

Potential Consolidation Impacts on Transportation, Traffic, and Parking

December 4, 2018

**Committee to Consider High School
Consolidation and Alternative Scenarios**

Presentation Goals

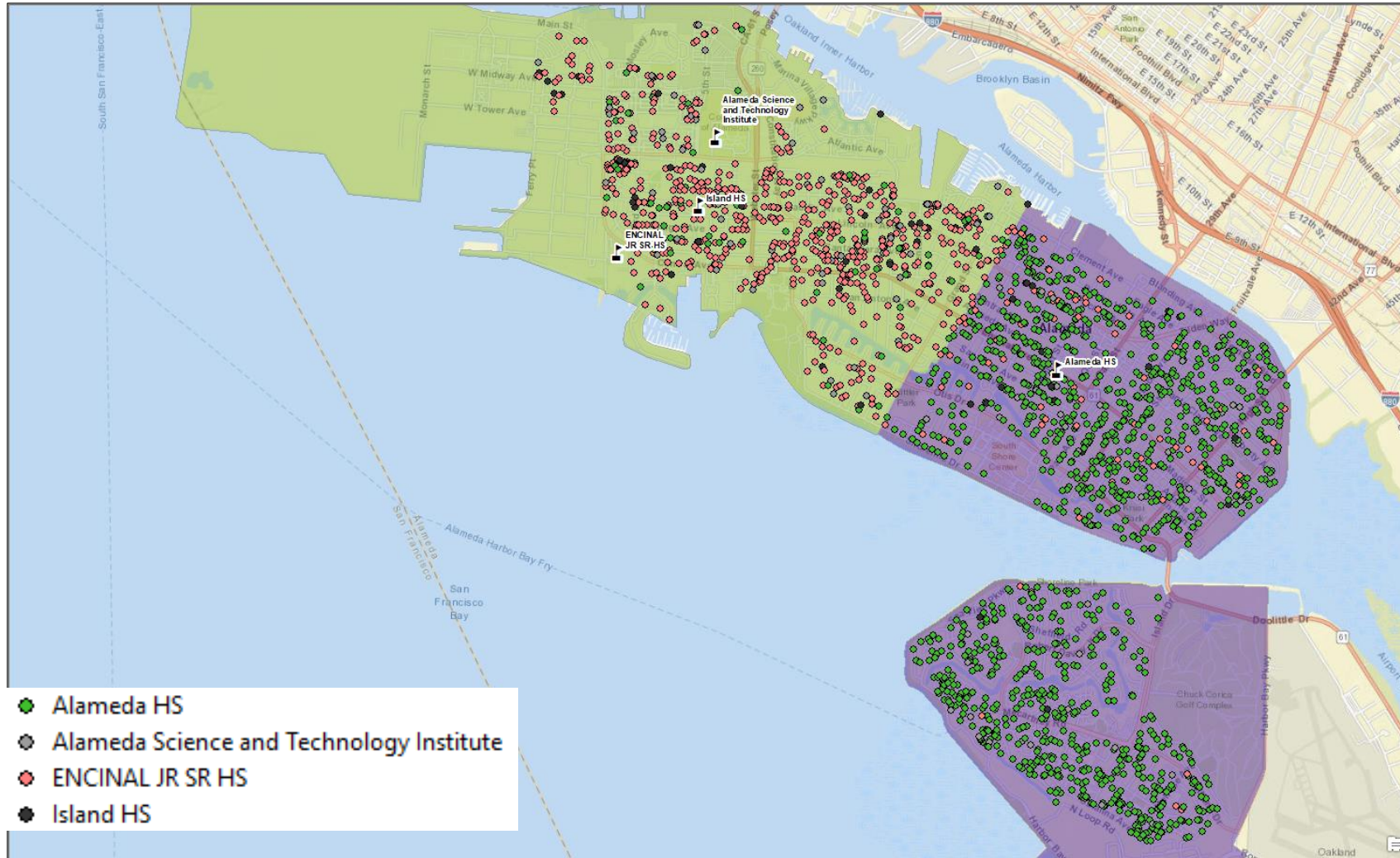
- Review available bus routes for AHS and EHS students
- Discuss potential bus routes for students if schools were to consolidate or share resources
- Consider consolidation impacts on parking at and near AHS
- Introduce potential of proposed shuttle to transport students between the high schools
- Learn about proposed new bike ways along Central Avenue

* Note: A formal traffic study would be needed to fully understand community impacts of consolidating the two schools.

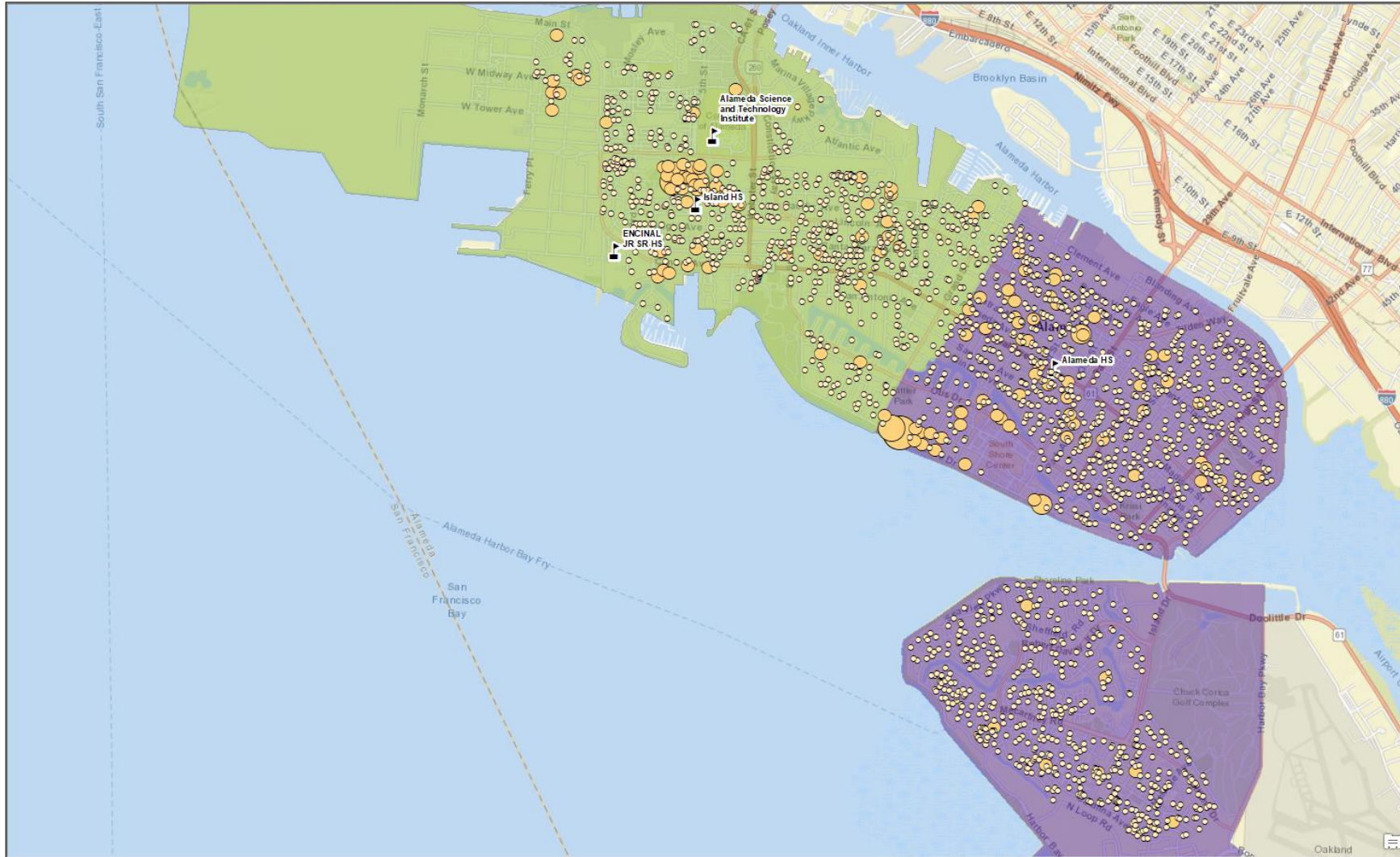
Enrollment Forecast for High Schools

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
Enrollment Forecast for High Schools	2,914	2,962	3,086	3,206	3,365	3,375	3,344	3,347	3,262	3,305	3,359
Students in Special Day Class	60	60	60	60	60	60	60	60	60	60	60
Non-Resident Students	73	73	73	73	73	73	73	73	73	73	73
ASTI	(143)	(143)	(143)	(143)	(143)	(143)	(143)	(143)	(143)	(143)	(143)
Island High	(102)	(102)	(102)	(102)	(102)	(102)	(102)	(102)	(102)	(102)	(102)
Enrollment Forecast for One High School	2,802	2,850	2,974	3,094	3,253	3,263	3,232	3,235	3,150	3,193	3,247

Current High School Students by Enrolled School

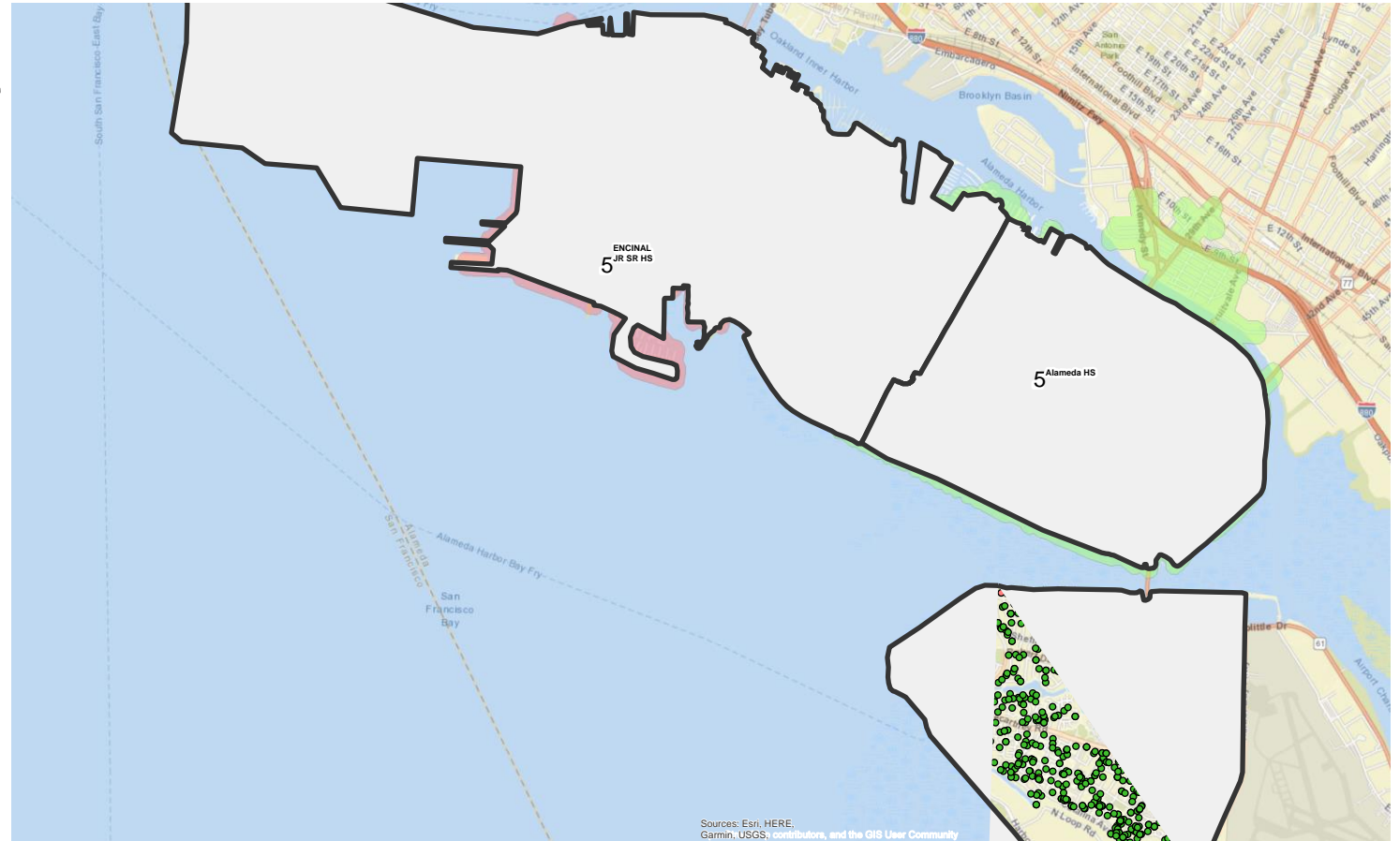


Multiple High School Students at Same Address



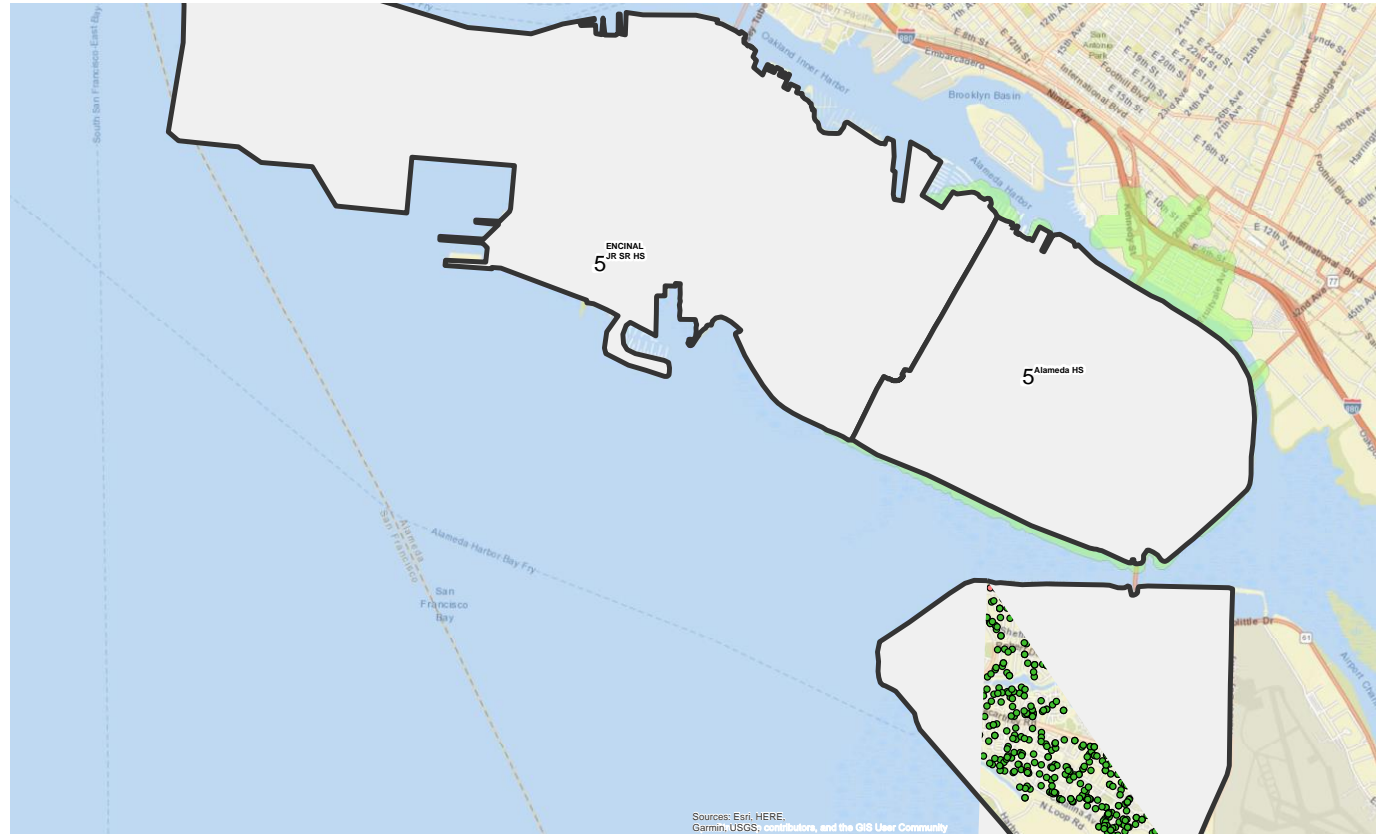
High School Walk Analysis (Current)

- Approximately 2,000 of AHS and EHS students live within 1.5 mile walk zone around their school
- 757 of AHS and EHS 9-12 students live outside of the 1.5 mile walk zone around their school
 - Most of these students live on Bay Farm Island and commute to Alameda High School



High School Walk Analysis (Projected)

- In addition to students from Bay Farm Island who commute to Alameda High, an additional 600 students would be outside of the 1.5 mile zone around the existing Alameda High campus.
 - Most of these 600 additional students would be west of 8th Street



AC Transit

- Assumptions
 - High school students would be consolidated at the Alameda High location
 - Encinal location would be used for a middle school with approximately 850 students
 - No additional funds are available to expand service

AC Transit – Existing All-Day Service

All day bus service

- Frequent transit runs every 15 minutes or better
 - Majority of routes within Alameda are not considered “frequent” with half of routes operating at every 30 minutes or more

Line #	Line Description	Headway During School Hours (Minutes)	Notes
19	Covers Buena Vista from Webster Street to Park Street	20	Students would have to walk from Thompson Field area to Alameda High
20	Webster Street to Park Street through South Shore Center	30	Long transit time
21	Bay Farm Island to Alameda High	30	
51A	Webster Street to Alameda High, via Santa Clara Ave	10-12	Fastest and more frequent route from Webster to AHS
O	Webster Street to Alameda High, via Santa Clara Ave	10-60	Fastest route from Webster to AHS

AC Transit – Existing Supplementary Service

Addition to all-day service with trip ending at a school in the morning and originating from a school in the afternoon

- 5-30 minutes of school bell time

Line #	Line Description	Primary Schools	Ridership				
			Alameda High	Encinal High	Lincoln Middle	Other Schools	Total
631	Bay Farm Island to AHS to EHS, via Santa Clara Avenue	4 trips a day - 2 before & 2 after school	105	32		37	174
663	Nob Hill to Wood Middle to EHS	2 trips a day - 1 before & 1 after school		38		11	49
687	Bay Farm Island to Lincoln Avenue	4 trips a day - 2 before & 2 after school			113		113
		Total	105	70	113	48	336

AC Transit – New Travel Patterns

- The shift of high school students out of Encinal to the existing Alameda High School site would change the travel patterns of some current Encinal students.
- Regarding students who currently walk to Encinal, the change could possibly necessitate the use of transit to get to/from school due to the increased distance they would have to travel. A new bus service, that does not currently exist, would have to be created to cater to these students.
- For some students that currently ride the bus to school, the change could provide a benefit by providing them with a more direct or frequent transit option. Alameda High is located in an area that has a number of all-day bus lines. Lines 20, 21, 51A, and O all operate within a couple blocks of the school.
- Based on existing ridership patterns, many current Encinal students living in the center of Alameda along Santa Clara Avenue/Encinal Avenue/Buena Vista Avenue would likely opt to take high frequency all-day service (Line 51A).

AC Transit – Proposed Bus Lines

The following proposal is based on providing service using the existing resources:

Line #	Line Description	Frequency
631	Bay Farm Island to AHS to restructured EHS campus, via Santa Clara Avenue	2 trips a day - 1 before & 1 after school (Down from 4 trips a day)
663	Nob Hill to Wood Middle to restructured EHS campus	2 trips a day - 1 before & 1 after school
687	Bay Farm Island to Lincoln Avenue	4 trips a day - 2 before & 2 after school
New	Main Street Ferry Terminal to AHS. Main Street into Central Avenue, L/3rd Street, R/Pacific Avenue into Lincoln Avenue, R/Webster Street, L/Central Avenue, R/8th Street into Westline Drive, L/Otis Drive, R/Grand Street, L/Shoreline Drive, L/Willow Street, R/Otis Drive, L/Park Street to AHS.	2 trips a day - 1 before & 1 after school

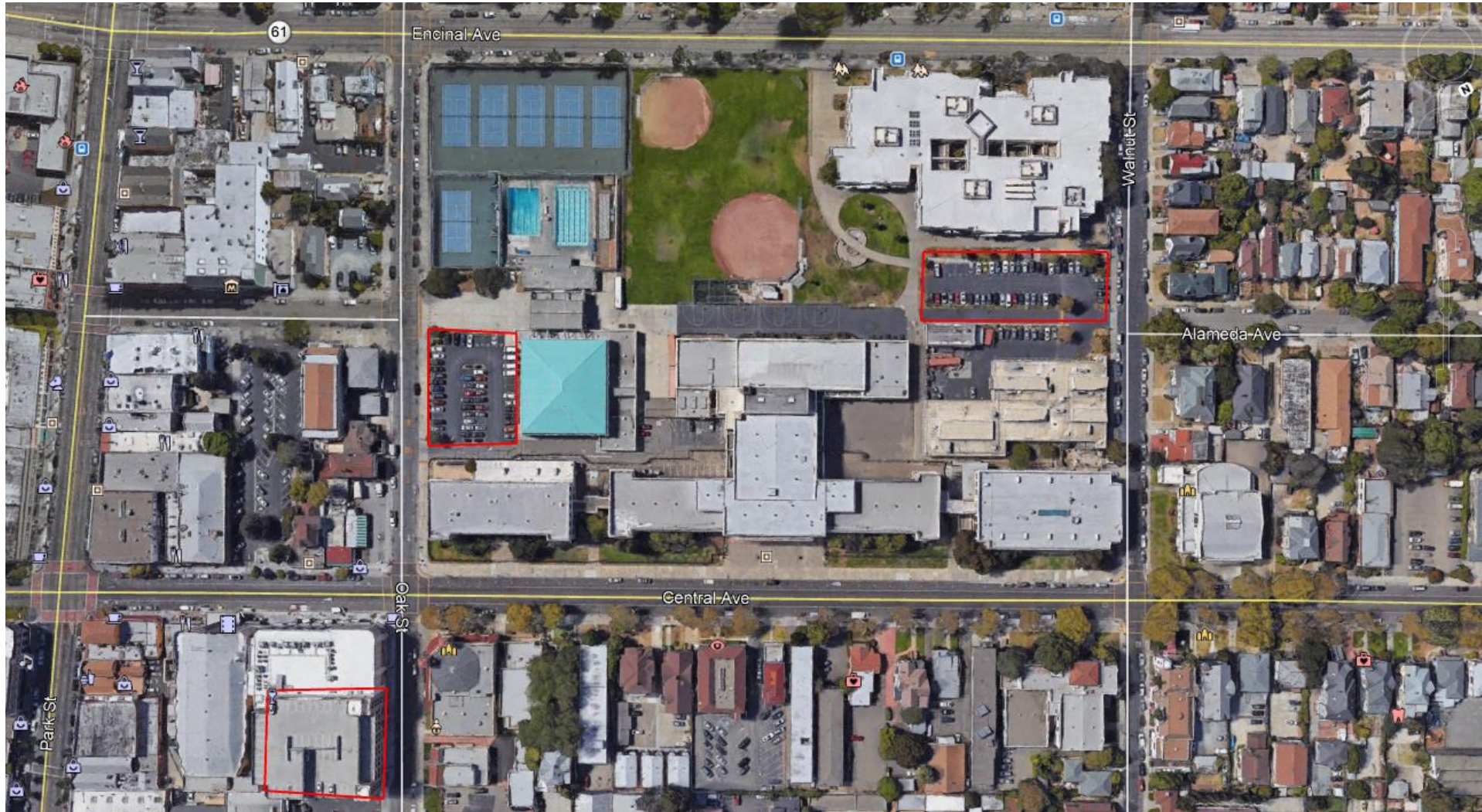
AC Transit – Summary

- Alameda High has much better transit connections than Encinal High, making it the preferred location to potentially consolidate schools.
- New travel patterns would arise with the proposed consolidation, requiring service changes.
- Morning service could be modified without adding any cost by allowing students to be dropped off slightly earlier than current service option.
- Increased interline opportunities in the afternoon would allow for a cost neutral solution.

Parking

- Approximately 200 employees would be assigned to the consolidated high school.
- Alameda High campus has parking for 109 employees.
 - Current AHS students do not use on-campus parking.
- City of Alameda is open to discuss the possibility of using the City Garage located on Oak Street for employee parking.
- Number of students who drive themselves is not known and may have an impact on neighborhood parking.
 - Neighborhood has the right to request the City to implement a “Resident Only” parking program.
 - Imposes time limits for on-street parking on vehicles without residential permit.

Employee Parking



Student Drop-off

- Number of students dropped off in private vehicles is not known.
- Special Education programs requiring transportation are located at Alameda High School.
 - Number of buses dropping students at AHS will not increase.

Alameda Shuttle - Background

- City of Alameda has set up an Alameda Shuttle Task Force to study a cross Alameda shuttle, operated by AC Transit
 - This is an independent City of Alameda project
- Originating at Alameda Point and ending near High Street/Fernside area
- City staff will present its findings to the City Council and Transportation Committee in January and February 2019
 - Use of Central and Encinal Avenue to fill the coverage gap between Santa Clara and Otis for the pilot program
 - Frequency every 12 to 15 minutes
 - Connection with other AC transit bus lines; business districts on Park, Webster, Encinal/Central; schools; public facilities and the ferry terminals

Alameda Shuttle - Funding

Funding

- Free of charge to riders
- Estimated annual cost of \$5 - \$6 million
 - Funding for a 2 year pilot project through grants
- Permanent potential funding from multiple sources
 - Business tax
 - Alameda Point and other developments
 - Potential ballot measure
 - Transportation sources (e.g., AC Transit, WETA, regional funds, etc.)
 - Potential funding from climate change, housing and jobs, and other related grants

Alameda Shuttle - Main St. Ferry Terminal to High Street

Alameda Shuttle Co

Filters ▾

- Main Street Ferry Terminal
- Seaplane Lagoon Ferry

1 line & 5 vehicles
\$1.97 million / year
Within 0.25 mi of stops:
24,391 population
5,200 jobs

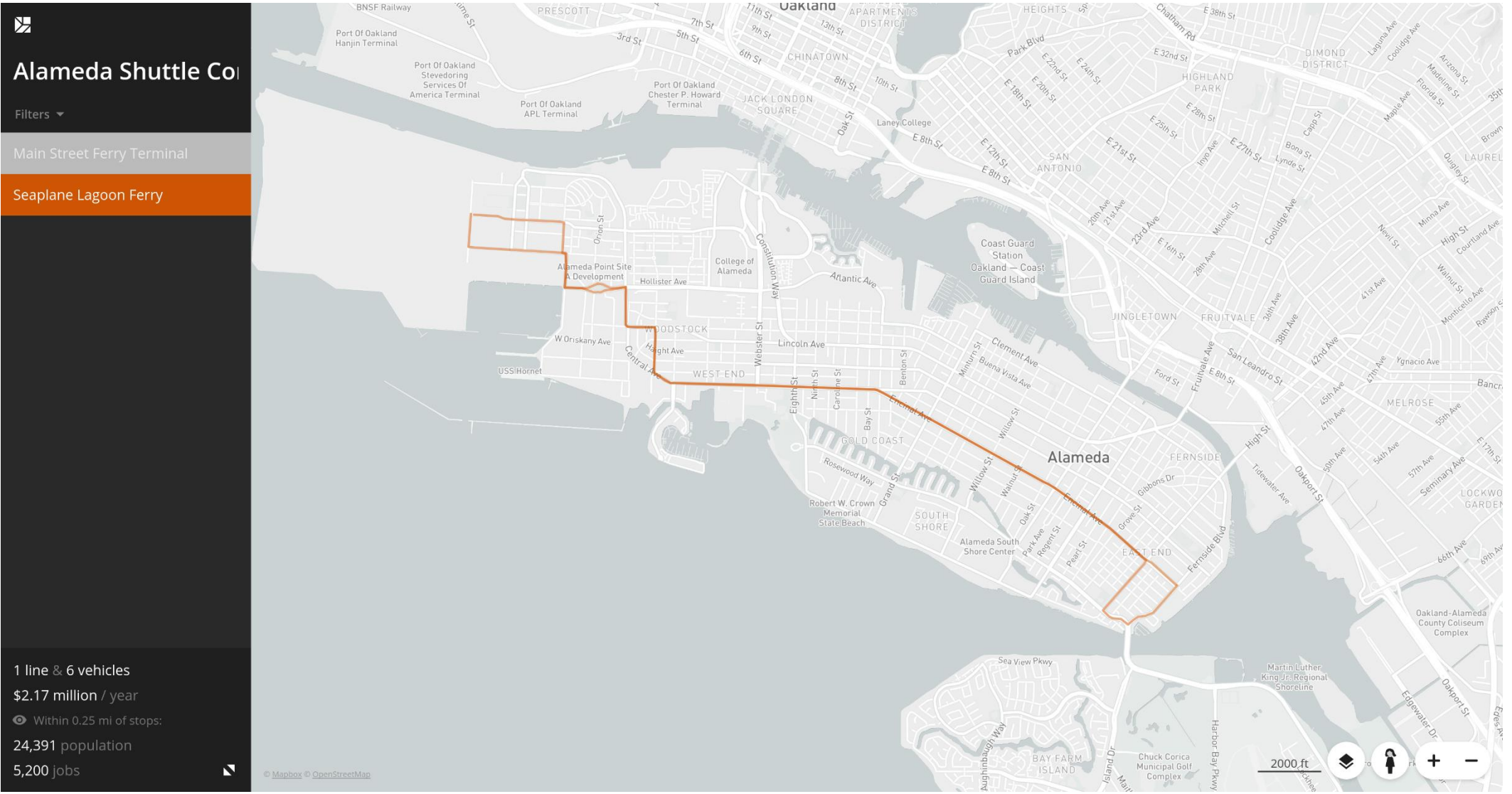
Mapbox © OpenStreetMap

2000 ft

The map displays a proposed shuttle route in Alameda, California, highlighted in purple. The route starts at the Main Street Ferry Terminal, travels north on Central Avenue, then east on Hollister Avenue, and continues east along the waterfront through the West End and East End neighborhoods, ending at High Street. The map also shows major streets, landmarks like the Coast Guard Station, and the Alameda Point area.

Subject to City of Alameda approval

Alameda Shuttle - Seaplane Lagoon Ferry to High Street



Subject to City of Alameda approval

Alameda Unified School District Shuttle

- Rental of bus to shuttle between Encinal and Alameda High school
 - Service between 8am to 3pm
 - 1 bus completing 6 to 8 round trips between two schools
 - Annual cost of a 48 person bus is approximately \$180,000
 - Annual cost of a 20-22 person bus is approximately \$90,000

Additional Costs

- One-time costs versus on-going savings
- One-time costs related to merging of schools
 - Rebranding costs would depend on scope of work
 - Gym floors, scoreboards, and new signs are big ticket items
 - High schools have incurred between \$500K to \$1M on name changes

School	On-Going Operational Costs			
	Utilities	Custodial	Maintenance	Total
Encinal Jr.Sr.	\$ 144	\$ 465	\$ 398	\$ 1,007
Alameda High	\$ 229	\$ 567	\$ 253	\$ 1,049
<i>(Dollars in thousands)</i>				

Central Avenue Safe Concept Plan

- On December 6, 2016, the City of Alameda was awarded \$7.3M for the Central Avenue project
- Separate bicycle lanes from Encinal School to 8th Street and a dedicated bicycle lane from 8th Street to Sherman

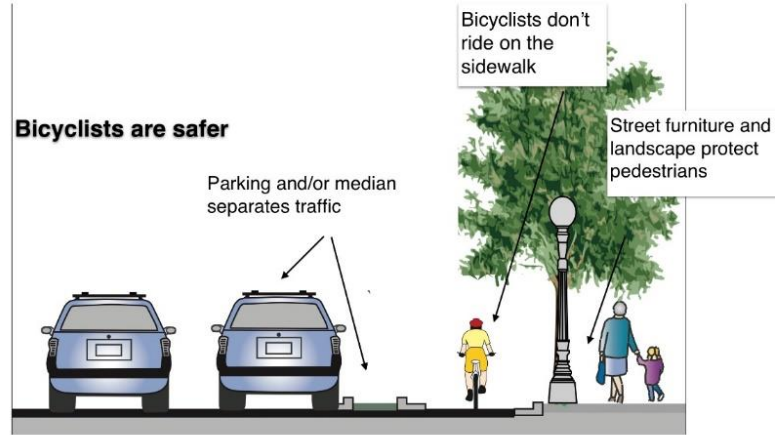


Central Avenue Safe Concept Plan



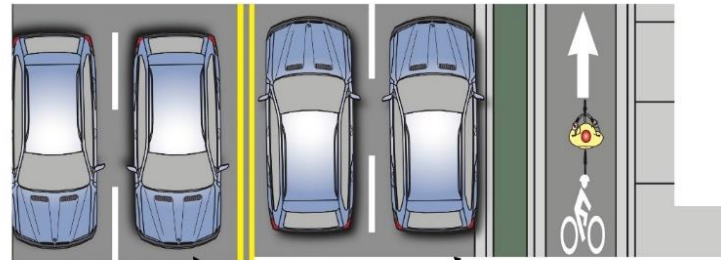
Central Avenue Safe Concept Plan

Protected Bike lanes are better for everyone



Pedestrians are safer

The rest of the street can be configured as needed

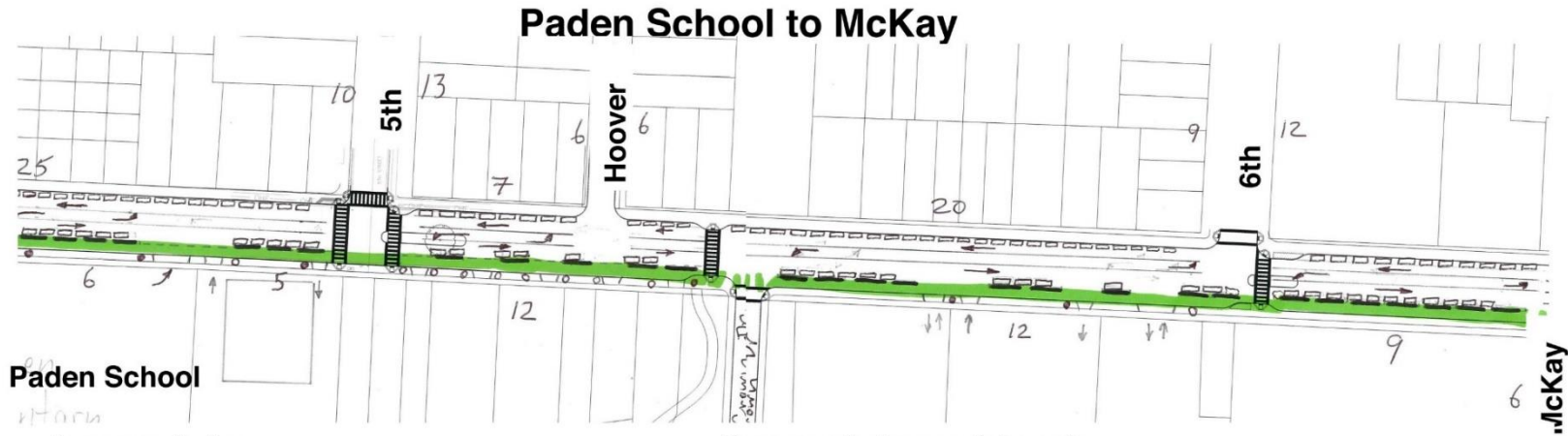


Smoother flow, cars don't interact with bikes

Parking maintained



Central Avenue Safe Concept Plan

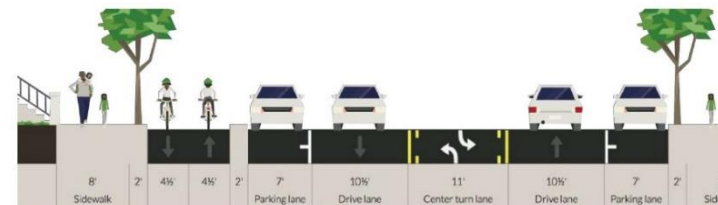
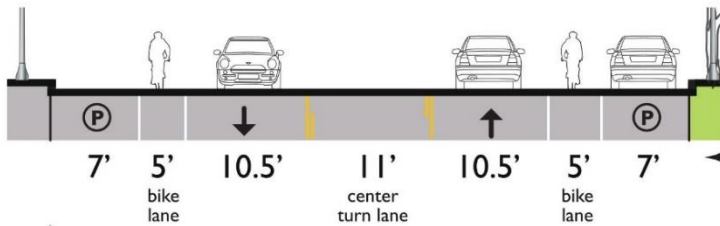


Approved plan

- 5' bike lanes
- three travel lanes
- parking on both sides

Proposed change (above):

- Continue southside cycle track with reduced width 9' + 2'
- 45' of street width for three travel lanes, plus parking on both sides
- no west bound bike lane



5 of 8



Central Avenue Safe Concept Plan



Two-Way Bikeway Example



Three Lane Street with Bike Lanes Example



Questions?