to have DCE come talk transportation during the 1130 coffee hour.
- ◆ We will have 30 minutes to speak
- ◆ About 60 people will attend this meeting, weather permitting
- ◆ Arlene thinks talking to planners will be easier for her constituents than was talking to engineers or people from AC Trans.
- ◆ Does not like the new buses because they are too high and painful for knees when unboarding

**PATRICK RUSSI**  
**Alameda Recreation and Park Department**

Phone call by Leslie Wilson

- ◆ Patrick thinks the best venue to contact a cross-section of Youth would be to attend the Youth Advisory Commission meeting
- ◆ Nine high school sophomore, junior and seniors from throughout Alameda serve on the commission
- ◆ The Commission has met with Chris Peoples from AC Trans as well as John Knox White, Alameda Transportation Commission to discuss transportation backup at their respective high schools.
- ◆ Patrick will let the commission know that we are attending

**ANDY WONG**  
**Teen Program Coordinator, Alameda Recreation and Park Department**  
**Thursday, February 12, 2009**

Phone call by Leslie Wilson

- ◆ Andy printed extra surveys and has distributed them to youth
- ◆ He will compile ALL completed surveys and mail them together to us or
- ◆ If we plan to attend the Alameda Transportation Commission meeting 2/25, he can pass the surveys off to us at the meeting
- ◆ Even if the DC&E team cannot attend, Andy volunteered to set up a table of surveys at the Talent Show 3/6.
- ◆ A Draft version of the Youth Commission Congestion Study will be submitted to Barry [Bergman?] and to the Transportation Commission today.
- ◆ The purpose of the Draft report is to check to see if its findings are 1. feasible 2. legal 3. safe
- ◆ Andy will send an “unofficial” copy of the Draft Congestion Study to LW either 2/12 or 2/13

**A P P E N D I X B**

COMMUNITY MEMBER  
QUESTIONNAIRE



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**COMMUNITY QUESTIONNAIRE**  
ALAMEDA COMMUNITY-BASED TRANSPORTATION PLAN

*Dear Community Member:*

We are preparing a Community Based Transportation Plan in Alameda. This is a collaborative, grass-roots process that uses public input to identify barriers to mobility—problems in reaching grocery stores, schools, jobs, medical services and other key destinations—and design and implement local solutions to these barriers.

Your input is important, so please complete the attached questionnaire. If you have any questions regarding this survey or Alameda's CBTP, please contact Diane Stark by calling 510-836-2560 or emailing [dstark@accma.ca.gov](mailto:dstark@accma.ca.gov).

The plan is part of a regionwide effort funded by the Metropolitan Transportation Commission (MTC) to identify and address transportation needs. The Plan is being prepared by the Alameda County Congestion Management Agency (ACCMA) and consultants Design, Community and Environment (DC&E). If you would like to be notified about the next steps in the process and how you can stay involved, please include your contact information at the end of the questionnaire. To learn more about community-based transportation planning please visit: <http://www.mtc.ca.gov/planning/cbtp/>

***Thank you for your input!***

# I: GENERAL TRAVEL INFORMATION

This section asks questions about how you travel into, out of, and around Alameda.

1. **Do you live in the city of Alameda?** *Please check a box to make your response.*  
 yes     no
  
2. **If you work, do you work in the city of Alameda?**  
 yes     no
  
3. **Do you shop or do business in the city of Alameda?**  
 yes     no
  
4. **When you leave Alameda, what are your top three most common destinations?** \_\_\_\_\_  
 \_\_\_\_\_
  
5. **How do you usually travel?** *Please check the types of trips you make in a **typical week**. Check **all** boxes that apply.*

Destination...	AC Transit (Bus)	BART	Ferry	Walk	Bike	Drive (incl. carpool & carshare)	Paratransit	Other or Not applicable
Work								
Childcare/school								
Grocery store								
Health clinic/Hospital								
Shopping (other than food)								
Recreation								
Other (specify)								

## 2: AC TRANSIT (BUS)

1. **Do you use AC Transit in Alameda?**  
 yes     no     don't currently but would like to
  
2. **If you use AC Transit, please select the following areas that you would like to see improved. Rate in order of importance.**
  - Cost of ticket, monthly pass, transfer
  - Frequency of service, day, weekends, nights. Which stops? \_\_\_\_\_
  - Efficiency of Trip Time, waiting, time on bus, transfer time. Which stops? \_\_\_\_\_
  - Experience on Bus, driver courtesy, comfort, accessibility. Which stops? \_\_\_\_\_
  - Information, maps, schedules, available in languages other than English? Which stops? \_\_\_\_\_
  - Experience at Bus Stops, shelters, benches, lighting, crime. Which stops? \_\_\_\_\_
  - Transfer between lines and mode of travel. Which lines or modes? \_\_\_\_\_
  - Efficiency Getting Around the Island on the Bus
  - Efficiency Getting Onto/Off of the Island on the Bus
  
3. **If you experience problems with travel on AC Transit, do they tend to occur:**  
 on the island of Alameda, getting to the bus     navigating within the bus system
  
4. **Do you ever bus to transfer to another form of transportation?**  
 yes     no

### 3: BART

1. **Do you use BART?**

yes  no  don't currently but would like to

2. **If you use BART, please select the following areas that you would like to see improved. Rate in order of importance.**

Cost of ticket, discounted pass

Ability to get to BART from Alameda (which BART stations to you most often use?) \_\_\_\_\_

Amount of time getting to BART (which form of transportation do you use to get to BART?) \_\_\_\_\_

### 4: FERRY

1. **Do you use the Alameda-Oakland ferry?**

yes  no  don't currently but would like to

2. **If you use this ferry, please select the following areas that you would like to see improved. Rate in order of importance.**

Cost of ticket, monthly pass, transfer

Experience at ferry terminal, safety, crime, lighting

Frequency of service, day, weekends, nights

Access to Ferry Terminal

3. **Do you feel that existing ferry services adequately serve you?**

yes  no

If no, please list some problems or issues you face with ferry service: \_\_\_\_\_

4. **If you experience problems with travel on the ferry, do they tend to occur:**

on the island of Alameda, getting to the ferry  navigating within the ferry system

5. **Do you ever ferry to transfer to another form of transportation?**

yes  no

If yes, to what form do you transfer?  Bus  BART  Car  Bike  Other

### 5: DON'T USE TRANSIT

If you DO NOT use AC Transit, BART or the ferry, please respond to the questions below. If you DO use AC Transit, BART or the ferry, move on to the next section (Section 6: Walking).

1. **Are there any destinations to which you don't take transit but you'd like to?**

yes  no

If yes, please list locations you want better served by transit: \_\_\_\_\_

2. **Does AC Transit run at the hours that you need it?**

yes  no

If no, please describe problem (inadequate early morning, late evening, or weekend service?): \_\_\_\_\_

3. **Are there any other reasons you don't use transit?** \_\_\_\_\_

\_\_\_\_\_

## 6: WALKING

1. **Do you walk in Alameda?**  
 yes  no  don't currently but would like to
2. **If you walk in Alameda, please select the following areas that you would like to see improved. Rate in order of importance.**  
 Crossing the street (which streets?) \_\_\_\_\_  
 Safety from crime, traffic (which streets?) \_\_\_\_\_  
 Pavement quality, obstacles, broken paving (where?) \_\_\_\_\_  
 Experience lighting, noise, sidewalk width, air pollution, crime (where?) \_\_\_\_\_

## 7: BICYCLING

1. **Do you bicycle in Alameda?**  
 yes  no  don't currently but would like to
2. **If you bicycle, please select the following areas that you would like to see improved. Rate in order of importance.**  
 Speed of automobiles (which streets?) \_\_\_\_\_  
 Safety from crime, traffic (which streets?) \_\_\_\_\_  
 Pavement quality, obstacles, broken paving (where?) \_\_\_\_\_  
 Experience lighting, noise, sidewalk width, air pollution, crime (where?) \_\_\_\_\_  
 Availability and appearance of bike lanes (where?) \_\_\_\_\_  
 Ability to transfer to another mode with your bike (which modes) \_\_\_\_\_
3. **If you experience problems with bicycle travel, do they tend to occur:**  
 within the island of Alameda  getting onto/off of the island
4. **Do you ever bike to transfer to another form of transportation?**  
 yes  no

## 8: DRIVING

1. **Do you drive?**  yes  no  don't currently but would like to
2. **Do you ride in a carpool or carshare?**  yes  no  don't currently but would like to
3. **Do you ever use an automobile to transfer to another form of transportation?**  
 yes  no  
**If yes, to which modes of transportation do you transfer?** *Please check all that apply.*  
 AC Transit  BART  Ferry  Paratransit  Other (please specify) \_\_\_\_\_

## 9 : PARATRANSIT

1. **Do you use Paratransit?**  
 yes    no    don't currently but would like to
  
2. **If yes, do you use the East Bay Paratransit or the City of Alameda's taxi paratransit?**  
 East Bay Paratransit    City of Alameda's Taxi Paratransit
  
3. **If you use paratransit, please select the following areas that you would like to see improved. Rate in order of importance.**  
 Reliable service, *arrives on time*  
 Information *well-publicized, easy to understand*  
 Availability *regular and/or on-demand service*  
 Taking paratransit within Alameda  
 Hours of service, *available days, evenings, weekends*  
 Taking paratransit onto/off of the island

## 10: CONCLUSIONS

1. **What are the most important transportation improvements needed in the City of Alameda?** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
  
2. **Please list any additional suggestions or possible transportation solutions for the City of Alameda:**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# STATISTICAL INFORMATION (OPTIONAL)

The following information is for statistical purposes only. It is useful for analysis but is optional:

## Where do you live?

Street name: \_\_\_\_\_ City \_\_\_\_\_ Zip Code \_\_\_\_\_

## Which of the following age groups are you in?

18 or younger    19 to 29    30 to 49    50 to 64    65 to 79    80 or older

## Are you: *(Check all that apply)*

employed (full time or part time)    student    unemployed    retired    parent with children living at home

## If you work or go to school, identify the street intersection closest to where you work or go to school:

\_\_\_\_\_

## Which of the following gender groups are you in?

Male    Female    Transgender/other

## Please characterize your race or ethnicity:

\_\_\_\_\_

## Please indicate your household income range:

under \$25,000    \$25,000 – \$50,000    \$50,000 – \$75,000    over \$75,000

Do you have difficulty using transportation because of a disability?    yes    no

## *Keep in touch!*

If you would like to receive information about this process, please provide us with your contact information:

Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Email Address: \_\_\_\_\_

Please return your completed questionnaire by March 9, 2009 to: [dstark@accma.ca.gov](mailto:dstark@accma.ca.gov) or

Diane Stark, c/o Alameda County Congestion Management Agency

1333 Broadway, Suite 220

Oakland, CA 94612

If you have any questions regarding this survey or Alameda Community-Based Transportation Plan, please contact Diane Stark at (510) 510-836-2560 or emailing [dstark@accma.ca.gov](mailto:dstark@accma.ca.gov).

## COMMUNITY MEMBER QUESTIONNAIRE RESULTS

Completed Questionnaires: 125

Question	% of Responses	
<b>SECTION 1: GENERAL TRAVEL INFORMATION</b>		
1. Do you live in the city of Alameda?	<i>Yes</i>	86%
	<i>No</i>	7%
	<i>No Response</i>	7%
2. If you work, do you work in the city of Alameda?	<i>Yes</i>	28%
	<i>No</i>	42%
	<i>Not Applicable/ No Response</i>	30%
3. Do you shop or do business in the city of Alameda?	<i>Yes</i>	87%
	<i>No</i>	4%
	<i>No Response</i>	9%
4. When you leave Alameda, what are your <u>top three</u> most common destinations?	<i>Albany</i>	2%
	<i>Antioch</i>	1%
	<i>Berkeley/ UC Berkeley</i>	22%
	<i>Colma BART</i>	1%
	<i>Daly City Seton Hospital</i>	1%
	<i>Dublin</i>	1%
	<i>Emeryville</i>	6%
	<i>Fremont</i>	1%
	<i>Fruitvale</i>	2%
	<i>Hayward</i>	6%
	<i>Lafayette</i>	1%
	<i>Marin</i>	1%
	<i>Martinez</i>	2%
	<i>New York</i>	1%
	<i>Oakland</i>	41%
	<i>Richmond</i>	1%
	<i>Rohnert Park</i>	1%
	<i>Sacramento</i>	1%
	<i>Salinas</i>	1%
	<i>San Francisco</i>	32%
<i>San Francisco Airport</i>	1%	
<i>San Francisco California Pacific Medical Center</i>	1%	
<i>San Leandro</i>	9%	
<i>San Lorenzo</i>	1%	
<i>San Mateo</i>	1%	
<i>San Ramon</i>	2%	
<i>Santa Cruz</i>	1%	
<i>Vallejo</i>	1%	

	<i>Walnut Creek</i>	2%
	<i>Airport</i>	1%
	<i>The Bay</i>	1%
	<i>Child's School</i>	2%
	<i>Chinatown</i>	2%
	<i>Church</i>	2%
	<i>Costco</i>	1%
	<i>Freeway</i>	1%
	<i>Greyhound</i>	1%
	<i>Medical Appointments</i>	5%
	<i>Shopping</i>	7%
	<i>Work</i>	2%
	<i>Visit Family/ Friends</i>	5%
	<i>Visit Social Services/Offices</i>	2%
	<i>24 Hour Fitness</i>	1%
	<i>No Response</i>	34%

5. How do you usually travel to...

	Work	<i>AC Transit</i>	23%
		<i>BART</i>	7%
		<i>Ferry</i>	2%
		<i>Walk</i>	12%
		<i>Bike</i>	10%
		<i>Drive</i>	20%
		<i>Paratransit</i>	0%
		<i>Other/ Not Applicable</i>	7%
	Childcare/School	<i>AC Transit</i>	11%
		<i>BART</i>	4%
		<i>Ferry</i>	1%
		<i>Walk</i>	15%
		<i>Bike</i>	6%
		<i>Drive</i>	18%
		<i>Paratransit</i>	0%
		<i>Other/ Not Applicable</i>	8%
	Grocery Store	<i>AC Transit</i>	27%
		<i>BART</i>	2%
		<i>Ferry</i>	0%
		<i>Walk</i>	22%
		<i>Bike</i>	7%
		<i>Drive</i>	45%
		<i>Paratransit</i>	2%
		<i>Other/ Not Applicable</i>	1%
	Health Clinic/Hospital	<i>AC Transit</i>	30%
		<i>BART</i>	6%
		<i>Ferry</i>	0%



	<i>Walk</i>	10%
	<i>Bike</i>	4%
	<i>Drive</i>	36%
	<i>Paratransit</i>	2%
	<i>Other/ Not Applicable</i>	5%
Shopping	<i>AC Transit</i>	30%
	<i>BART</i>	20%
	<i>Ferry</i>	1%
	<i>Walk</i>	18%
	<i>Bike</i>	6%
	<i>Drive</i>	38%
	<i>Paratransit</i>	2%
	<i>Other/ Not Applicable</i>	1%
Recreation	<i>AC Transit</i>	31%
	<i>BART</i>	18%
	<i>Ferry</i>	8%
	<i>Walk</i>	26%
	<i>Bike</i>	14%
	<i>Drive</i>	30%
	<i>Paratransit</i>	2%
	<i>Other/ Not Applicable</i>	2%

## SECTION 2: AC TRANSIT (BUS)

1. Do you use AC Transit in Alameda?	<i>Yes</i>	60%
	<i>No</i>	24%
	<i>Don't Currently but Would Like To</i>	6%
	<i>No Response</i>	10%
2. If you use AC Transit, please select the following areas that you would like to see improved.	<i>Cost of Ticket</i>	38%
	<i>Frequency</i>	34%
	<i>Efficiency of Trip Time</i>	30%
	<i>Experience on Bus</i>	23%
	<i>Information</i>	14%
	<i>Experience at Bus Stops</i>	24%
	<i>Transfer</i>	18%
	<i>Efficiency Getting around on the Island</i>	29%
	<i>Efficiency Getting On/Off the Island</i>	23%
	<i>No Response</i>	39%
3. If you experience problems with travel on AC Transit, do they tend to occur:	<i>On the Island, Getting to the Bus</i>	7%
	<i>Navigating within the Bus System</i>	8%
	<i>No Response</i>	85%
4. Do you ever bus to transfer to another form of transportation?	<i>Yes</i>	53%
	<i>No</i>	18%

	<i>No Response</i>	30%
<b>SECTION 3: BART</b>		
1. Do you use BART?	<i>Yes</i>	74%
	<i>No</i>	13%
	<i>Don't Currently but Would Like To</i>	6%
	<i>No Response</i>	7%
2. If you use BART, please select the following areas that you would like to see improved.	<i>Cost</i>	47%
	<i>Ability to Get to BART from Alameda</i>	42%
	<i>Amount of Time Getting to BART</i>	31%
	<i>No Response</i>	35%
<b>SECTION 4: FERRY</b>		
1. Do you use the Alameda-Oakland ferry?	<i>Yes</i>	26%
	<i>No</i>	49%
	<i>Don't Currently but Would Like To</i>	18%
	<i>No Response</i>	8%
2. If you use this ferry, please select the following areas that you would like to see improved.	<i>Cost</i>	19%
	<i>Experience at Ferry Terminal</i>	6%
	<i>Frequency</i>	17%
	<i>Access to Ferry Terminal</i>	17%
	<i>No Response</i>	68%
3. Do you feel that existing ferry services adequately serve you?	<i>Yes</i>	22%
	<i>No</i>	14%
	<i>No Response</i>	64%
4. If you experience problems with travel on the ferry, do they tend to occur:	<i>On the Island of Alameda, Getting to the Ferry</i>	10%
	<i>Navigating within the Ferry System</i>	6%
	<i>No Response</i>	86%
5. Do you ever ferry to transfer to another form of transportation?	<i>Yes</i>	14%
	<i>No</i>	18%
	<i>No Response</i>	66%
If yes, to what form do you transfer?	<i>Bus</i>	8%
	<i>BART</i>	3%
	<i>Car</i>	2%
	<i>Bike</i>	2%
	<i>Other</i>	2%
	<i>No Response</i>	86%
<b>SECTION 5: DON'T USE TRANSIT</b>		
1. Are there any destinations to which you don't take transit but you'd like to?	<i>Yes</i>	8%
	<i>No</i>	13%
	<i>No Response</i>	79%
2. Does AC Transit run at the hours that you need it?	<i>Yes</i>	11%
	<i>No</i>	8%

3. Are there any other reasons you don't use transit?	<i>No Response</i>	81%
	<i>Drive Instead</i>	6%
	<i>No Bus Stops Near My Home</i>	1%
	<i>Disability</i>	1%
	<i>Too Expensive</i>	2%
	<i>Safety on BART</i>	1%
	<i>Holiday Schedules</i>	1%
	<i>#63 Doesn't Run a 7-Day Schedule</i>	1%
	<i>#63 Doesn't Run Frequently Enough</i>	1%
	<i>Poor Lighting</i>	1%
	<i>No Sidewalks</i>	1%
	<i>Transit Takes Longer Than Driving</i>	1%
	<i>Convenience</i>	1%
	<i>AC Transit Doesn't Run Late Enough</i>	1%
	<i>Paratransit Doesn't Arrive on Time</i>	1%
	<i>Don't Like New Step-Up Seating</i>	1%
	<i>Too Confusing Due to Language Barrier</i>	1%
<i>No Response</i>	85%	

#### SECTION 6: WALKING

1. Do you walk in Alameda?	<i>Yes</i>	74%
	<i>No</i>	10%
2. If you walk in Alameda, please select the following areas that you would like to see improved.	<i>Don't Currently but Would Like To</i>	3%
	<i>No Response</i>	14%
	<i>Crossing the Street</i>	22%
	<i>Safety</i>	17%
	<i>Pavement</i>	33%
	<i>Experience</i>	13%
<i>No Response</i>	48%	

#### SECTION 7: BICYCLING

1. Do you bicycle in Alameda?	<i>Yes</i>	31%
	<i>No</i>	46%
2. If you bicycle, please select the following areas that you would like to see improved.	<i>Don't Currently but Would Like To</i>	5%
	<i>No Response</i>	18%
	<i>Speed of Automobiles</i>	9%
	<i>Safety</i>	8%
	<i>Pavement</i>	9%
	<i>Experience</i>	3%
<i>Availability and Appearance of Bike Lanes</i>	11%	

	<i>Ability to Transfer</i>	7%
	<i>No Response</i>	80%
3. If you experience problems with bicycle travel, do they tend to occur:	<i>Within the Island</i>	2%
	<i>Getting onto/off of the Island</i>	2%
	<i>No Response</i>	95%
4. Do you ever bike to transfer to another form of transportation?	<i>Yes</i>	11%
	<i>No</i>	18%
	<i>No Response</i>	73%

## SECTION 8: DRIVING

1. Do you drive?	<i>Yes</i>	56%
	<i>No</i>	25%
	<i>Don't Currently but Would Like To</i>	7%
	<i>No Response</i>	12%
2. Do you ride in a carpool or carshare?	<i>Yes</i>	17%
	<i>No</i>	47%
	<i>Don't Currently but Would Like To</i>	6%
	<i>No Response</i>	30%
3. Do you ever use an automobile to transfer to another form of transportation?	<i>Yes</i>	41%
	<i>No</i>	27%
	<i>No Response</i>	32%
If yes, to what form do you transfer?	<i>Bus</i>	12%
	<i>BART</i>	37%
	<i>Ferry</i>	13%
	<i>Paratransit</i>	0%
	<i>Other</i>	0%
	<i>No Response</i>	61%

## SECTION 9: PARATRANSIT

1. Do you use paratransit?	<i>Yes</i>	10%
	<i>No</i>	58%
	<i>Don't Currently but Would Like To</i>	7%
	<i>No Response</i>	25%
2. If yes, do you use the East Bay Paratransit or the City of Alameda's taxi paratransit?	<i>East Bay Paratransit</i>	9%
	<i>City of Alameda's Taxi Paratransit</i>	4%
	<i>No Response</i>	90%
3. If you use paratransit, please select the following areas that you would like to see improved.	<i>Reliable Service</i>	6%
	<i>Information</i>	1%
	<i>Availability</i>	2%
	<i>Taking Paratransit within Alameda</i>	1%
	<i>Hours of Service</i>	1%
	<i>Taking Paratransit onto/off of the Island</i>	2%
	<i>No Response</i>	92%

## SECTION 10: CONCLUSIONS

1. What are the most important transportation improvements needed in the City of Alameda?

<i>#63 Needs 7-Day Schedule</i>	8%
<i>#63 Needs Better Stops</i>	1%
<i>AC Transit Transfer System</i>	2%
<i>More Transit Coverage throughout Alameda</i>	6%
<i>Bus Needs to be On Time</i>	3%
<i>More Courteous Drivers</i>	6%
<i>More Benches at Bus Stops</i>	3%
<i>Fix the Sidewalks</i>	2%
<i>More Comfortable Buses for Seniors</i>	1%
<i>Bus Service to Hospital</i>	2%
<i>More Frequent #63</i>	2%
<i>Slow Traffic in the Tube</i>	1%
<i>Road Noise is too Loud</i>	1%
<i>Traffic too Fast on Arterials, Unsafe for Bicyclists</i>	1%
<i>More Buses to Bay Farm</i>	2%
<i>Cheaper Fares</i>	2%
<i>Ferry Schedule is Bad Mid-Day and on Holidays</i>	1%
<i>Better Reliability</i>	2%
<i>Hard to Get Off Island</i>	1%
<i>More #51 Service to Oakland</i>	1%
<i>Extended Evening Hours</i>	2%
<i>More Public Transportation from the Base to Downtown</i>	1%
<i>More Street Lights on the Base</i>	1%
<i>Crosswalks</i>	1%
<i>Lighting</i>	2%
<i>Seating</i>	1%
<i>Improved Intersections</i>	2%
<i>Santa Clara Street Design</i>	1%
<i>Crossing at Chipman Middle School</i>	1%
<i>Alameda Should Have Local, Frequent, Electric, Predictable Buses</i>	1%
<i>Alameda Is Too Far from BART, Bring BART to Alameda</i>	4%
<i>Safety from Crime</i>	1%
<i>Vandalism</i>	1%

<i>Everything</i>	1%
<i>Tube Unfriendly for Non-Drivers</i>	1%
<i>Bus and Ferry Inconvenient due to Cost, Schedule</i>	1%
<i>More Frequent Buses</i>	2%
<i>Need More Ways to Get out of Alameda</i>	1%
<i>Walk/Bike Bridge to Oakland</i>	1%
<i>Better #63 Service/More Reliable #63</i>	2%
<i>No Bus to Mariner Square Athletic Club</i>	1%
<i>Buses Shouldn't Drive Away until Seniors and Disabled are Seated</i>	1%
<i>Seats on New Buses are Poorly Designed for Disabled</i>	1%
<i>Rapid Line for the #51</i>	1%
<i>Better Bike Lanes</i>	15%
<i>Existing Facilities Cannot Handle New Development</i>	1%
<i>Fix Timing of Light on Encinal</i>	1%
<i>Two Buses on the Same Line Come Back-to-Back</i>	1%
<i>Shuttle from Bay Farm to Main Island</i>	1%
<i>Webster Tunnel</i>	1%
<i>Bus Stop Signs Needed on San Jose Avenue</i>	1%
<i>Remove Party Warehouse Bus Stop</i>	1%
<i>Put Bus Stop at Park &amp; Central</i>	1%
<i>No Response</i>	55%
<i>Lower Fares/Cheaper Monthly Pass</i>	2%
<i>Extended Transfer Time</i>	1%
<i>More Respectful Drivers</i>	1%
<i>BART in Alameda</i>	1%
<i>More Benches at Bus Stops</i>	1%
<i>Smaller Steps to Board the Bus</i>	1%
<i>More Adult Education on Transportation</i>	1%
<i>Bus Service to Hospital</i>	4%

2. Please list any additional suggestions or possible transportation solutions for the City of Alameda.

<i>More Frequent Buses to Towne Centre</i>	1%
<i>Bus Drivers Need to Wait until Seniors and Parents are Seated</i>	1%
<i>Left-Turn Signals on Park</i>	1%
<i>Keep Bus Passes Available</i>	1%
<i>Bring Restrooms Back to BART</i>	1%
<i>Better Curb-to-Bus for Disabled</i>	1%
<i>More Frequent AC Transit on Weekends</i>	1%
<i>Water Taxi to Jack London Square</i>	1%
<i>More Buses to Lincoln or Central off Santa Clara</i>	1%
<i>Ban Cars on Park Street</i>	1%
<i>More Bike Parking on Park</i>	1%
<i>Local, Electric, Frequent, Affordable, Predictable Buses</i>	1%
<i>Using Public Transit is Huge Step Down in Terms of Ease and Comfort</i>	1%
<i>Everything</i>	1%
<i>Please Help Us</i>	1%
<i>Walk/Bike Bridge to Oakland</i>	1%
<i>Bus Shelter and Curb/Sidewalk at Whitehall &amp; Willow</i>	1%
<i>Buses Should Be More Fuel Efficient</i>	1%
<i>Non-Polluting Buses</i>	1%
<i>Buses Need to Be on Time</i>	1%
<i>#50 Should Run Longer to Bay Farm</i>	1%
<i>Bike Racks Should Hold More Bicycles</i>	1%
<i>More Frequent Bus Service</i>	1%
<i>BART to Alameda</i>	1%
<i>#51 Should Be Timed Better</i>	1%
<i>#63 Should Coordinate with Ferry</i>	1%
<i>Shuttle Service to Fruitvale BART</i>	1%
<i>Police Should Enforce Speeding Laws</i>	1%

#63 on Weekends	1%
Transit System Should Be Friendlier to Wheelchairs	1%
Bring #51 Back to High Street	1%
Rude Passengers	1%
No Response	76%

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**STATISTICAL INFORMATION**

Which of the following age groups are you in?

18 and Younger	4%
19 to 29	12%
30 to 49	24%
50 to 64	12%
65 to 79	17%
80 or Older	16%
No Response	22%

Are you (check all that apply):

Employed (Full or Part Time)	26%
Student	12%
Unemployed	15%
Retired	24%
Parent with Children Living at Home	8%
No Response	27%

Are you (check all that apply):

Male	17%
Female	60%
Transgender/Other	0%
No Response	23%

Please characterize your race:

Caucasian	32%
Bi-Racial	3%
Hispanic/Latino/Mexican	3%
Filipino	2%
Chinese-American	1%
European	1%
American	1%
Portuguese	1%
No Response	38%

Please indicate your household income range:

Under \$25,000	33%
\$25,000 to \$50,000	16%
\$50,000 to \$75,000	2%
Over \$75,000	7%
No Response	40%

Do you have difficulty using transportation because of a disability?

Yes	8%
No	47%
No Response	44%

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## OPEN-ENDED RESPONSES TO QUESTIONS

Several of the questions in the community member questionnaire included space for respondents to write in their own open-ended responses. These open-ended responses are listed below in *italics*. Only questions to which respondents wrote in open-ended responses are listed. The number of responses is provided in (parentheses).

### Section 2: AC Transit

QUESTION 2.2: If you use AC Transit, please select the following areas that you would like to see improved.

Cost

- *Per destination (i.e. pay less money for shorter distance) (1)*
- *Quick trip through tube for bikers/walkers at reduced cost (1)*
- *Had trouble with Translink (1)*

Frequency of service: Which stops?

- *63 (7)*
- *51 (3)*
- *19 (1)*
- *50 (1)*
- *O (1)*
- *Alameda Point to Oakland (1)*
- *Bay Farm (1)*
- *From BART to airport (1)*
- *Into Oakland on the weekends (1)*
- *Midway & Pan Am (1)*
- *On the base (1)*
- *To the ferry (1)*
- *To Mariner Square Athletic Club (1)*
- *Webster Street (1)*
- *Weekends to shopping (1)*

Efficient trip time: Which stops?

- *63 (9)*
- *50 (3)*
- *All of them (3)*
- *51 (2)*
- *Webster (1)*
- *O (1)*
- *Atlantic & Webster (1)*
- *Paru & Buena Vista (1)*
- *W. Tower & Pan Am (1)*

Experience on bus: Which stops?

- *63 (3)*

- *Park & Santa Clara* (1)
- *Less rude and loud drunks* (1)

Information: Which stops?

- *All bus lines* (1)
- *Available schedule* (1)
- *Live tracking information with mobile internet* (1)
- *63* (1)

Experience at bus stops: Which stops?

- *63* (2)
- *Webster & Atlantic* (1)
- *Safety at bus stops, need more patrolling by police in some areas* (1)
- *Shelters, benches and lighting on the 51 line* (1)
- *Benches with lights* (1)
- *Broadway & 9<sup>th</sup>* (1)
- *11<sup>th</sup> St & Broadway* (1)
- *Broadway & 20<sup>th</sup>* (1)
- *Park & Central* (1)

Transfer: Which lines or modes?

- *Ferry* (1)

Efficiency Getting around the Island

- *Bay Farm has no buses* (1)

Other notes

- *Put 63 on a 7-day a week schedule* (2)
- *Driving on streets demonstrates how dangerously they drive* (1)

#### MISCELLANEOUS NOTES ON AC TRANSIT:

- *We need an electric, island-only bus that goes east/west back and forth all day and night* (1)
- *As it is, it is a huge time suck and venture into uncertainty to take AC Transit* (1)
- *AC Transit is unreliable -- services does not relate to timetable* (1)

#### Section 3: BART

QUESTION 3.2: If you use BART, please select the following areas that you would like to see improved.

Rate in order of importance.

Cost

- *Kids should be free – it's very expensive with a family and cheaper to drive to San Francisco* (2)

Ability to get to BART from Alameda: Which stations?

- *Fruitvale* (14)
- *Downtown Oakland* (13)
- *Lake Merritt* (8)
- *West Oakland* (1)
- *It takes 15-20 minutes* (1)

- *It takes 45 minutes* (1)

Amount of time getting to BART: Which mode do you use to get to BART?

- *Bus* (15)
- *Car* (4)

Other notes

- *Too dangerous* (1)
- *Give us our restrooms back!* (1)
- *Later hours on BART* (1)
- *Build a BART station with a tube under the estuary* (1)
- *Safety at Fruitvale* (1)

#### **Section 4: Ferry**

QUESTION 4.2: If you use the ferry, please select the following areas that you would like to see improved. Rate in order of importance.

- *Better approach for bikers to terminal* (1)

QUESTION 4.3: Do you feel that existing ferry services adequately serve you?

No: List problems

- *Too expensive* (5)
- *Too infrequent one-way between Oakland Alameda/to Jack London Square* (2)
- *Schedule is inconvenient* (1)
- *No mid-day schedule* (1)
- *Have to drive to get to ferry* (1)

QUESTION 4.4: If you experience problems with travel on the ferry, do they tend to occur:

Navigating within the ferry system

- *When it's foggy, the ferry is delayed until its next run due to safety* (1)

#### **Section 5: Don't Use Transit**

QUESTION 5.1: Are there any destinations to which you don't take transit but you'd like to?

Yes: What locations?

- *San Ramon* (1)
- *Chevron facility* (1)
- *Mariner Square Drive* (1)
- *Pasta Pelican* (1)
- *SFO* (1)
- *Downtown Oakland on weekends* (1)
- *Anywhere off main BART line is too cumbersome* (1)
- *Kaiser* (1)

QUESTION 5.2: Does AC Transit run at the hours that you need it?

No: Describe problem

- *Run too infrequently* (1)
- *Requires at least one transfer to get to Piedmont Avenue and Pill Hill* (1)
- *Holiday times too inconvenient* (1)
- *Weekends* (1)
- *After midnight* (1)

## Part 6: Walking

QUESTION 6.2: If you walk in Alameda, please select the following areas that you would like to see improved. Rate in order of importance.

Crossing the street: Which streets?

- *Webster Street* (3)
- *Santa Clara Street* (2)
- *Longer red zones near intersections/cars park too close to corners* (2)
- *Need more walk time* (2)
- *Paru & Santa Clara* (1)
- *Any – drivers are nuts!* (1)
- *Main & Midway* (1)
- *8<sup>th</sup> Street* (1)
- *Wide streets without mid-street islands* (1)
- *Park & Otis* (1)
- *Broadway* (1)
- *Otis & Broadway* (1)
- *San Jose at Oak, Broadway & High Street* (1)
- *Central Avenue* (1)
- *Chapin & Lincoln* (1)
- *Oak Street* (1)
- *Need lights at Oak & Alameda near high school* (1)

Safety: Which streets?

- *In the tube* (2)
- *Webster Street* (2)
- *Central Ave & Encinal Ave* (1)
- *Atlantic & Constitution* (1)
- *Crossing the street at the park near the tube* (1)
- *Park Street* (1)
- *Buena Vista Ave* (1)
- *Paru & Santa Clara* (1)
- *On the base* (1)
- *From trucks* (1)

- *Constitution* (1)

Pavement: Where?

- *Everywhere* (3)
- *Atlantic* (3)
- *All over Alameda Point* (2)
- *Bay Farm* (2)
- *Encinal Ave* (2)
- *Side streets* (1)
- *Atlantic & Webster* (1)
- *Versailles* (1)
- *Main Street* (1)
- *Webster Street* (1)
- *Central Ave* (1)
- *Gibbons Drive* (1)
- *Santa Clara Street* (1)
- *Pacific Avenue* (1)
- *Pot holes & animal waste* (1)
- *Uneven sidewalks* (1)

Experience: Where?

- *Need more lights on the base* (1)
- *West end of Buena Vista* (1)
- *Main Street* (1)
- *On the base* (1)
- *Residential areas along Central Ave* (1)
- *Park Street & Alameda Avenue* (1)
- *Bay Farm* (1)

## Part 7: Bicycling

QUESTION 7.2: If you bicycle in Alameda, please select the following areas that you would like to see improved. Rate in order of importance.

Speed of automobiles: Which streets?

- *Cross streets of Webster & Park (e.g. Buena Vista Center)* (1)
- *Everywhere* (1)
- *All arterials (e.g. Broadway)* (1)
- *Park & Otis* (1)

Safety: Which streets?

- *Traffic on arterials* (2)
- *Clinton & Willow* (1)
- *Bay Farm* (1)

Pavement: Where?

- *Various areas* (1)

- *Lincoln Avenue* (1)
- *In the tube* (1)
- *Entrance to ferry* (1)
- *Near Walgreens & Washington Mutual* (1)
- *Bay Farm* (1)

Experience: Where?

- *Lighting on arterials* (1)

Availability and Appearance of Bike lanes: Where?

- *Everywhere* (4)
- *Between the tube and the West End* (1)

Ability to transfer to another mode: Which modes?

- *Bus* (3)
- *BART* (3)
- *If 2 people use bike racks, you cannot*(3)
- *Ferry* (1)

Other notes

- *No way to bike to Downtown Oakland* (1)
- *People parking in bike paths* (1)

QUESTION 7.3: If you experience problems with bicycle travel, do they tend to occur:

Getting onto/off of the Island

- *Getting through the tunnel* (1)

## Part 8: Driving

QUESTION 8.3: Do you ever use an automobile to transfer to another form of transportation?: If yes, to what form do you transfer?

BART

- *Parking lot not safe – cars get broken into* (1)

## Part 9: Paratransit

QUESTION 9.3: If you use paratransit, please select the following areas that you would like to see improved.

Rate in order of importance.

Reliable Service

- *Rarely arrives on time* (2)
- *Poor service* (1)

Other notes

- *Takes too long to get from dialysis – last one dropped off* (1)
- *Keep the sedans – the vans are too difficult to get on and off if you're not using a wheelchair* (1)

A P P E N D I X C

ALAMEDA SERVICE  
COLLABORATIVE  
QUESTIONNAIRE AND RESULTS

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YOUR NAME: \_\_\_\_\_

NAME OF ORGANIZATION: \_\_\_\_\_

We are preparing a Community Based Transportation Plan in Alameda. This is a collaborative, grass-roots process that uses public input to identify barriers to mobility—problems in reaching grocery stores, schools, jobs, medical services and other key destinations—and design and implement local solutions to these barriers.

The plan is part of a regionwide effort funded by the Metropolitan Transportation Commission (MTC) to identify and address transportation needs. The Plan is being prepared by the Alameda County Congestion Management Agency (ACCMA) and consultants Design, Community and Environment (DC&E). If you would like to be notified about the next steps in the process and how you can stay involved, please include your contact information at the end of the questionnaire. To learn more about community-based transportation planning please visit: <http://www.mtc.ca.gov/planning/cbtp/>

Input from your constituency is important to this planning process. Please complete the attached questionnaire, answering questions to reflect the individuals that your agency provides services to. If you have any questions regarding this survey or Alameda’s CBTP, please contact Diane Stark by calling 510-836-2560 or emailing [dstark@accma.ca.gov](mailto:dstark@accma.ca.gov).

**GENERAL TRAVEL INFORMATION**

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Where do most of your constituents live? Are they coming to your facility from within Alameda or elsewhere? \_\_\_\_\_

Which types of transportation do members of your organization use to get to your facility? *Check all that apply.*

<b>AC Transit (Bus)</b>	<b>BART</b>	<b>Ferry</b>	<b>Walk</b>	<b>Bike</b>	<b>Drive (incl. carpool &amp; carshare)</b>	<b>Paratransit</b>	<b>Other (Specify)</b>

Which types of transportation do members of your organization use to get to most destinations (for example, the grocery store, medical appointments or work)? *Check all that apply.*

<b>AC Transit (Bus)</b>	<b>BART</b>	<b>Ferry</b>	<b>Walk</b>	<b>Bike</b>	<b>Drive (incl. carpool &amp; carshare)</b>	<b>Paratransit</b>	<b>Other (Specify)</b>

## **AC TRANSIT**

---

Please answer these questions if you indicated that your constituents use the bus/AC Transit in Alameda.

Do you know how many, or which percentage, of your constituents use the bus?

Do you know what bus lines do your constituents take most often? Which bus lines are most convenient to your location?

Is there a bus stop close to your facility? If your constituents use the bus to get to your facility, how do they get to/from the bus to your facility?

Do you know of any problems that your constituents experience with taking the bus? Please give locations where these problems occur, if possible. *Safety? Cost? Schedule? Location of bus stops?*

If you have identified problems, can you think of any solutions that would address problems that your constituents have taking the bus?

## **BART**

---

Please answer these questions if you indicated that your constituents use BART.

Do you know how many, or which percentage, of your constituents use BART?

Do you know what BART stations your constituents use most often?

If your constituents use BART to get to your facility, how do they get to/from BART to your location?

Do you know of any problems that your constituents experience with taking BART? Please give locations where these problems occur, if possible. *Safety? Cost? Schedule? Difficulty of accessing BART?*

If you have identified problems that your constituents experience with taking BART, can you think of any solutions that would address these problems?

## **FERRY**

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Please answer these questions if you indicated that your constituents use the ferry in Alameda.

Do you know many, or which percentage, of your constituents use the Oakland-Alameda Ferry?

Do you know what destinations your constituents most often visit via the ferry?

If your constituents use the ferry to get to your facility, how do they get to/from the ferry from your location?

Do you know of any problems that your constituents experience with taking the ferry? Please give locations where these problems occur, if possible. *Safety? Cost? Schedule?*

If you have identified problems that your constituents have riding the ferry, can you think of any solutions that would address these problems?

## **DON'T USE TRANSIT**

Please answer these questions if you indicated that your constituents DO NOT use AC Transit, BART or the ferry in Alameda.

Why do you think that your constituents do not use transit for their Alameda travels?

Can you think of any changes in the AC Transit, BART or ferry services that might make your constituents more likely to use these types of transportation?

## **WALKING**

Please answer these questions if you indicated that your constituents walk in Alameda.

If your constituents walk as a means of travel, do you know how many, or what percentage, walk?

In which areas of Alameda your constituents most often walk?

Do you know of any problems that your constituents experience while walking in Alameda? Please give locations where these problems occur, if possible. *Speed of traffic? Safety? Disability? Crossings?*

If you have identified problems that your constituents face while walking, can you think of any solutions that would address these problems?

## **BIKING**

Please answer these questions if you indicated that your constituents bike in Alameda.

Do you know how many, or what percentage, of your constituents bike?

In which areas of Alameda your constituents most often bike?

Can you think of any problems that your constituents experience while bicycling in Alameda? Please give locations where these problems occur, if possible. *Speed of traffic? Safety? Disability?*

If you have identified problems with biking, can you think of any solutions that would address these problems?

### **DRIVING**

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Please answer these questions if you indicated that your constituents drive in Alameda.

Do you know how many, or what percent, of your constituents drive in Alameda?

In which areas of Alameda your constituents most often drive?

### **PARATRANSIT**

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Please answer these questions if you indicated that your constituents use paratransit in Alameda.

Do you know how many, or what percentage, of your constituents use paratransit in Alameda?

Can you think of any problems that your constituents experience with taking paratransit in Alameda? Please give locations where these problems occur, if possible.

If you have identified problems that your constituents experience with using paratransit, can you think of any solutions that would address these problems?

**STATISTICAL INFORMATION (OPTIONAL)**

The remaining questions are for only for statistical purposes. The information is useful for our analysis but is optional:

If there is an age group that applies to a majority of your constituency, which of the following age groups would that be?

- 18 or younger     19 to 29     30 to 49     50 to 64     65 to 79     80 or older     N/A (too broad)

Would the majority of your constituency identify themselves as being:

- employed full time or part time     student     unemployed     retired     parent with children living at home  
 N/A (too broad)

If there is gender group that a majority of your members belongs to, which of the following gender groups are would that be?  Male     Female     Transgender/other     N/A (too broad)

Is there a predominate race or ethnicity that a majority of your constituency belongs to?

\_\_\_\_\_  N/A (too broad)

Please indicate your constituency’s average household income range:

- under \$25,000     \$25,000 –\$50,000     \$50,000 – \$75,000     over \$75,000     N/A (too broad)

Do members of your organization have difficulty using transportation because of a disability? \_\_\_\_\_

If yes, can you explain?

Would you like us to keep in touch with information about the solutions we find or the result of this survey?

Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

**If you think that your constituents would benefit from improved transportation in Alameda, please contact me and I will send you questionnaires to distribute to your group so that their input can be included in our planning process.**

*Thank you!*

**ALAMEDA SERVICE COLLABORATIVE  
QUESTIONNAIRE RESULTS**

Completed Questionnaires: 8

Question		% of Responses
<b>SECTION 1: GENERAL TRAVEL INFORMATION</b>		
1. Where do most of your constituents live?	<i>Alameda</i>	88%
	<i>El Cerrito</i>	13%
	<i>Oakland</i>	38%
	<i>San Leandro</i>	13%
2. Which types of transportation do members of your organization use to get to your facility? (Check all that apply)	<i>AC Transit</i>	75%
	<i>BART</i>	0%
	<i>Ferry</i>	0%
	<i>Walk</i>	100%
	<i>Bike</i>	88%
	<i>Drive</i>	100%
	<i>Paratransit</i>	0%
	<i>Other/ Not Applicable</i>	13%
3. Which types of transportation do members of your organization use to get to most destinations? (Check all that apply)	<i>AC Transit</i>	75%
	<i>BART</i>	25%
	<i>Ferry</i>	13%
	<i>Walk</i>	100%
	<i>Bike</i>	75%
	<i>Drive</i>	88%
	<i>Paratransit</i>	0%
	<i>Other/ Not Applicable</i>	0%
<b>SECTION 2: AC TRANSIT (BUS)</b>		
1. How many of your constituents use AC Transit in Alameda?	<i>One</i>	13%
	<i>5 percent</i>	13%
	<i>20 percent</i>	13%
	<i>100 percent</i>	13%
	<i>Don't Know</i>	25%
	<i>No Response</i>	25%
2. Do you know what bus lines your constituents take most often? Which lines are most convenient to your facility?	<i>51</i>	25%
	<i>63</i>	25%
	<i>W</i>	13%
	<i>O</i>	13%
	<i>Other Bus Lines in Alameda</i>	13%
	<i>Buses Lines That Go to/from Schools</i>	13%
	<i>Don't Know</i>	25%
	<i>No Response</i>	25%

3. Is there a bus stop close to your facility? If your constituents use the bus to get to your facility, how do they get to/from the bus to your facility?	<i>Yes, There Is a Bus Stop Close to My Facility</i>	75%
	<i>Constituents Walk from the Bus Stop to my Facility</i>	50%
	<i>No Response</i>	13%
4. Do you know of any problems that your constituents experience with taking the bus? Please provide locations where these problems occur, if possible.	<i>Cost</i>	38%
	<i>Bus Being on Time</i>	13%
	<i>Don't Like Riding the Bus at Night</i>	13%
	<i>Schedule</i>	13%
	<i>Difficult for Parents with Children and Strollers to Board</i>	13%
	<i>Bus itself Is Unsightly, Broken and Is Targeted for Graffiti</i>	13%
	<i>No Response</i>	25%
5. If you have identified problems that your constituents experience with taking the bus, can you think of any solutions that would address these problems?	<i>More Bus Lines</i>	13%
	<i>More Buses</i>	13%
	<i>More Affordable Student Passes</i>	13%
	<i>More Routes to/from Schools at Beginning and End of School Day</i>	13%
	<i>Better Bus Shelters</i>	13%
	<i>Buses are Slow</i>	13%
	<i>No Response</i>	50%

### SECTION 3: BART

1. How many of your constituents use BART?	<i>Very few</i>	25%
	<i>Don't Know</i>	13%
	<i>No Response</i>	63%
2. Do you know what BART stations your constituents use most often?	<i>Fruitvale</i>	38%
	<i>Downtown Oakland</i>	25%
	<i>No Response</i>	50%
3. If your constituents use BART to get to your facility, how do they get to/from BART to your facility?	<i>Bus</i>	25%
	<i>No Response</i>	75%
4. Do you know of any problems that your constituents experience with taking BART? Please provide locations where these problems occur, if possible.	<i>Safety</i>	25%
	<i>Hard to Get to BART Station</i>	25%
	<i>Bad Walking/Biking Conditions between BART and Alameda</i>	13%
	<i>Cost</i>	13%
	<i>No Response</i>	63%
	5. If you have identified problems that your constituents experience with taking BART, can you think of any solutions that would address these problems?	<i>Clean up Walking Area from Alameda to Fruitvale BART Station</i>
<i>No Response</i>		88%

### SECTION 4: FERRY

1. How many of your constituents use the Oakland-Alameda Ferry?	<i>Very few</i>	13%
	<i>None</i>	13%



	<i>No Response</i>	75%
2. Do you know what destinations your constituents use most often visit via the ferry?	<i>San Francisco</i>	13%
	<i>No Response</i>	88%
3. If your constituents use the ferry to get to your facility, how do they get to/from the ferry to your facility?	<i>No Response</i>	100%
4. Do you know of any problems that your constituents experience with taking the ferry? Please provide locations where these problems occur, if possible.	<i>Schedule Is Limiting</i>	13%
	<i>Cost</i>	13%
	<i>No Response</i>	75%
5. If you have identified problems that your constituents experience with taking the ferry, can you think of any solutions that would address these problems?	<i>No Response</i>	88%

#### SECTION 5: DON'T USE TRANSIT

1. Why do you think that your constituents do not use transit for their Alameda travels?	<i>Bus Schedule Is Limiting</i>	13%
	<i>Slow/Late/ Inconvenient</i>	50%
	<i>No Bart Station/Hard to Get to Alameda from BART</i>	13%
	<i>Don't Speak English, Afraid and Don't Know How</i>	13%
	<i>No Response</i>	50%
3. Can you think of any changes in the AC Transit, BART or ferry services that might make your constituents more likely to use these types of transportation?	<i>Late Night Hours</i>	13%
	<i>More Buses</i>	13%
	<i>Getting Cross-Town is Difficult</i>	13%
	<i>More Reliable</i>	13%
	<i>Less Crowded</i>	13%
	<i>Less Expensive</i>	13%
	<i>Electric Vehicles</i>	13%
	<i>No Response</i>	50%

#### SECTION 6: WALKING

1. How many of your constituents walk as a means of travel in Alameda?	<i>One</i>	13%
	<i>20 percent</i>	13%
	<i>50 percent</i>	13%
	<i>100 percent</i>	25%
	<i>Lots</i>	13%
	<i>No Response</i>	25%
2. In which areas of Alameda do your constituents most often walk?	<i>Central Alameda</i>	25%
	<i>Park Street</i>	25%
	<i>West End</i>	13%
	<i>Walnut Street</i>	13%
	<i>Cross-Town</i>	25%
	<i>To/from School</i>	13%
	<i>All Over</i>	13%
	<i>Farmers Market</i>	13%
	<i>No Response</i>	13%
3. Do you know of any problems that your constituents experience while walking in Alameda? Please give locations where these problems occur, if possible.	<i>Lights Change too Fast</i>	13%
	<i>Don't Like Walking at Night/Crime</i>	25%
	<i>Reduction in Crossing Guards</i>	13%

	<i>No Response</i>	50%
4. If you have identified problems that your constituents face while walking, can you think of any solutions that would address these problems?	<i>Extend Light Timing</i>	13%
	<i>More Street Lamps</i>	13%
	<i>More Police Protection</i>	13%
	<i>No Response</i>	63%

### SECTION 7: BICYCLING

1. How many of your constituents bike in Alameda?	<i>One</i>	13%
	<i>5 percent</i>	25%
	<i>Very High</i>	13%
	<i>Don't Know</i>	13%
	<i>No Response</i>	38%
2. In which areas of Alameda do your constituents most often bike?	<i>Central Alameda</i>	25%
	<i>West End</i>	13%
	<i>Central Avenue</i>	13%
	<i>All Over</i>	13%
	<i>No Response</i>	63%
3. Do you know of any problems that your constituents experience while biking in Alameda? Please give locations where these problems occur, if possible.	<i>Speed of Traffic</i>	13%
	<i>Police Give Youth Tickets for Bicycling on Sidewalks to Avoid Dangerous Traffic</i>	13%
	<i>Safety</i>	25%
	<i>Lack of Bike Paths</i>	13%
	<i>Bike Paths on Bayfarm are Bumpy, Uneven and Dangerous</i>	13%
	<i>No Response</i>	50%
	<i>Bike Boulevards Similar to in the City of Berkeley</i>	13%
4. If you have identified problems that your constituents face while walking, can you think of any solutions that would address these problems?	<i>More Bike Lanes</i>	25%
	<i>My Facility Needs a Better Bike Rack</i>	13%
	<i>No Response</i>	50%

### SECTION 8: DRIVING

1. How many of your constituents drive in Alameda?	<i>Two</i>	13%
	<i>Less than 20 Percent</i>	13%
	<i>85 Percent</i>	13%
	<i>Most</i>	13%
	<i>Don't Know</i>	25%
	<i>No Response</i>	25%
2. In which areas of Alameda do your constituents most often drive?	<i>Central Alameda</i>	13%
	<i>West Alameda</i>	13%
	<i>Central Avenue</i>	13%
	<i>Cross-Town to South Shore</i>	13%
	<i>All Over</i>	13%
	<i>No Response</i>	50%

### SECTION 9: PARATRANSIT

1. Do you know how many of your constituents use paratranist in Alameda?	<i>None</i>	13%
	<i>Don't Know</i>	13%

	<i>No Response</i>	75%
2. Do you know of any problems that your constituents experience while taking paratransit in Alameda? Please give locations where these problems occur, if possible.	<i>Don't Know about it</i>	13%
	<i>No Response</i>	88%
3. If you have identified problems that your constituents face while using paratransit, can you think of any solutions that would address these problems?	<i>No Response</i>	100%

### STATISTICAL INFORMATION

If there is an age group that applies to the majority of your constituency, which of the following age groups would that be?	<i>18 and Younger</i>	38%
	<i>19 to 29</i>	13%
	<i>30 to 49</i>	25%
	<i>50 to 64</i>	13%
	<i>N/A (too broad)</i>	25%
	<i>No Response</i>	13%
Would the majority of your constituency identify themselves as being:	<i>Employed (Full or Part Time)</i>	0%
	<i>Student</i>	38%
	<i>Unemployed</i>	25%
	<i>Retired</i>	13%
	<i>Parent with Children Living at Home</i>	38%
	<i>N/A (too broad)</i>	38%
	<i>No Response</i>	0%
	If there is a gender group that a majority of your members belongs to, which of the following gender groups would that be?	<i>Male</i>
<i>Female</i>		38%
<i>Transgender/Other</i>		0%
<i>N/A (too broad)</i>		50%
<i>No Response</i>		13%
Is there a predominate race or ethnicity that a majority of your constituency belongs to?	<i>Farsi</i>	13%
	<i>Latino</i>	13%
	<i>Chinese</i>	13%
	<i>N/A (too broad)</i>	50%
	<i>No Response</i>	38%
Please indicate your constituency's average household income range:	<i>Under \$25,000</i>	25%
	<i>\$25,000 to \$50,000</i>	0%
	<i>\$50,000 to \$75,000</i>	13%
	<i>Over \$75,000</i>	0%
	<i>N/A (too broad)</i>	50%
	<i>No Response</i>	38%
Do members of your organization have difficulty using transportation because of a disability?	<i>Yes</i>	13%
	<i>No</i>	13%
	<i>N/A (too broad)</i>	0%
	<i>No Response</i>	75%

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A P P E N D I X D

M E E T I N G N O T E S



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## INDEPENDENCE PLAZA RESIDENT'S MEETING

Wednesday, February 4, 2009

Questionnaires Completed: 12 surveys

People in Attendance: 19

### Top Priorities Identified:

- ◆ Getting to Alameda Hospital (stop on Willow considered)
- ◆ Benches at bus stops
- ◆ Stepping up to sit and to board new buses

### Problems Identified:

#### Bus

- ◆ The 63 “needs to go back to Willow St”
- ◆ New 63 route includes a very sharp, “jarring” turn
- ◆ Because new 63 route goes down Otis, seniors have to walk up hill when they use this stop
- ◆ The wait for the 63 is too long on the weekend
- ◆ The 19 bus could conveniently turn right on Atlantic and enter Sherman St. shopping center at the top, nearer to Long’s.
- ◆ The new buses are difficult for seniors to board, deboard; many have fallen; too many steps; seats too high
- ◆ Seniors who use cane indicate boarding new buses is too difficult to climb with cane
- ◆ More benches along Santa Clara are needed
- ◆ Riding the bus can feel like “Mr. Toad’s wild ride;” difficult for those unsteady on their feet
- ◆ In San Francisco, bus operators wait until all seniors are safely seated until they continue on route; would be appreciated on AC Transit

#### Ferry

- ◆ More seating is needed at the ferry terminal

#### Paratransit

- ◆ Though paratransit works most of the time, can sometimes be “a nightmare for scheduling times and waiting up to 4 hours at the doctors office after an appointment”
- ◆ Sometimes too much backup on paratransit, the first person picked up can be the last dropped of at their destination

#### Walking

- ◆ Crossing Constitution by foot is a problem
- ◆ Driving speeds to fast on Constitution, drivers too aggressive
- ◆ Residents preferred crossing in front of Independence Plaza before the island was removed from the street

**General Notes:**

- ◆ Top destinations:
  - Shopping Center on Sherman
  - South Shore shopping center
  - Alameda Hospital
  - Kaiser Clinic
  - Mastick Senior Center
  - Main Library
  - Cinema (Central and Oak street area)
  - Marina Village
- ◆ The 51 and O buses are “like blood” to residents.
- ◆ Residents appreciate the street announcement/GPS on new buses
- ◆ Overall mostly satisfied with AC Transit, courtesy of other riders, operators
- ◆ 4 residents use paratransit, some to San Leandro
- ◆ Some residents use paratransit to get to Trader Joes and to do other errands
- ◆ 5 residents regularly drive own automobile to their destination
- ◆ Many residents take ferry to San Francisco
- ◆ Overall sidewalks in good condition



## ALAMEDA FOOD BANK OUTREACH

Saturday, February 7, 2009

Surveys Completed: 24

Interviews Conducted: 67

People in Attendance: 218 households (representing 570 individuals)

### Top Priorities Identified:

- ◆ Cost of fares
- ◆ Route #63 service

### Problems Identified:

#### BART

- ◆ A security guard should be on all BART trains

#### Biking

- ◆ Biking facilities ought to be on Appezato Parkway; a lot of bikers there and no striping
- ◆ More bike lanes throughout would be appreciated
- ◆ Woman hit wheel of bicyclist; wishes all cyclists had their own lane
- ◆ Too much exhaust in tubes for cyclists
- ◆ Resident's bicycle was stolen on Grand St.
- ◆ Better drivers on roads would increase bicyclists' safety
- ◆ City should update their bicycle lane information online or provide maps with current lanes/facilities
- ◆ It should be easier and more acceptable to transfer onto other modes with bicycle

#### Bus

- ◆ Cost of bus most important detriment
- ◆ AC Transit would be more attractive option if it cost less
- ◆ AC Transit doesn't stop at Alameda Hospital
- ◆ Cost and length of time for AC Transit transfers
- ◆ The 63 takes too long to wait for, especially too long on the weekends
- ◆ People hang out at bus stops
- ◆ More economical for seniors to ride Muni than AC Transit (fare and transfer)
- ◆ Buses could be cleaner and better maintained
- ◆ AC Transit drivers can be rude
- ◆ Resident cannot access AC Transit from home computer due to firewall block
- ◆ All stops should have legible, up-to-date schedule information.
- ◆ Many do not understand how to read route/schedules
- ◆ Difficult to learn system for man new in town
- ◆ All stops should be listed, not just major streets

- ◆ Many riders on bus loud, rude
- ◆ Residents do not feel safe riding bus at night
- ◆ A security guard should be on all buses
- ◆ Infrequent bus service at night leads to long waits
- ◆ An Alameda bus should go directly to SFO
- ◆ A bus stop closer to Lincoln would be nice
- ◆ Shorter wait times for the 1 and 1R would be nice
- ◆ The 50 should come more frequently on the weekend
- ◆ Resident has called AC Transit to complain about 63
- ◆ Transbay tickets on the 63 are not always correctly marked
- ◆ Resident frequently was 15-25 minutes late to work when 63 was late
- ◆ A 63 breakdown caused a 1 hr delay for a resident
- ◆ Residents enjoy student discount, though cheaper rates would be appreciated
- ◆ Stepping up to seat on new buses problematic
- ◆ Bus is difficult for those with disabilities
- ◆ 19 should go all the way down Buena Vista
- ◆ More transportation needed to Bay Farm
- ◆ Residents wish AC Transit could hold more bikes

#### Driving

- ◆ Parking on Park St can be difficult, especially during large event
- ◆ Residents in Park St. area should have permits to park
- ◆ Trucks/truck drivers in Alameda pose a problem
- ◆ Left turn signal needed on Park, should be able to turn left at all times of day

#### Ferry

- ◆ Resident enjoys ferry and would like to see it run more frequently- not just during rush hour

#### Paratransit

- ◆ East Bay Paratransit user says drivers are rude to her daughter, insulting and unreliable

#### Walking

- ◆ Sidewalk near bus stop on Lafayette is bad
- ◆ Roots can cause damage to sidewalks
- ◆ A crosswalk should be at Park and Santa Clara
- ◆ Crosswalk needed at 6<sup>th</sup> and Haight
- ◆ Crosswalk needed at The Franklin School
- ◆ Presence of dog droppings on sidewalks a problem; possible solution is the implementation of a fine
- ◆ Some residents feel unsafe walking at night
- ◆ Lit crosswalks are nice and there should be more throughout the city
- ◆ Better lighting along Pan Am
- ◆ Teenage resident hit twice on Oak St. near Encinal; cars too fast, don't slow for crosswalk

**Positive Comments and General Notes:**

- ◆ Resident requests local maps and transit information
- ◆ Resident feels that transportation would improve under a new mayor
- ◆ Ferry could bring a lot of people into Alameda in an enjoyable way
- ◆ Resident sails his own sailboat as most common mode of transportation
- ◆ Because Red Cross has cut its service to and from doctor appt, residents request more info on paratransit
- ◆ Residents access BART from Fruitvale or 12<sup>th</sup> street Oakland stations
- ◆ GPS announcements on AC Transit are nice
- ◆ Most agree that overall walking conditions in Alameda are good
- ◆ Several residents indicate that that ride bicycle everywhere
- ◆ Drivers enjoy their freedom and convenience of having own auto, especially in emergencies
- ◆ Overall ample parking in Alameda
- ◆ Residents feel that cars are safe parked at night throughout Alameda
- ◆ 25 mph speed limit on Buena Vista is very good!
- ◆ Residents feel that cars are safer than using AC Transit

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## CYCLES OF CHANGE VISIT

Saturday, February 7, 2009

Interviews Conducted: 2 (one teenager, one adult)

### **Biking Problems Identified:**

- ◆ Tinker Avenue:
  - No bicycle facilities
  - No signals
  - Marked as a bike route on maps but this is wrong
- ◆ All over Alameda Point has the potential to be good bike routes because of the low traffic volumes but there aren't any marked bike lanes
- ◆ Willie Stargell used to be called Tinker Ave – changing the name confused people – they shouldn't change the names of streets
- ◆ Need bike lane along Stargell to access shopping to the east
- ◆ The bend in Mariner Square Loop to the west of Webster St. is very unsafe for bikers – cars traveling north or turning right do not have a stop sign
- ◆ Park Street is not designed well for bicyclists – It should be a 3-lane design, with one lane of travel in each direction, a turning lane in the center and bike lanes on the outside

### **General Notes:**

- ◆ Cycles of Change's customers include youth from APC and from the Esperanza development
- ◆ Their customers are diverse in terms of age, race, socio-economic status, gender. They serve everything from formerly-homeless APC residents to affluent people donating bicycles.
- ◆ They would like to get more access/business from Bayport
- ◆ Customers come from all over, not just APC

### **Description:**

Cycles of Change is a bicycle shop/co-op next to the Alameda Food Bank. One of the people interviewed recommended contacting Bike Alameda and EBBC as other sources of information regarding Alameda bicycling.

Cycles of Change operates Tuesday/Thursday 4-6 and Saturday 11-3. It started in June 2006. Its programs include a community shop and earn-a-bike.

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## ALAMEDA SKATE PARK VISIT

Saturday, February 7, 2009

12:15 pm

Questionnaires Completed: 1

Interviews Conducted: 2 (one teenager, one adult)

### Problems Identified:

#### Bus

- ◆ The #63 bus takes too long
- ◆ It takes 3 buses to get to the skate park (#1, #51, #63)

#### Sidewalks

- ◆ Sidewalks on the naval base are awful for skating

### Description:

There were approximately 12 people skating and one boy on a bike. All of the skaters were male, with ages ranging from approximately 5 to 40s. The adult skaters seemed to be there either alone or with friends. Parents were standing to the side of the skate area supervising children.

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## ALAMEDA YOUTH ADVISORY COMMISSION

Tuesday, February 10, 2009

People in Attendance: 10

### Top Priorities Identified:

- ◆ Bus reliability
- ◆ Bus service to schools

### Problems Identified:

#### Bus

- ◆ The #63 is “always late”
- ◆ Buses “bunch up,” so you have to wait a long time
- ◆ It takes 2 hours to get to school from Bay Farm
- ◆ Island High School does not have bus service nearby

#### Walking

- ◆ Crosswalks are needed at the end of Webster and at 8<sup>th</sup> St./Constitution at Atlantic

### Description:

Eight commissioners, all high school students at either Alameda High or Encinal High, were present, as well as two adult support staff. Commissioners recommended setting up a table at an upcoming talent show to pass out questionnaires. The commission is working on a report on traffic congestion and transportation at the schools.

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## ANNE B. DIAMENT SENIOR PLAZA VISIT

Tuesday, February 17, 2009

Surveys Completed: 2

People in Attendance: 12

### Top Priorities Identified:

- ◆ Return the #50 service to the hospital
- ◆ Fix sidewalks
- ◆ Provide more information on transportation options

### Problems Identified:

#### Bus

- ◆ No bus to the hospital
- ◆ No bus down Central Ave.
- ◆ Can't get to the west side of the island on the bus (destination: Pier 29)
- ◆ Used to be able to take the #50 to the hospital and St. Joseph's church – can't anymore, since 2000
- ◆ #19 doesn't run frequently enough
- ◆ Hard to get to the #51 from Anne Diament – need to transfer
- ◆ Want a bus that will go up Park, left on Santa Clara, and to Webster, without having to transfer
- ◆ Bus drivers are rude
- ◆ Bus drivers take off before you can sit down

#### Paratransit

- ◆ Paratransit takes too long (destination: Berkeley Senior Center)
- ◆ Drivers won't help with the elderly and disabled/wheelchairs
- ◆ Need to go to Mastick Center to apply for paratransit
- ◆ Reasons people don't use paratransit:
  - It takes too long
  - "It's very discouraging"
  - Drivers need better training
  - Lack of information

#### Walking

- ◆ Walgreens sidewalk is bad
- ◆ Sidewalk on the east side of Park going north to San Jose are bad – there are tree roots
- ◆ 80 percent of the sidewalks on the island are not good
- ◆ Someone from Anne Diament died last year because hit by a car on the beach
- ◆ Intersection of Park & Otis is terrible

### Solutions Identified:

- ◆ Should be able to apply for paratransit at Anne Diament, without going to Mastick Center

- ◆ Need better information, centralized information, like a flyer for Anne Diament that describes all transportation options
- ◆ Fix the sidewalks

**General Notes:**

- ◆ 2 people use paratransit
- ◆ 2 people want to use paratransit but don't
- ◆ 1 person used to use East Bay Paratransit but don't anymore
- ◆ Paratransit price is good, it's cheap (\$3 for 8 miles)
- ◆ Destinations on paratransit:
  - East Bay Blind Center
  - Kaiser Hospital in Oakland
- ◆ Only use BART to go to San Francisco (use either Fruitvale or 12<sup>th</sup> Street BART)
- ◆ There is a bus shelter in front of the Anne Diament facility
- ◆ Destinations via bus:
  - Encinal Market (#63)
  - Highland for doctor (#62 and #50)
  - Mastick Center (need to transfer on the bus)
- ◆ The bus fare is OK, reasonable price
- ◆ Sidewalks are generally ok
- ◆ Crosswalks are generally good
- ◆ 1 person bicycles
- ◆ 1 person drives (just around Alameda, not to get on/off the island)
- ◆ Used to be a water taxi to Jack London Square – it'd be nice to have that back

**Description:**

The meeting was held at the Anne Diament seniors housing facility, which is located at 920 Park Street (outside of the CBTP Area).

The Anne B. Diament Senior Plaza is a 65-unit complex for very-low income seniors. There are currently 3 vacancies at the facility.

## ALAMEDA POINT COLLABORATIVE/OPERATION DIGNITY VISIT

Tuesday, February 17, 2009

Surveys Completed: 3

People in Attendance: 7

Note: following the meeting, Tim Hill took some blank surveys to pass out and later returned 21 completed surveys, for a total of 24 surveys

### Top Priorities Identified:

- ◆ Have the #63 run its full route on the weekends, and go Lucky on weekends
- ◆ Install bus shelters and trash cans at bus stops

### Problems Identified:

#### Bus

- ◆ Problems with Route #63:
  - Have complained with AC Transit before and have been told that the bus drivers don't like the route (i.e. the route is boring during non-commute hours)
  - Drivers are rude, not courteous to paying customers
  - Drivers omit some runs altogether and take shortcuts
  - Bus runs late almost half of the time
  - Waiting for the bus can take up to 45 minutes
  - Bus drivers rush and don't wait for riders
  - Need bus shelters in some locations, e.g. at Midway & Main
  - The bus should go down Midway near the residential areas
  - The western part of the #63 line serves businesses and warehouse, not where the residents are
  - Need bus during peak hours and to the schools (Chipman, ACLC, Ruby Bridges)
  - There isn't a bus to the Ruby Bridges school – the children have to walk
  - The bus doesn't run to Lucky on the weekends, and it's hard to carry your bags home
  - On the weekend there's no stop at Atlantic & Webster –have to walk a couple blocks to get to the bus stop
  - Used to be a bus stop in front of the college and now it's been moved too far down Atlantic from Webster
  - On the weekend you have to transfer to get into Oakland – during the week you can take a bus directly to Oakland
  - It takes 45 minutes on the #63 from Alameda Point to Fruitvale
  - Bus shelters are screened on the sides, so when it's rainy you still get wet in the shelters (they used to have glass but the residents kept breaking them)
  - No shelter on Tower Avenue and no trash can
  - The #63 route is confusing, people don't always realize that the bus doesn't stop certain places during the week
  - You need to give yourself extra time because the #63 is late and if it's late you miss your transfer

- The bus stop on Main Street is separated from the sidewalk by a grassy area – if you want to wait on the sidewalk the bus sometimes won't stop for you
- Some stops have benches (the museum), others don't (private property)
- Drivers don't know about Operation Dignity, don't know the area in which they're driving
- ◆ People mainly get information via word of mouth
- ◆ Calling AC Transit is not a good option because it takes a long time, you can't get in touch with a live person and they don't return your call when you leave a message, "BS over the phone"
- ◆ It can take over 30 minutes to try to leave a complaint
- ◆ If there's a detour, there aren't postings and notices at the bus stops so people wait for a long time not knowing that the bus won't come
- ◆ The AC Transit director is "elitist" and doesn't know the Bay Area
- ◆ Drivers treat the riders like they don't have somewhere to go and are dishonest, "We're not just hanging out"
- ◆ Drivers don't treat the disabled well, "elitist"
- ◆ Drivers pull away before you can even sit down
- ◆ Drivers do not lower the bus to help you board
- ◆ Disconnect between AC Transit and those who rely on transportation, drivers are ruder in low-income areas
- ◆ There's an inactive bus stop on Willie Stargell – AC Transit was going to run the #63 there but don't

#### Ferry

- ◆ Unreliable
- ◆ Long waits
- ◆ Limited hours on the weekend

#### Walking

- ◆ Sidewalks stop and start
- ◆ No sidewalks where commercial businesses start

#### **Solutions Identified:**

- ◆ Run the #63 route 7 days a week
- ◆ Run the #63 to Lucky
- ◆ Move the bus stop to Webster & Atlantic
- ◆ There are still bus stops on Atlantic between Webster and Constitution – use those
- ◆ Make the #63 work for the riders, not the drivers

#### **General Notes:**

- ◆ Common destinations on the bus:
  - Lucky
  - Park St.
  - South Shore (clothing stores, Trader Joes)

- Berkeley
- BART
- Oakland
- ◆ The #51 is generally pretty good
- ◆ Paratransit's good because it's based on the individual's needs
- ◆ One destination while walking is the Blockbuster on Central Ave.
- ◆ There's talk of a bike/ped bridge to Oakland – one woman would prefer that to taking AC Transit
- ◆ Most people who live in Alameda Point take the bus
- ◆ Some people who live in Alameda Point drive, maybe a third or so
- ◆ Approximately half of the people in Operation Dignity don't have cars

**Description:**

The meeting was held at the Alameda Point Collaborative at 4:00 pm. Seven people were in attendance, and all contributed to the conversation. Meeting attendants were mainly from Alameda Point Collaborative, although one person was from Operation Dignity and one person from Bessie Coleman Court.

Alameda Point Collaborative – 500 residents (200 units)

Operation Dignity – 75-80 residents (28 units)

Bessie Coleman Court – 100-120 residents (53 units)

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## AARP MEETING AT THE MASTICK SENIOR CENTER

Thursday, February 19, 2009

Surveys Completed: 18

People in Attendance: 60

### Top Priorities Identified:

- ◆ Access to paratransit and bus information
  - How to get senior passes
  - How to apply for paratransit
  - Bus schedules
  - Bus route maps
- ◆ Getting to the hospital

### Problems Identified:

#### Bus

- ◆ Getting to a final destination from the bus can be hard due to distance from the bus route to the final destination; e.g. getting to the doctor in Oakland requires walking several blocks from Broadway to the office, and with poor eye sight it's not possible → one woman is going to start taking paratransit for this reason because the bus is no longer an option
- ◆ Hard to get information on buses in Alameda
- ◆ Need map of all the bus routes on the island
- ◆ Hard to find schedules and maps of buses
- ◆ Need more frequent buses going to South Shore
- ◆ Need more frequent buses going to Fruitvale
- ◆ Need to find out about fares for senior citizens and how to get discounts for the bus

#### Driving

- ◆ Willow Street is too narrow – it needs another lane

#### Paratransit

- ◆ Need more information on paratransit

#### Walking

- ◆ Walking around can be hard

### General Notes:

- ◆ People that live within a couple blocks of Mastick Center walk to get there and generally find walking conditions to be good
- ◆ A lot of people drive themselves
- ◆ A lot of people get rides from family members
- ◆ A lot of people live in Bay Farm
- ◆ Common destinations:

- South Shore
- San Leandro
- Oakland
- The hospital
- Mastick Center
- Park Street
- Webster Street

## ALAMEDA COMMISSION ON DISABILITY ISSUES MEETING

Monday, February 23, 2009

Surveys Completed: 1

People in Attendance: 6

### Top Priorities Identified:

- ◆ AC Transit: "The culture of the organization needs to change"
- ◆ Intersections should be designed for pedestrians. Not automobiles.
- ◆ Adequate bus shelters with enough space to accommodate wheelchair
- ◆ Reduce distance between bus stops

### Problems Identified:

#### Bus

- ◆ No bus to the hospital
- ◆ Too high to step up for seats
- ◆ Unreliable service for 63 route
- ◆ Step down too high on "back door", which is the preferred way to deboard
- ◆ Aisles are too narrow on the O, X, and W
- ◆ Bus drivers are rude
- ◆ Bus drivers take off before you can sit down
- ◆ Buses require strength even of the able-bodied riders. A nightmare for disabled, weak, and elderly riders
- ◆ No place for a senior to hang on
- ◆ O, OX bus consistently will not stop for passengers on Santa Clara/Broadway
- ◆ On Webster St, buses don't pull over; cars go around bus, makes dangerous for riders
- ◆ Because AC Transit operators are disciplined for lateness, they could lose job as a result of stopping for the elderly and disabled to lower lift

#### Driving

- ◆ Commissioner does not like bulbouts in street; takes longer to park and takes more room
- ◆ Mariner's Square near Webster
  - Bad left turn at stop for those traveling southbound
  - A 4-way stop is needed
- ◆ Lincoln at Park St.
  - Intersection needs to be redesigned
  - Left turns are dangerous in current condition
- ◆ Central/Webster
  - Dangerous left turn
  - Left turn light is not needed
- ◆ Bayport, Alameda Point
  - Transportation should be fixed first, then bring development in
  - Too much baseline traffic near tube to support new development here

- ◆ Roads have potholes around tube
- ◆ Pacific/Main
  - Baseline intersection conditions are bad
  - Will get worse with development
- ◆ Clement/Park
  - Restriping needed
  - Dangerous around railroads

#### Paratransit

- ◆ Paratransit takes too long
- ◆ Chemotherapy patient given cab fare from admin support at doctor after waiting 4 hrs for paratransit to pick her up from doctor
- ◆ Paratransit should be able to coordinate pickup for small group social outings

#### Walking

- ◆ No sidewalk on south side of Blanding Avenue
- ◆ No sidewalk at Buena Vista/Tilden
- ◆ Safety island needed in intersection of Constitution/Ralph Appezzatto; big intersections such as here are difficult to cross for those traveling at low speeds
- ◆ Pedestrian crosswalk needs reworked at Central/Webster
- ◆ Navigating by foot is difficult near railroad tracks in Mariner's Square near Webster
- ◆ Difficult to walk in the Bayport/Alameda Point area

#### **Solutions Identified:**

- ◆ Better training for drivers; driver on OX didn't know how to operate the lift
- ◆ Required sensitivity training for drivers
- ◆ Shorter distance between bus stops
- ◆ There should be a "five minute" walk to a bus from anywhere on the island
- ◆ A 4-way stop on Willie Stargell behind the college
- ◆ NW end of island- better lighting needed (trucks are parking there at night)

#### **Description:**

Five commissioners and one alternate (Darryl Handy, Head of Risk Management, City of Alameda) were present. The 2000 census reported that 12,100 people within the City of Alameda had a disability. Commissioners identified several issues/concerns to disabled residents and visitors (listed above).

## ALAMEDA PTA COUNCIL MEETING

Wednesday, February 25, 2009

Surveys Completed: 9

People in Attendance: 14

### Top Priorities Identified:

- ◆ Crossing guards
- ◆ Vehicular traffic/pedestrian crossing
- ◆ Bike lanes/better bicycle striping throughout

### Problems Identified:

#### Biking

- ◆ Lanes should be widened so that there is more room for bikes and auto to coexist
- ◆ Santa Clara Avenue should have bike lane all along; bike should not share lane with bus!

#### Driving

- ◆ Lanes are too wide on Lincoln/Pacific @ 5<sup>th</sup>
- ◆ Traffic speed indicator not is turned on Encinal/Paru

#### Walking

- ◆ The City submitted a Memo re: cutting funding for all crossing guards
  - Flashing lights at crosswalks are not enough, crossing guards are needed
  - PTA members wonder what the annual cost of guards is, as well as the requirements for becoming a guard. Could parents volunteer?
  - City mentioned the possibility of the AUSD or the PTA funding guards
  - By Council motion approval, president Pam Chang will begin letter writing campaign against cutting crossing guard funding
- ◆ Cars parked too close to intersection; you literally have to step into traffic to see if anything is coming; dangerous, does not let children walk to school alone
- ◆ Central at Encinal is a hot spot for ped/auto accidents; children are hit here every year, especially during morning rush hour; even though there is a crosswalk, there is so much sunlight, too little shade -- drivers cannot see lane if they are squinting
- ◆ Traffic signals at Chipman crosswalk frequently do not work; need better maintenance
- ◆ Dangerous for children to cross at Gibbons/Northwood/Southwood; three intersections converge
- ◆ Cars don't yield to pedestrians in crosswalk at Fernside/Encinal
- ◆ 2 people hit at High/Garfield intersection recently
- ◆ Cars often do not stop at crosswalk at Fernside/Garfield; dangerous for children to cross
- ◆ Speed of travel is too fast at Fernside/Tilden; cars don't stop at crosswalk; crossing here is "death defying"
- ◆ Traffic is too fast on Santa Clara Avenue; drivers ignore crosswalks

**Solutions Identified:**

- ◆ Move all buses off of Santa Clara and onto Lincoln Avenue
- ◆ Widen lanes on 8<sup>th</sup> St.
- ◆ Crossing guards are needed

**General Notes:**

- ◆ Students cross without assistance at Benton/Central

**Description:**

13 PTA representatives were in attendance, a member of the Alameda School Board, and Karen Kenney of Girls Inc. were present. Additionally, Kirsten Vital, the Superintendent of the Alameda Unified School District spoke but was not present during the CBTP presentation. A roundtable discussion about transportation concerns for youth was held. The PTA Council identified several issues/concerns (listed above).

Schools with representatives in attendance: Alameda High, Chipman- CBTP area, Encinal, Aerhart, Lincoln, Washington, Bay Farm, Edison, Lum and Payden.

# HIGH SCHOOL TALENT SHOW

Friday, March 6, 2009

Surveys Completed: 17

People in Attendance: 80 - 100

## Top Priorities Identified:

- ◆ Problems with #63
- ◆ Bus frequency within Alameda
- ◆ Not enough bus routes within Alameda

## Problems Identified:

### Sidewalks

- ◆ Sidewalk not handicap-accessible between 6<sup>th</sup> and Webster on Central

### Bus

- ◆ #63 has little room to turn along 8<sup>th</sup> and Webster
- ◆ #63 is the only bus line in Alameda Point – inconvenient
- ◆ #63 needs more regular times – doesn't always arrive on schedule
- ◆ #51 takes too long (15 to 30 minutes wait times) near Alameda High
- ◆ #631 on Pearl St does not always come
- ◆ Wants a quicker bus route from Bay Farm Island to Bay Area School of Enterprise at 1900 3<sup>rd</sup> Street – Commute takes an hour, takes two buses to get to school
- ◆ Traffic congestion in the Tube - Takes too long to get to Santa Clara Avenue from the Tube
- ◆ Alameda Towne Center needs more bus lines or buses that operate more frequently
- ◆ #OX has little room to turn near Frank Otis Elementary School
- ◆ Bus drivers pull over and stop to eat lunch
- ◆ Transfer from the #50 to #63 at Alameda Towne Center is poor on weekends

### Bike

- ◆ Not enough bike lanes throughout Alameda

### BART

- ◆ Cost is expensive

## Solutions Identified:

- ◆ Add a bike lane on Atlantic Avenue
- ◆ Add additional bus routes, including a Route #51R
- ◆ Add additional bus routes at these locations: Alameda Point, Marina Village Parkway, Alameda Towne Center
- ◆ Fix the sidewalks

## Other:

- ◆ Transit is convenient and accessible near Buena Vista and 8<sup>th</sup> Street
- ◆ The monthly youth pass (\$15) is a great deal

**Description:**

This outreach even was held at a High School Talent Show at the Alameda Veterans Memorial Building, which is located on Central Avenue. The talent show was sponsored by the Alameda Youth Committee and attracted a cross-section of Alameda's youth. About 100 youth attended the talent show. Personal interviews and questionnaires were completed with fifteen youth participants at the talent show held March 6, 2009.



## ALAMEDA SERVICE COLLABORATIVE MEETING

Wednesday, March 14, 2009

Surveys Completed: 8

People in Attendance: 25

### Top Priorities Identified:

- ◆ Providing better access to service-providing agencies
- ◆ Vouchers for AC Transit
- ◆ Information about paratransit
- ◆ Ruby Bridges needs to be better served by AC Transit

### Problems Identified:

- ◆ Constituents from Alameda Point have poor experiences on AC Transit, especially after dark
- ◆ Bus stops at Alameda Point are not all convenient to its residential areas
- ◆ Constituents who rely on buses are not able to be fully-served nor efficiently served by agencies

### Description:

Representatives from various Alameda social service agencies meet monthly to discuss their services and ways of overcoming barriers that their constituencies face in obtaining service. The following agencies were present at the March 11th meeting: Alameda Boy Scouts, Alameda County, Alameda County Public Health, Alameda Family Literacy Social Service Human Relations Board, Alameda Food Bank, Alameda Head Start, Alameda Municipal Power, Alameda One-Stop Career Center, Alameda Point Collaborative, Alameda PTA Council, Alameda Reads, Alameda Reformed Christian Church, Alameda Unified School District Board, Asian Health Services, Bananas Childcare, City of Alameda, Crosstown Coffeehouse and Community Center, Echo Housing, Lincoln Center, Mastick Senior Center, Miracle League Youth Baseball, Saint Vincent DePaul, The Unique Child Montessori School/ Montessori Council of California, and UCCE 4-H Youth Development. Several of these service providers completed a survey to answer questions about their constituency groups and specific transportation needs.

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A P P E N D I X E

COMPILED OUTREACH FINDINGS



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## COMPILED OUTREACH FINDINGS

### Top Priorities Identified:

- ◆ Provide bus access to Alameda Hospital
- ◆ Stepping up to sit and to board new buses
- ◆ Cost of fares
- ◆ Route #63 service
- ◆ AC Transit: “The culture of the organization needs to change”
- ◆ Intersections should be designed for pedestrians, not automobiles
- ◆ Reduce distance between bus stops
- ◆ Fix sidewalks
- ◆ Provide more information on transportation options
- ◆ Install bus shelters, trash cans and benches at bus stops
- ◆ Access to paratransit and bus information
- ◆ Crossing guards
- ◆ Vehicular traffic/pedestrian crossing
- ◆ Bike lanes/better bicycle striping throughout
- ◆ Bus reliability
- ◆ Bus service to schools

### Problems Identified:

#### BART

- ◆ Safety problems:
  - BART is too dangerous
  - Safety is a problem at Fruitvale BART – parking lot is unsafe because cars get broken into
  - A security guard should be on all BART trains
- ◆ Access to BART:
  - Should be a BART station in Alameda
  - It is difficult to get from BART to Alameda from Downtown Oakland, Fruitvale, Lake Merritt and West Oakland
  - Should be shuttle service between Alameda and Fruitvale BART
- ◆ Cost is a problem – kids should ride free; it is expensive to ride as a family; it is cheaper to drive into San Francisco as a family
- ◆ BART needs to have restrooms
- ◆ BART needs later hours

#### Biking

- ◆ Conflicts with drivers:
  - Lanes should be widened so that there is more room for bikes and auto to coexist
  - People park in bike paths
  - The bend in Mariner Square Loop to the west of Webster St. is very unsafe for bikers – cars traveling north or turning right do not have a stop sign

- Better drivers on roads would increase bicyclists' safety
- Speed of traffic is too fast; police ticket youth for bicycling on sidewalks when they are just trying to avoid dangerous traffic
- Woman hit wheel of bicyclist; wishes all cyclists had their own lane
- Speed of automobiles is a problem on:
  - the cross streets of Webster & Park
  - arterials
  - Park & Otis
- ◆ Pavement is poor:
  - on Lincoln Avenue
  - in the tube
  - at the entrance to the ferry
  - near Walgreens & Washington Mutual
  - on Bay Farm – bike paths on Bay Farm are uneven, bumpy and dangerous
- ◆ More bike lanes throughout would be appreciated
  - Biking facilities ought to be on Appezato Parkway; a lot of bikers there and no striping
  - Need bike lane along Stargell to access shopping to the east
  - Santa Clara Avenue should have bike lane all along; bike should not share lane with bus!
  - All over Alameda Point has the potential to be good bike routes because of the low traffic volumes but there aren't any marked bike lanes
  - Central does not have bike lane
- ◆ Tinker Avenue:
  - No bicycle facilities
  - No signals
  - Marked as a bike route on maps but this is wrong
  - Willie Stargell used to be called Tinker Ave – changing the name confused people – they shouldn't change the names of streets
- ◆ Safety is a problem on:
  - Arterials
  - Clinton & Willow
  - Bay Farm
  - Central Avenue
- ◆ Problems with transfers:
  - It should be easier and more acceptable to transfer onto other modes with bicycle
  - Difficult to transfer with your bike to:
    - Bus
    - BART
    - Ferry
  - If 2 people use bike racks, you cannot
- ◆ Park Street:

- Not designed well for bicyclists – It should be a 3-lane design, with one lane of travel in each direction, a turning lane in the center and bike lanes on the outside
- Park Street needs more bike parking
- People don't know that the alleys on Park Street have bike racks and lockers. Not enough signage.
- ◆ Access to Oakland:
  - No way to bike to Downtown Oakland
  - There should be a walk/bike bridge to Oakland
- ◆ Too much exhaust in tubes for cyclists
- ◆ Resident's bicycle was stolen on Grand St.
- ◆ City should update their bicycle lane information online or provide maps with current lanes/facilities
- ◆ Poor lighting along arterials

## Bus

- ◆ Problems with Route #63:
  - Problems with drivers:
    - Drivers are rude, not courteous to paying customers
    - Drivers omit some runs altogether and take shortcuts
    - Bus drivers rush and don't wait for riders
    - Have complained with AC Transit before and have been told that the bus drivers don't like the route (i.e. the route is boring during non-commute hours)
  - Problems with the route:
    - The bus should go down Midway near the residential areas
    - The western part of the #63 line serves businesses and warehouse, not where the residents are
    - Need more buses to the schools (Chipman, ACLC, Ruby Bridges) – the children have to walk
    - The bus doesn't run to Lucky on the weekends, and it's hard to carry your bags home
    - On the weekend there's no stop at Atlantic & Webster –have to walk a couple blocks to get to the bus stop
    - Used to be a bus stop in front of the college and now it's been moved too far down Atlantic from Webster
    - On the weekend you have to transfer to get into Oakland – during the week you can take a bus directly to Oakland
    - The #63 route is confusing, people don't always realize that the bus doesn't stop certain places during the week
    - Because new #63 route goes down Otis, seniors have to walk up hill when they use this stop
    - New #63 route includes a very sharp, "jarring" turn
    - #63 has little room to turn along 8<sup>th</sup> & Webster

- #63 is the only bus line in Alameda Point – it’s inconvenient
- There are 3 AC Transit stops at Alameda Point. Two of these stops are considered accessible. The third bus stop is situated near unused naval buildings and is difficult to approach in a wheelchair
- Waiting for the bus can take up to 45 minutes – it doesn’t always arrive on schedule
- Bus facilities needed:
  - Need bus shelters in some locations, e.g. at Midway & Main
  - Bus shelters are screened on the sides, so when it’s rainy you still get wet in the shelters (they used to have glass but the residents kept breaking them)
  - No shelter on Tower Avenue and no trash can
  - Some stops have benches (the museum), others don’t (private property)
- Need bus during peak hours
- The bus stop on Main Street is separated from the sidewalk by a grassy area – if you want to wait on the sidewalk the bus sometimes won’t stop for you
- The #63 “needs to go back to Willow St”
- The wait for the 63 is too long on the weekend
- The #63 is “always late”; unreliable service for 63 route; bus runs late almost half of the time; you need to give yourself extra time because the #63 is late and if it’s late you miss your transfer
- A #63 breakdown caused a 1 hr delay for a resident
- Transbay tickets on the 63 are not always correctly marked
- Resident has called AC Transit to complain about #63
- Resident frequently was 15-25 minutes late to work when #63 was late
- Frequency of service
- Inefficient trip time – it takes 45 minutes on the #63 from Alameda Point to Fruitvale
- Experience at bus stops is poor
- Should be better timed with the ferry – often comes and goes 2 minutes before the ferry

◆ Problems with frequency and wait time:

- Need more buses going to:
  - the airport
  - the base
  - Midway & Pan Am
  - South Shore
  - Fruitvale
  - Webster
  - Oakland, especially on weekends
  - Bay Farm
  - the ferry
  - Mariner Square Athletic Club
  - Shopping, especially on the weekends
  - Paru & Buena Vista
  - Atlantic & Webster



- W. Tower & Pan Am
  - Santa Clara to Lincoln or Central
  - Park & Central
  - Bay Area School of Enterprise at 1900 3<sup>rd</sup> Street (from Bay Farm)
  - Alameda Point
  - Marina Village Parkway
  - Alameda Towne Center
  - Grand Street
- Shorter wait times for the 1 and 1R would be nice
- Infrequent bus service at night leads to long waits
- Buses “bunch up,” so you have to wait a long time
- Bay Farm doesn’t have enough buses – need a shuttle to the main island
- ◆ Problems with information:
  - Hard to get information on buses in Alameda
  - Hard to find schedules and maps of buses
  - Resident cannot access AC Transit website from home computer due to firewall block
  - If there’s a detour, there aren’t postings and notices at the bus stops so people wait for a long time not knowing that the bus won’t come
  - All stops should have legible, up-to-date schedule information
  - People mainly get information via word of mouth
  - All stops should be listed, not just major streets
  - Many do not understand how to read route/schedules; difficult to learn system for man new in town
  - Need map of all the bus routes on the island
  - Need to find out about fares for senior citizens and how to get discounts for the bus
- ◆ Problems with route and stop locations:
  - AC Transit doesn’t stop at Alameda Hospital
  - An Alameda bus should go directly to SFO
  - A bus stop closer to Lincoln would be nice
  - More transportation needed to Bay Farm
  - Island High School does not have bus service nearby
  - No bus down Central Ave.
  - Can’t get to the west side of the island on the bus (destination: Pier 29)
  - Hard to get to the #51 from Anne Diament – need to transfer
  - Want a bus that will go up Park, left on Santa Clara, and to Webster, without having to transfer
  - There’s an inactive bus stop on Willie Stargell – AC Transit was going to run the #63 there but don’t
- ◆ Problems with AC Transit drivers:
  - Bus drivers are rude
  - Drivers pull away before you can even sit down
  - Drivers do not lower the bus to help you board

- Drivers treat the riders like they don't have somewhere to go and are dishonest, "We're not just hanging out"
- Drivers don't know about Operation Dignity, don't know the area in which they're driving
- Drivers don't treat the disabled well, "elitist"
- Because AC Transit operators are disciplined for lateness, they could lose job as a result of stopping for the elderly and disabled to lower lift
- Bus drivers drive dangerously
- Disconnect between AC Transit and those who rely on transportation, drivers are ruder in low-income areas
- ◆ Problems with experience at bus stop:
  - Experience at bus stops is poor at:
    - Webster & Atlantic
    - 11<sup>th</sup> Street & Broadway
    - San Jose Avenue – need bus stop signs
    - Park & Central
  - Need benches with lights
  - People hang out at bus stops
  - More benches along Santa Clara are needed
  - Need more benches at bus stops
  - On Webster St, buses don't pull over; cars go around bus, makes dangerous for riders
- ◆ Problems with Route #51:
  - Frequency of service
  - Inefficient trip time
  - Need shelters, benches and lighting along the line
  - Need more service to Oakland
  - Should have a rapid line
  - Should be timed better
  - Bring #51 back to High Street
  - Takes too long near Alameda High (wait times of 15-30 minutes)
- ◆ Problems for seniors:
  - The new buses are difficult for seniors to board, deboard; steps too high
  - Many have fallen
  - Too many steps
  - Seats too high – don't like step-up seating
  - Seniors who use cane indicate boarding new buses is too difficult to climb with cane
  - Riding the bus can feel like "Mr. Toad's wild ride;" difficult for those unsteady on their feet
  - No place for a senior to hang on
  - Need more comfortable buses for seniors
- ◆ Problems for people with disabilities:
  - Bus is difficult for those with disabilities; seats on new buses are poorly designed for disabled

- Step down too high on “back door”, which is the preferred way to deboard
- Buses require strength even of the able-bodied riders. A nightmare for disabled, weak, and elderly riders
- Getting to a final destination from the bus can be hard due to distance from the bus route to the final destination; e.g. getting to the doctor in Oakland requires walking several blocks from Broadway to the office, and with poor eye sight it’s not possible  
→ one woman is going to start taking paratransit for this reason because the bus is no longer an option
- ◆ Problems with experience on the bus:
  - It is difficult for parents with children and strollers to board
  - Buses are unsightly, broken and targeted for graffiti
  - Many riders on bus loud, rude
  - Buses could be cleaner and better maintained
  - Aisles are too narrow on the O, X, and W
- ◆ Problems with safety:
  - Need better safety at bus stops
  - A security guard should be on all buses
  - Residents do not feel safe riding bus at night
  - Need more patrolling by police
- ◆ Problems with Route #50:
  - Used to be able to take the #50 to the hospital and St. Joseph’s church – can’t anymore, since 2000
  - Should come more frequently on the weekend
  - Should run longer to Bay Farm
  - Inefficient trip time
- ◆ Problems with Route #19:
  - #19 doesn’t run frequently enough
  - The #19 bus could conveniently turn right on Atlantic and enter Sherman St. shopping center at the top, nearer to Long’s
  - #19 should go all the way down Buena Vista
- ◆ Problems with transfers:
  - Transfer cost and length of time; AC Transit needs a better transfer system
  - Transfer from bus to ferry is poor
  - Residents wish AC Transit could hold more bikes
- ◆ Problems with AC Transit:
  - Calling AC Transit is not a good option because it takes a long time, you can’t get in touch with a live person and they don’t return your call when you leave a message
  - It can take over 30 minutes to try to leave a complaint
  - The AC Transit director is “elitist” and doesn’t know the Bay Area
- ◆ Problems with schedule:
  - Holiday schedule is too inconvenient
  - Late night schedule is inconvenient – AC Transit doesn’t run late enough
  - Need extended evening hours

- ◆ Problems with Route O:
  - Frequency of service
  - Inefficient trip time
  - Consistently don't stop for passengers on Santa Clara & Broadway
- ◆ Problems with Route 631:
  - Does not go to Chipman Middle School
  - #631 doesn't always come at the stop on Pearl Street
- ◆ Problems with cost:
  - Cost of bus most important detriment; AC Transit would be more attractive option if it cost less
  - More economical for seniors to ride Muni than AC Transit (fare and transfer)
- ◆ Problems with reliability:
  - As it is, it is a huge time suck and venture into uncertainty to take AC Transit
  - AC Transit is unreliable -- services does not relate to timetable
- ◆ Problems with Route OX:
  - Consistently don't stop for passengers on Santa Clara & Broadway
  - Little room to turn near Frank Otis Elementary
- ◆ It takes 2 hours to get to school from Bay Farm
- ◆ We need an electric, island-only bus that goes east/west back and forth all day and night
- ◆ Should have fuel efficient and non-polluting buses
- ◆ The bus stop at Party Warehouse should be removed

### Driving

- ◆ Various roadway improvements needed:
  - Willow Street is too narrow – it needs another lane
  - Mariner's Square near Webster: bad left turn at stop for those traveling southbound; a 4-way stop is needed
  - Park: left turn signal needed – should should be able to turn left at all times of day; intersection at Lincoln needs to be redesigned – left turns are dangerous in current condition
  - Central/Webster: dangerous left turn; left turn light is not needed
  - Clement/Park: restriping needed
  - Lanes are too wide on Lincoln/Pacific @ 5<sup>th</sup>
- ◆ Parking on Park St can be difficult, especially during large event; residents in Park St. area should have permits to park
- ◆ Trucks/truck drivers in Alameda pose a problem
- ◆ Commissioner does not like bulbouts in street; takes longer to park and takes more room
- ◆ Police should enforce speeding laws
- ◆ Existing traffic and transportation should be fixed first at Bayport/Alameda Point, in the tube and at Pacific & Main -- will get worse with development
- ◆ Traffic speed indicator not is turned on Encinal/Paru
- ◆ Roads have potholes around tube
- ◆ Dangerous around railroads

### Ferry

- ◆ More seating is needed at the ferry terminal
- ◆ Resident enjoys ferry and would like to see it run more frequently- not just during rush hour
- ◆ Unreliable; long waits
- ◆ Limited hours on the weekend
- ◆ Too expensive
- ◆ Too infrequent one-way between Oakland and Alameda
- ◆ Schedule is inconvenient; no mid-day schedule
- ◆ Have to drive to get to ferry
- ◆ Bad holiday schedule
- ◆ Need a better approach to the terminal for bikers
- ◆ Delays when it's foggy
- ◆ Bike racks on ferry can be full

### Paratransit

- ◆ Can sometimes be “a nightmare for scheduling times and waiting up to 4 hours at the doctors office after an appointment”; chemotherapy patient given cab fare from admin support at doctor after waiting 4 hrs for paratransit to pick her up from doctor
- ◆ Sometimes too much backup on paratransit, the first person picked up can be the last dropped of at their destination
- ◆ East Bay Paratransit user says drivers are rude to her daughter, insulting and unreliable
- ◆ Drivers won't help with the elderly and disabled/wheelchairs
- ◆ Need to go to Mastick Center to apply for paratransit
- ◆ It takes too long
- ◆ “It's very discouraging”
- ◆ Drivers need better training
- ◆ Lack of information
- ◆ Paratransit should be able to coordinate pickup for small group social outings
- ◆ Rarely arrives on time
- ◆ Poor service
- ◆ Keep the sedans – the vans are too difficult to get on and off if you're not using a wheelchair

### Walking

- ◆ Problems with crossing the street:
  - Crossing Constitution by foot is a problem
  - Residents preferred crossing in front of Independence Plaza before the island was removed from the street
  - A crosswalk should be at Park and Santa Clara
  - Crosswalk needed at 6<sup>th</sup> and Haight
  - Crosswalk needed at The Franklin School
  - Lit crosswalks are nice and there should be more throughout the city
  - Crosswalks are needed at 8<sup>th</sup> St./Constitution at Atlantic

- Intersection of Park & Otis is terrible
- Safety island needed in intersection of Constitution/Ralph Appezzatto; big intersections such as here are difficult to cross for those traveling at low speeds
- Pedestrian crosswalk needs reworked at Central/Webster
- Cars park too close to intersection; you literally have to step into traffic to see if anything is coming; dangerous, does not let children walk to school alone; need longer red zones at intersections
- Central at Encinal is a hot spot for ped/auto accidents; children are hit here every year, especially during morning rush hour; even though there is a crosswalk, there is so much sunlight, too little shade -- drivers cannot see lane if they are squinting
- Crossing the street is dangerous at:
  - Webster
  - Paru & Santa Clara
  - Main & Midway
  - 8<sup>th</sup> Street
  - Santa Clara Street
  - Park & Otis
  - Broadway
  - Broadway & Otis
  - San Jose at Oak, Broadway & High
  - Central Avenue
  - Chapin & Lincoln
  - Oak Street
  - Near the high school
- Dangerous for children to cross at Gibbons/Northwood/Southwood; three intersections converge
- Cars often do not stop at crosswalk at Fernside/Garfield; dangerous for children to cross
- Wide streets need mid-street islands
- Crosswalks should have extended walk time; lights change too fast
- ◆ Problems with sidewalks:
  - Sidewalk near bus stop on Lafayette is bad
  - Roots can cause damage to sidewalks
  - Presence of dog droppings on sidewalks a problem; possible solution is the implementation of a fine
  - Walgreens sidewalk is bad
  - Sidewalk on the east side of Park going north to San Jose are bad – there are tree roots
  - 80 percent of the sidewalks on the island are not good
  - Sidewalks stop and start
  - No sidewalks where commercial businesses start
  - Sidewalk improvements near bus stops in Alameda Point to improve wheelchair access to bus stops
  - No sidewalk on south side of Blanding Avenue

- No sidewalk at Buena Vista/Tilden
- Sidewalk not handicap-accessible between 6<sup>th</sup> & Webster on Central
- Pavement is poor at:
  - Everywhere
  - Atlantic Avenue
  - Alameda Point
  - Bay Farm
  - Side streets
  - Atlantic & Webster
  - Versailles Avenue
  - Main Street
  - Webster Street
  - Central Avenue
  - Encinal Avenue
  - Gibbons Drive
  - Santa Clara Street
  - Pacific Avenue
- ◆ Walking is unsafe:
  - in the tube
  - on Webster Street
  - at Central & Encinal
  - on Park Street
  - on Buena Vista Ave
  - at Paru & Santa Clara
  - on the base
  - at Atlantic & Constitution
  - on Constitution
- ◆ Walking experience is poor on:
  - The west end of Buena Vista Avenue
  - Main Street
  - The base
  - Residential areas along Central Avenue
  - Park & Alameda
  - Bay Farm
- ◆ Problems with speed of vehicles:
  - Driving speeds too fast on Constitution, drivers too aggressive
  - Teenage resident hit twice on Oak St. near Encinal; cars too fast, don't slow for crosswalk
  - Speed of travel is too fast at Fernside/Tilden; cars don't stop at crosswalk; crossing here is "death defying"
  - Traffic is too fast on Santa Clara Avenue; drivers ignore crosswalks
  - Cars don't yield to pedestrians in crosswalk at Fernside/Encinal
- ◆ Need more crossing guards

- Flashing lights at crosswalks are not enough, crossing guards are needed
- PTA members wonder what the annual cost of guards is, as well as the requirements for becoming a guard. Could parents volunteer?
- City mentioned the possibility of the AUSD or the PTA funding guards
- By Council motion approval, president Pam Chang will begin letter writing campaign against cutting crossing guard funding
- ◆ Some residents feel unsafe walking at night
- ◆ Better lighting along Pan Am
- ◆ Someone from Anne Diament died last year because hit by a car on the beach
- ◆ Walking around can be hard
- ◆ Navigating by foot is difficult near railroad tracks in Mariner's Square near Webster
- ◆ Difficult to walk in the Bayport/Alameda Point area
- ◆ Traffic signals at Chipman crosswalk frequently do not work; need better maintenance
- ◆ 2 people hit at High/Garfield intersection recently
- ◆ Sidewalks on the naval base are awful for skating
- ◆ Pavement has potholes and animal waste
- ◆ Sidewalks are uneven
- ◆ Need more street lights on the base
- ◆ There should be a walk/bike bridge to Oakland

#### **Solutions Identified:**

- ◆ Should be able to apply for paratransit at Anne Diament, without going to Mastick Center
- ◆ Need better information, centralized information, like a flyer for Anne Diament that describes all transportation options
- ◆ Fix the sidewalks
- ◆ Run the #63 route 7 days a week
- ◆ Run the #63 to Lucky
- ◆ Move the bus stop to Webster & Atlantic
- ◆ There are still bus stops on Atlantic between Webster and Constitution – use those
- ◆ Make the #63 work for the riders, not the drivers
- ◆ Better training for drivers; driver on OX didn't know how to operate the lift
- ◆ Required sensitivity training for drivers
- ◆ Shorter distance between bus stops
- ◆ There should be a “five minute” walk to a bus from anywhere on the island
- ◆ A 4-way stop on Willie Stargell behind the college
- ◆ NW end of island- better lighting needed (trucks are parking there at night)
- ◆ Move all buses off of Santa Clara and onto Lincoln Avenue
- ◆ Widen lanes on 8<sup>th</sup> St.
- ◆ Crossing guards are needed
- ◆ More adult education on transportation
- ◆ More bus lines
- ◆ More buses
- ◆ More affordable student passes



- ◆ More routes to and from schools at the beginning and end of the school day
- ◆ Better bus shelters
- ◆ Clean up the walking area between Alameda and Fruitvale BART
- ◆ Later transit hours at night
- ◆ Make transit less crowded
- ◆ Make transit more reliable
- ◆ Use electric vehicles
- ◆ Extend light timing for street lights
- ◆ Install more street lamps
- ◆ More police protection on streets
- ◆ Mark bike boulevards similar to in the City of Berkeley
- ◆ Residents believe that the third bus stop at Alameda Point, located near unused naval buildings should be relocated to a residential area on Alameda Point
- ◆ Alameda should look into “Emery-go-round” as a model for a shuttle to get residents around to retail destinations.
- ◆ More bike racks on ferries
- ◆ More bike lanes and a continuity in the bicycle path
- ◆ Better signage for bike racks and lockers on Park St.
- ◆ City should expand its City Car Share or Zipcar program

