

Transportation Commission

November 18, 2015

Item 4B

Action

Transportation Commission Meeting Minutes Wednesday July 22, 2015

Commissioner Michele Bellows called the Transportation Commission to order at 7:00 p.m.

1. Roll Call

Roll was called and the following was recorded:

Members Present:

Michele Bellows (Chair)
Eric Schatmeier (Vice Chair)
Christopher Miley
Thomas G. Bertken
Michael Hans

Members Absent:

Gregory Morgado
Jesus Vargas

Staff Present:

Staff Patel, Transportation Engineer
Bob Haun, Interim Assistant City Manager

2. Agenda Changes

None.

3. Announcements / Public Comments

Commission Bellows asked for a moment of silence for *Dennis Harry Stone* who passed away on July 8 and owned Stone Cyclery.

Bob Haun stated that the changes of staffing to the Commission include *Gail Payne* moving to take the initial lead on the City's transportation study. He explained that the study was requested by the City Council to look at Transportation Demand Associations (TDA) and Transportation Demand Management (TDM) programs around the island. He went on to say that there will eventually be one TDM program for the entire island. Direction was given to staff in January to begin the study but it languished for about six months. *Gail Payne* is on loan to the Planning Department and will be there for at least

the next six months to get the study off the ground. He anticipates that the study will last for a couple of years and the results will be reported back to the City Council. He said *Gail Payne* will attend almost every single Commission meeting to present the tasks that she is working on, which is developing the scope of work and the RFP for the consultant which he anticipates will be able to be presented at the September 23rd meeting. Moreover, the Commission will be able to weigh in on the information presented. He said he will support *Staff Patel* who came back to staff the Commission. However, he mentioned that given the lack of staffing for the next six months and depending on where *Gail Payne* will be placed permanently staff will be fairly restricted on what they can do and what they can staff. Yet, staff will support the Commission and the Interagency Liaison Committee (ILC) with AC Transit.

Commissioner Miley said he looked forward to having *Gail Payne* present to the Commission as the process moves forward.

Commissioner Schatmeier asked *Bob Haun* how he saw this fitting into or supplementing the Transportation Element (TE) of the General Plan.

Bob Haun replied that was yet to be determined and he was not sure if the study would drive changes to the TE. However, the City Council will be very involved in the study. He also said they will generally try to change Single Occupant Vehicle (SOV) travel, review the ingress and egress of the island and try to improve those routes.

Commissioner Bertken asked about the role the Commission would play in the study and what would be the ultimate relationship with the Planning Board.

Bob Haun replied the Planning Board would have a lot less input than the Commission and although *Gail Payne* was assigned to the Planning Department, this is not a planning function necessarily. He said they have not discussed who *Gail Payne* will report to although she will probably report to the Planning Board. He explained that the general feeling within the City is that the Planning Department started this because there was a large report on transportation that began with *Jennifer Ott* and *Andrew Thomas*. Therefore, since they initiated and have ownership of the study then the natural direction would be for the Planning Department to complete the study.

Commissioner Miley stated that it would be useful to have the chair of the Transportation Commission speak with the chair of the Planning Board to schedule a joint meeting at some point about this issue.

Bob Haun said he suspected that at some point there will be a joint meeting because there will be a development portion of the study including how to handle the additional traffic from the developments.

Commissioner Bertken stated that if the development was a given as a supposed to be constrained by transportation, then part of the study will be dealt with where the TDM approach would be worked out along with the development.

Bob Haun replied that development was not a given because they do have some options on the future of development. He explained that some things do not have options, but with the development parcels on the books now they have somewhat of an option. Therefore, he said that may come back up for discussion about where they want to insert instances of having discretionary approval.

Louie Krevnovski, Alameda resident, stated that he lives on Central Avenue and Ballena Boulevard and he felt reducing Central Avenue from four lanes to two lanes will cause congestion and accidents because vehicles stop at the right-hand lane quite frequently and there is high turning activity from Central Avenue onto Webster Street. He also explained that vehicles will have to pass the stopped cars on the left turn lane and that will cause congestion and accidents. He suggested that the City conduct a one day traffic study by closing the two center lanes with left turns allowed. This will show you the effect it would have on traffic.

Commissioner Schatmeier asked *Louie Krevnovski* if he lives near Central and Webster.

Louie Krevnovski replied he lives on Central Avenue and Ballena Boulevard and passes that area often. He said when he drives west on Central Avenue and turns onto Webster Street there is always congestion because motorists are trying to turn right, but cannot because pedestrians constantly enter the crosswalk. He went on to say that currently cars can get around stopped vehicles in the left turn lane, but if there is only one lane traffic will back up a long way. His concern is that there will be a lot of congestion that is not foreseen by discussion.

Jim Strehlow, Alameda Resident, stated that while riding his bicycle around the city of Oakland from Alameda he noticed the following activities that could affect the city of Alameda: 1. A four to five story development is being built at Park Street right across the bridge and he did not remember the project or potential traffic implications being discussed at past Transportation Commission meetings. So, he wanted to know if that was included in past traffic studies.

Commissioner Bellows asked *Jim Strehlow* if he was speaking about the study for the Caltrans 23rd / 29th Avenue Overcrossing Project.

Jim Strehlow replied he did not remember the project being discussed and he would like to know if that development was included in any previous study and if the city of Oakland had to conduct an Environmental Impact Report (EIR) with Alameda.

Commissioner Hans replied he did not think so because the project will be a senior living area and was advertised at the Alameda Theater.

Commissioner Bellows replied that the project was advertised at the theater, but she did not remember discussing the project. However, she would look into it.

Jim Strehlow referred to the High Street on ramp going from High Street to the on ramp

at

I-880 headed northbound and westbound. He said there use to be a left-hand turn signal and once the signal was done and motorists were stopped at the light they could still make a left-hand turn. However, with the new signal it is a left-hand only turn, so when the signal is green motorists cannot make a left hand turn. He felt vehicles are trapped at the left-hand turn and he wondered who made that decision.

Commissioner Bellows replied Caltrans operates those signals if it relates to the freeway.

Commissioner Schatmeier replied *Jim Strehlow's* comment was well taken because the interchange is a disaster since it has been reconstructed.

Commissioner Bellows replied she would talk to the staff at Caltrans to see what could happen.

Commissioner Miley seconded *Jim Strehlow's* comment and said the interchange never really worked and may be worse now.

Commissioner Bellows felt the interchange was broader now.

Commissioner Miley said constructing two left turn lanes or a split left may have been brought up at a previous Commission meeting to push more traffic through. However, he felt something should be done to improve the functionality of the interchange and he hoped that staff will continue to push Caltrans to improve the functionality of the interchange.

Jim Strehlow stated that the last issue he noticed was at San Leandro Boulevard when turning left onto High Street and into Alameda on the northwest corner. He saw a sign that reads City of Alameda, and it is in bad shape. He wondered who is responsible for the sign's condition.

3. A. Transportation Commission Meeting: Wednesday, September 23, 2015 at 7 p.m.

4. Consent Calendar

4.A. Transportation Commission Minutes – Approve Meeting Minutes – March 25, 2015

<p><i>Commissioner Miley</i> moved to approve the minutes of March 25, 2015. <i>Commissioner Bertken</i> seconded the minutes. The motion was approved 5-0.</p>

4.B. Transportation Commission Minutes – Approve Meeting Minutes – May 27, 2015

Commissioner Miley stated that within the minutes *Commissioner Hans* was shown to be present and absent. Since, *Commissioner Miley* could not remember if *Commissioner Hans* was present he called for the minutes to be postponed.

<p><i>Commissioner Bellows</i> made a motion to postpone the approval of the May 27, 2015 minutes until further review.</p>

5. New Business

5.A. Review AC Transit's Draft Comprehensive Operations Analysis Study

Staff Patel introduced *Robert Del Rosario*, AC Transit Director of Service Development, to present the report.

Commissioner Schatmeier asked *Robert Del Rosario* about the proposed route that would increase service on Otis Drive and Shoreline Boulevard and is currently served by Route 20 with 30-minute headways. He wanted to know if the proposed route would be staggered with the Route 20, so one or most of them would create 15-minute headways.

Robert Del Rosario replied yes. He explained that the area on Otis Drive, from Park Street to Webster Street, would contain two routes that are 30 minutes staggered against each other creating 15 minute headways.

Commissioner Schatmeier asked *Robert Del Rosario* would there still be 15-minute service along Park Street provided by the Routes 20 and 21. However, the half hour headways would be along High Street.

Robert Del Rosario replied yes.

Commissioner Miley asked *Robert Del Rosario* for the total number of double decker buses purchased by AC Transit.

Robert Del Rosario replied 20 buses to start with.

Commissioner Hans asked *Robert Del Rosario* if the buses would fit in the tube.

Robert Del Rosario replied yes.

Commissioner Bertken asked *Robert Del Rosario* if there would be any problems with the double decker buses in the tunnel.

Robert Del Rosario replied there should be no problems and the bus should fit in the tube where the bus height is 13 feet and six inches.

Commissioner Bertken stated that there is also a limit on the side road at the Yerba

Buena Tunnel.

Robert Del Rosario replied AC Transit staff tested the limit and brought a bus over there in February and reviewed the buffer.

Commissioner Bertken asked *Robert Del Rosario* about providing weekend service since everyone is trying to get people out of their cars.

Robert Del Rosario stated that staff is looking at the cost and pacing themselves to see what ridership demand looks like. He explained that if funding became available staff could look at weekend service.

Commissioner Bertken replied access off the island on the weekend was important.

Robert Del Rosario stated that the goal was for staff to review weekday service, but weekends are just as important.

Commissioner Schatmeier asked *Robert Del Rosario* about the bus circulator concept and whether the buses would go in clockwise and counterclockwise directions.

Robert Del Rosario replied that staff created the cost out for both directions.

Commissioner Bellows referred to the fact that 85 percent of Measure BB goes for operations and that translates to \$20 million a year and she asked if those funds go through the entire AC Transit service district.

Robert Del Rosario replied that was correct, although only in Alameda County.

Commissioner Bellows asked *Robert Del Rosario* how much did the city of Alameda receive.

Robert Del Rosario replied he would have to review the numbers, but he estimated \$2 million.

Commissioner Bellows replied then none of the service proposals would really work.

Robert Del Rosario referred to 3A of the staff report or 3C in the PowerPoint presentation and stated that the route that would work would be along Buena Vista Avenue. He further explained that if AC Transit partnered up with the Estuary Shuttle they could probably make it happen. However, he felt AC Transit was committed to adding a new route with the Measure BB funds and it would be at 30-minute headways.

Commissioner Bellows replied so the City would receive one new route with 30-minute headways and everything else would be implemented later.

Robert Del Rosario replied AC Transit would also fix Route 31, which would serve Alameda Landing.

Commissioner Hans stated that one issue that his neighbors have asked him to discuss was to relieve the pressure on the Route 51 because they have to stand all the time. So, he wondered if AC Transit staff has considered that issue.

Robert Del Rosario replied staff added more runtime to the Route 51 and although the route has 10-minute headways, which is good, they felt the service does not run on the even spacing. So, staff is trying to improve the route's on time performance and reliability. Furthermore, he said the capital project for the Route 51 included relocating and removing some bus stops and looking at signal priority along Webster Street, which should relieve pressure.

Commissioner Miley asked *Robert Del Rosario* going forward to bring handouts for the Commissioners to follow along to if the staff report changes at the last minute, otherwise he appreciated the presentation. He pointed out that staff handed out comments from *John Knox White* and he wanted to present the comments to *Robert Del Rosario*. He felt *Robert Del Rosario* answered some of *John Knox White*'s questions such as bus to ferry connections. Also, *John Knox White* proposed a two-year pilot program for the bus to ferry connections, which he seconded the idea. He also said that *Commissioner Schatmeier* proposed having an ad hoc committee consisting of Transportation Commission and Planning Board members to meet with AC Transit and City staff to discuss the City's long-term and short-term priorities and he felt it would be useful to have those meetings. He also suggested that a future ILC meeting could include an agenda item that allowed the ad hoc committee to address some of the items they have discussed.

Commissioner Schatmeier said he has had conversations with *Bob Haun* about this and *Bob Haun* ensured him that it was not too late to submit ideas and comments. He put some ideas out there, but his hope was at the end of the subcommittee process that the ad hoc committee would come back to the Transportation Commission and recommend some priorities that the plan could address. He went on to say that the Commission has already created the committee and they have to decide when to meet. He also explained that his goal was to have a list of 3-5 priorities that the City would like AC Transit to address.

Commissioner Bellows replied logistically there was an issue because the public comment period closes on July 31.

Robert Del Rosario stated that the purpose of the comment period date allowed AC Transit to start the California Environmental Quality Act (CEQA) process.

Commissioner Bellows replied so this was part of the scoping of the CEQA.

Robert Del Rosario replied yes.

Commissioner Schatmeier stated that AC Transit's proposal contains some interesting ideas, but this may reallocate resources to something else and that may be a discussion

outside of this process. He understood that AC Transit *Boardmember Pebbles* has expressed interest in reviewing the Route 21 service at the next ILC meeting and he had no problem with that, but he suspected that *Boardmember Pebbles* was doing that to save some resources.

Commissioner Miley stated that one priority would be that resources already expended in Alameda stay in Alameda. He felt it was important to have different government agencies' perspectives such as the Planning Board and City staff, so if there was a way to get a meeting accomplished by using existing infrastructure that would be ideal.

Bob Haun explained that neither he nor *Staff Patel* could staff an ad hoc committee at this time due to short-term staffing constraints. He went on to say that Route 21 is on the agenda for the next ILC meeting scheduled on October 7 and that would be the appropriate time to speak to that item. He said if the Commission would like to have an informal committee they could do that without staff support, but the priority items would have to come back to the Transportation Commission for endorsement before it went out.

Commissioner Bellows replied so the ad hoc committee could present their findings to the Commission and the Commissioners could discuss the items and agendaize them for the September meeting.

Bob Haun said that would be within the appropriate window because the next public hearing is November 8. He further explained that from the City's perspective they are interested in Route 19 for the Northern Waterfront because Marina Cove II housing will be available as of spring 2016. Furthermore, he mentioned that the Estuary Crossing Shuttle was only funded for half a year and the City would like to keep that going. So, shifting the Route 19 service at Sherman to go up through Atlantic Avenue would basically pick up all the stops for the Estuary Crossing Shuttle. He pointed out that Route 31 touching Alameda Landing may have some synergy with the Alameda Landing Shuttle because there are significant contributions from Marina Cove II, Del Monte, Wind River and Marina Village who either subsidize the Estuary Shuttle or operate their own shuttle and they may want to jump on the boat too if Route 19 goes through Marina Village.

Commissioner Bellows noted that *Robert Del Rosario* mentioned that there would be a line going down Buena Vista that would ultimately shift to Clement Avenue.

Robert Del Rosario replied that staff talked about this in the very long-term and they would have to consider a number of factors such as bus stop placement and how the service would interact with the bicycle proposal along Clement Avenue.

Commissioner Bellows asked *Robert Del Rosario* why the service would be placed on Clement Avenue.

Robert Del Rosario replied to get closer to developments.

Bob Haun stated that the potential development at Boatworks would contain 182 units sooner rather than later since it has been approved by the City. Therefore, he felt the ideal time even when thinking of shifting the route to Clement Avenue would be to somehow acquire the Pennzoil property that would extend Clement Avenue.

Commissioner Bertken mentioned one of the comments from *John Knox White's* memo. He felt that the coordination with bus service to the ferry schedule is important because within the next 20 years there will not be additional capacity across the bay except what you could do with ferry boats.

Bob Haun replied that was on their radar and he currently sits on the Metropolitan Transportation Commission (MTC) Core Capacity Study Technical Advisory Group. Thus, he explained they are looking at a number of options such as the opening of a ferry terminal at Seaplane Lagoon and charging for parking at the ferry.

Commissioner Bellows asked *Bob Haun* do drivers have to pay for parking at the Jack London Square terminal.

Bob Haun replied he did not believe riders have to pay for parking, but they have to obtain a parking validation on the ferry.

Commissioner Schatmeier replied he is a bus and ferry rider, but his experience with bus service to the ferry terminal is similar to bus service to the airport. He said bus service along the Harbor Bay end are running empty and they are timed to meet the ferry, but they do not have a tremendous on time performance record. He gave an example of when he worked in Marin County and the Golden Gate Transit bus to ferry service was not in heavy demand, so when *John Knox White* proposed to conduct a pilot program there should not be empty buses to the ferry terminal.

Commissioner Bertken replied he has not seen a real survey conducted that showed where in Alameda ferry riders are coming from.

Commissioner Bellows replied that *Kevin Connolly*, Water Emergency Transportation Agency (WETA) Planning and Development, provided a map of where riders come from when he presented to the Commission last time.

Robert Del Rosario replied the bulk of riders live between Webster Street and Park Street. Residents living east of Park Street use the Harbor Bay ferry. He explained that all three proposals have their merits, but scarcity of resources forced them to prioritize.

Commissioner Schatmeier stated that one of the proposals labeled Service Enhancement Proposal # 2 for the Route O has the service truncated on the island and does not go to Fruitvale BART Station anymore. So, he wanted to know if the change would save resources.

Robert Del Rosario replied that they could do both, but what is hurting the Route O is reliability with the traffic they face when crossing into the Fruitvale BART Station.

Commissioner Schatmeier explained that he has been harping on the new transfer policy because it was a deterrent for ridership on some of the routes. However, this proposal has extended some routes to avoid transfers and he appreciated that. However, he noticed that a lot of service would go to the Fruitvale BART. Ultimately, felt one or two of the routes could possibly go somewhere else.

Robert Del Rosario replied that AC Transit staff was struggling with that idea as well.

Commissioner Bertken asked about the transfers and whether there was a cost to transfer from one place to another.

Robert Del Rosario replied for local service there is a fare per boarding. However, it is mitigated by the \$5 day pass.

Commissioner Bertken replied with the Clipper Card, Muni allows free two-hour transfers and that is more convenient.

Robert Del Rosario replied yes that is more convenient for the customer, but when this transfer policy was first materialized AC Transit was thinking about how to better capture revenue and reduce fraud with the transfer policy. However, he said Clipper does reduce the fraud, but when getting a paper transfer from the farebox that is when fraud comes into place.

6. Staff Communications

6.A. Potential Future Meeting Agenda Items

- C. K. Myers letter regarding Central Avenue Complete Street proposal
- IDrive Alameda letter regarding Central Avenue Complete Street proposal

Bob Haun stated that the letters were forwarded at the direction of the mayor to provide to the Commission, and the Commission could comment on the letters if they would like. However, he stated that the IDrive Alameda letter was different because the letter requested a response from the Commission. From his knowledge, the Commission does not typically respond to a letter. However, if a representative from the group would like to attend the next Commission meeting and appear before the Commission, then the Commissioners would reply back to the comment. Therefore, he recommended that staff could get back to IDrive Alameda to explain that the Commission would hear ideas at a future meeting, but the Commission does not respond to letters to specific people, and the letter was sent anonymously.

Commissioners Bellows and Miley agreed with staff recommendations.

Commissioner Miley stated that the Central Avenue Complete Street Proposal was part of the future meeting agenda items, so he assumed that staff would come back to provide an update.

Bob Haun replied the next meeting for the Central Avenue Complete Street Proposal will be held on September 17. He said he will update the Commission and he encouraged the Commissioners to attend. Afterwards, staff will gather the data and public input received and develop a recommendation with the Commission and City Council.

Commissioner Bertken asked about the future agenda items and whether the items are programmed, scheduled, or just discussed for the future.

1. Quarterly Report on Activities Related to Transportation Policies and Plans
2. Proposed I-880/Broadway/Jackson Multimodal Transportation and Circulation Improvements
3. Main Street Ferry Terminal Improvements
4. Central Avenue Complete Street Concept Proposal
5. Improving Service to Spirits Alley and Other Base Businesses
6. Ferry Terminals' Connectivity Improvements
7. Promote Increasing Ridership from Alameda High School and Middle Schools
8. What are Key Cross Island Lines, Ranked in Order of Priority or Ridership
9. Any Planned New Stops Based on Approved Development

Commissioner Bellows replied nothing was scheduled yet, so as things happen they will be presented to the Commission.

Bob Haun stated that if any of the Commissioners need a briefing on item 2, I-880/Broadway/Jackson he could give individual briefings. He stated that this was an Oakland project and Oakland was still going through their downtown circulation plan. He said Oakland wanted to complete the plan in conjunction with the Broadway/Jackson Committee meetings and Alameda was not participating in those meetings. However, the City is waiting for the end of this year to take a pulse of the project's stage and then they will decide where to land.

Commissioner Bertken replied on this particular project, this was a portion of Measure B funding. Thus, he wanted to know where the allocation of Measure B funds comes from.

Bob Haun replied that the funding comes from Alameda County Transportation Commission, through the expenditure plan.

Commissioner Bertken replied that part of the Measure B funds, when looking at it, will give a set amount of funding for this project.

Commissioner Bellows replied Broadway/Jackson is a capital project, not a program.

Commissioner Miley stated that ACTC tries to ensure geographic equity in the allocations for the capital program, so there was a percentage for each geographic region in the county.

Commissioner Bellows said the voters actually voted on the expenditure plan that listed Broadway/Jackson amongst other projects from different cities within Alameda County and those projects are set.

7. Announcements/Public Comments

John Bidorg, resident of Alameda County, explained that he is currently homeless living in the city of Berkeley. He wanted to touch base about AC Transit and how the bond was first created to raise funds for public transportation and assist people who heavily rely on public transportation.

8. Adjournment

7:33 p.m.