

# Transportation Commission

January 28, 2015

Item 4A

Action

## Transportation Commission Minutes Wednesday, November 19, 2014

*Commissioner Jesus Vargas* called the Transportation Commission to order at 7:00 p.m.

### **1. Roll Call**

Roll was called and the following was recorded:

#### Members Present:

Jesus Vargas (Chair)

Christopher Miley (Vice Chair)

Michele Bellows

Thomas G. Bertken

Michael Hans

Gregory Morgado

Eric Schatmeier

#### Staff Present:

Virendra Patel, Transportation Engineer

Gail Payne, Transportation Coordinator

Andrew Thomas, City Planner

### **2. Agenda Changes**

None.

### **3. Announcements / Public Comments**

*Staff Payne* stated that the Bike Mobile was coming to the Main Library on November 22, 2014. She also explained that the Clement Avenue Complete Street Workshop will be held on Wednesday, January 21<sup>st</sup> and the next Transportation Commission will be held on Wednesday January 28<sup>th</sup>. She then introduced the newest police officer liaison *Sergeant Ryan Derespini*.

*Sergeant Derespini* introduced himself to the Commission.

#### **4. Consent Calendar**

##### **4A. Approve Meeting Minutes – July 30, 2014**

*Commissioner Vargas* called for a motion to approve the meeting minutes for July 30, 2014.

*Commissioner Schatmeier* moved to approve the Consent Calendar. *Commissioner Bertken* seconded the motion. The motion was approved 7-0.

##### **4B. Approve Meeting Minutes – September 24, 2014**

*Commissioner Vargas* called for a motion to approve the meeting minutes for September 24, 2014.

*Commissioner Schatmeier* moved to approve the Consent Calendar. *Commissioner Bertken* seconded the motion. The motion was approved 7-0.

#### **5. New Business**

##### **5A. Review Alameda New Development and Potential Transit Opportunities (Andrew Thomas, Community Development and Becca Homa, AC Transit)**

*Staff Payne* introduced *Andrew Thomas*, Community Development and *Becca Homa*, AC Transit.

*Andrew Thomas* and *Becca Homa* presented.

*Commissioner Bertken* asked *Becca Homa* if the proposed routes mentioned would serve the ferry and others would serve the school during peak hours.

*Becca Homa* replied that the routes would be for both school and ferry connections.

*Commissioner Miley* asked *Becca Homa* about the cost constraints prior to Measure BB and since the measure passed, would routes or headways increase.

*Becca Homa* stated that the current plan was ambitious and AC Transit would not be able to cover the operating expenses without developer contributions.

*Commissioner Vargas* opened the floor to public comments.

*Doug Biggs*, Executive Director of Alameda Point Collaborative, stated that AC Transit has spoken with the group and he felt that AC Transit proposed a service enhancement, but proposed a degradation of service to residents who live in Alameda Point. He said his organization fought hard to get Line 31 out to Alameda Point and as a result, people were able to access jobs, appointments and improve their quality of life. He also pointed out that the transfer fee was a revenue enhancement program for AC Transit and his organization strongly opposed the change. Moreover, he heard discussions about transit passes becoming available to low income and

senior residents, but he wanted to see that happen before routes become discontinued.

*Staff Payne* stated that staff agreed with the transfer issue and although a number of points within the proposal were great, the transfer round trip is expensive and time consuming. She said that she spoke with Alameda County Transportation Commission to look at paratransit monies that could be passed through their scholarship program as a way to partially cover a subsidized transit pass for Alameda Point Collaborative participants. She will speak with her counterparts at the Mastick Senior Center about potential pilot programs.

*Kevin Connolly*, Water Emergency Transportation Authority (WETA) Manager of Planning and Development, thanked staff at AC Transit for addressing the City's needs. He said that WETA's service last year has doubled during the peak hours and three years ago the organization saw a 38 percent increase in ridership. He said they are optimistic about growth and the proposed line that travels to the ferry terminal would be a great benefit. He mentioned that as a father of a middle school student, increasing service reliability will help kids who travel from the east end and west end of the island.

*Commissioner Schatmeier* said he was excited to evaluate the lines and service expected in the City. AC Transit also had a community workshop in the City and that it was gratifying to see improved transit expected in the future. He felt the Commission should establish priorities for deployment of services that are important to stakeholders. He also was concerned about the transfer issue that was raised.

*Commissioner Miley* replied that *Kevin Connolly* mentioned students and student transit passes was an important point because the City encouraged students to use public transit, so the transportation system must be reliable. He echoed *Commissioner Schatmeier's* comments and he would like to see more data about trip origin, destinations and the costs associated with the services. As he reviewed the proposed lines, the Magenta line seemed a bit long to him. Regarding *Andrew Thomas's* comments about development, *Commissioner Miley* stated that it was a must to plan and encourage transit ridership. He was happy to see AC Transit engaged with the community, but he wondered how the city of Oakland fit into the plan. He wanted to know if Oakland was invited to the table as it relates to the changes. He pointed out in the staff report that Jack London Square and Lake Merritt BART will see substantial development that will impact Alameda's network and reliability. There needs to be a reliable way on/off the island.

*Commissioner Bertken* asked *Andrew Thomas* about congestion concerns and he referred to the staff report regarding supplemental mitigated negative declaration for the Del Monte Project. He then asked staff for the traffic numbers during peak hours generated from the project.

*Andrew Thomas* replied the proposed development would create 400 units at full build out, but he does not have the traffic numbers on hand. The project has an aggressive transit plan and the City hired independent consultant firm Nelson Nygaard to review the impact of the project. The analysis was done and stated that they would reduce the trips by 34 percent because of the way the project was designed.

*Commissioner Bertken* identified the area as the Northern Waterfront Priority Development Area and he asked *Andrew Thomas* if they had to go through the CEQA process.

*Andrew Thomas* replied that cities were asked by the Association of Bay Area Governments (ABAG) to identify areas that development was anticipated over the next 20 years. ABAG placed these developments in their plan and conducted their regional CEQA analysis. Regarding traffic, he said the City was becoming an urban area and that was the future. Also, increased traffic congestion stems from a boost in the economy and more people are working.

*Commissioner Bertken* said that there was a cumulative effect and wondered if that was taken into consideration.

*Commissioner Bellows* replied that each development within each Priority Development Area (PDA) has its own CEQA clearance and each project as they come up evaluates the cumulative effects of the next project.

*Andrew Thomas* said they isolate the fair share contribution towards the cumulative impact. However, there will always be more congestion as the population grows.

*Commissioner Vargas* referred to the staff report that described the development itself and he asked staff if a line could be proposed near the Veterans Affairs (VA) Hospital.

*Becca Homa* replied that the VA Hospital will run a shuttle system to each VA facility, but AC Transit will see if a route that travels near the hospital would fit. Regarding transfers, she said they designed a network that works well. The day pass would be \$5, which would be an increase of \$0.30 from the old fare. Also, AC Transit was looking at extending all the routes, but they would have to analyze the operating costs. Additionally, she has a longer draft plan that contained more data and costs, and she will provide that document to staff and the Commission. She stated that AC Transit will be working on another planning effort – the Comprehensive Operations Analysis - and that plan will go over how the transit system could be more reliable and could increase ridership in the short term.

*H.E. Christian Peebles*, AC Transit Board Director at Large, said he led a contract on Wednesday to improve the situation near the Fruitvale BART Station. He explained that the area with the most traffic issues was at Fruitvale Avenue after 10<sup>th</sup> Street. To begin remedying the issue, they bought part of the parking lot of the Guadalajara Restaurant and began concrete work to reconfigure Fruitvale Avenue from 14<sup>th</sup> to 10<sup>th</sup> Streets, which should clean up the issue.

*Commissioner Bellows* replied there was still a gap between Alameda at the turn to Home Depot and 10<sup>th</sup> Street in Oakland and the gap contained a wide right-of-way from the bridge to 10<sup>th</sup> Street.

*H.E. Christian Peebles* suggested that the Commission write a letter outlining their needs to Oakland mayor-elect.

*Commissioner Hans* asked staff if there was a bus for the community learning schools.

*Becca Homa*, replied they have not added new service for these charter schools, but have received requests. She said that the different bell times do not match up and that was part of the reason for having a more robust transit network.

*Commissioner Vargas* asked whether the two organizations Alameda Unified School District and AC Transit have met to coordinate transit service.

*Becca Homa* said AC Transit has a Senior Transit Planner who frequently communicates and manages the Supplement Transit Service for the schools and deals directly with each school's principal.

*Commissioner Vargas* recognized *Councilmember Tony Daysog* who recently advocated for performance measures to the Alameda Point development at the last City Council meeting.

*Councilmember Tony Daysog* said the idea was to make sure the language of traffic and transportation issues was solidified. He explained that development is in the context of the Environmental Impact Report (EIR) and mitigations that come out of the EIR. The Transportation Demand Management Plan raised concerns because what if the plan does not work the way it was intended to work. The idea is to have fail-safe language to deal with issues that arise.

*Commissioner Miley* explained that an interagency liaison committee between AC Transit and Alameda exists and he wondered if Alameda Unified School District (AUSD) was part of the group.

*Staff Payne* replied that the AUSD representative is *Commissioner Hans* and she invited *Commissioner Hans* and all Commissioners to attend the quarterly committee meetings.

*Commissioner Schatmeier* replied that a process should be established to express City transit priorities and he brought up the idea of creating a subcommittee to tackle the priority list.

*Commissioner Miley* seconded that idea and he suggested that the subcommittee idea be put on the next agenda.

*Staff Payne* explained to the Commission that they could take an action to form an ad hoc committee at any time since there is a quorum.

*Commissioner Vargas* asked the Commission to submit an interest on sitting on the committee to *Staff Payne*.

## **5B. Review Quarterly Report on Activities Related to Transportation Policies and Plans (Gail Payne, Public Works)**

*Staff Payne* presented the report.

*Commissioner Schatmeier* stated that within the staff report, construction began this summer on Line 51 and continues but he has not seen construction take place within the City.

*Staff Payne* said construction was centered on bus stops improvements, meaning changing stops from the near side to the far side. Also, the work involves extending the bus queue jump lane along Webster Street south from Stargell Avenue to Atlantic Avenue.

## **6. Staff Communications**

### **A. Measure BB Passes – Transportation Sales Tax Increase Recap**

### **B. Potential Future Meeting Agenda Items**

1. Point-to-Point Car Sharing Policy
2. Charter Bus Protocol
3. Update on Ferry Terminal Access (from Ad Hoc Committee)
4. Proposed I-880/Broadway/Jackson Multimodal Transportation and Circulation Improvements – Project Update
5. Bay Farm Traffic Calming
6. AC Transit's Alameda Service Plan

*Staff Payne* also brought up the idea of having a joint Transportation Commission and Planning Board meeting on the fourth Wednesday in February with potential topics as follows:

- Cross Alameda Trail
- Clement Avenue Complete Street Plan
- Central Avenue Complete Street Plan

*Commissioner Vargas* asked staff when the last joint Planning Board and Transportation Commission meeting took place and would like the joint meeting to occur regularly.

*Staff Payne* replied the last meeting was over a year ago about Alameda Point.

*Commissioner Miley* replied that it would be a good idea, but he asked that staff speak with the two Chairs to set the agenda.

## **7. Announcements/ Public Comments**

*Commissioner Vargas* said he attended a conference called Focus on the Future and the highlight was Alameda County's passage of Measure BB. He felt other counties such as Stanislaus County would like to pass a similar measure.

## **8. Adjournment**

8:20 pm