



## MEMORANDUM

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Date: May 6, 2014

Project #: 14819

To: Jennifer Ott  
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2263 Santa Clara Avenue, Room 120  
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From: Alice Chen

Project: Alameda Point

Subject: RAMP Traffic Analysis

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Per your request, I have compiled the transit assumption and the future volume forecasts for the High Density Alternative and have summarized below.

### Transit Assumptions

The transit assumptions for service to Alameda Point were reviewed for the High Density Alternative. These assumptions are assumed in the city model as modified for the Alameda Point EIR (uses the Alameda CTC Projections 2009 model with City network and zonal detail):

- **Alignment:** A transit line was coded into the model that travels from the ferry terminal/Lagoon along RAMP and turns left at Constitution to access Oakland and the 12th Street BART station. (This line is shown in yellow on the attached plot.)
- **Frequency:** The Line (called AC\_325 in the model) has peak frequency of 10 minutes and off-peak of 15 minutes.
- **Stop Locations:** There are 5 stops from Main to Webster (inclusive) and two additional stops at Orion and Ferry Point. The stops are shown on the plot as the LARGE orange dots (smaller dots are non-stops).
- **RAMP lane assumptions:** There is no lane drop on RAMP between Main and Webster (4 lanes), but it is 2 lanes from Main to Ferry Point.

In addition, the transit assumptions from the BART Access Study, which used the original TMP Model that was created prior to the Alameda Point EIR, are summarized for comparison.

- **Alignment:** Two BRT transit lines were coded into the model that travel from the ferry terminal/Lagoon. One travels along RAMP to Webster and 12th St (shown in yellow & purple for reverse direction on the plot showing the BRT line), and one along Pacific/Lincoln to Fruitvale.

- **Frequency:** The RAMP BRT line (labeled AC101) has peak frequency of 12 minutes and off-peak of 15 minutes.
- **Stop Locations:** There are 4 stops from Main to Webster (inclusive) with two additional stops between Main and Ferry Point. The stops are shown on the plots as the LARGE orange dots (smaller dots are non-stops).
- **RAMP lane assumptions:** There is no lane drop on RAMP between Main and Webster (4 lanes), but it is 2 lanes from Main to the Lagoon.

In comparison to the BRT assumptions from the BART Access Study, the Alameda Point EIR model accounts for some transit ridership given the 10-minute peak frequency.

**Traffic Volumes**

The AM and PM peak hour volumes by direction are presented in the following table:

**2035 Traffic Volumes on RAMP**

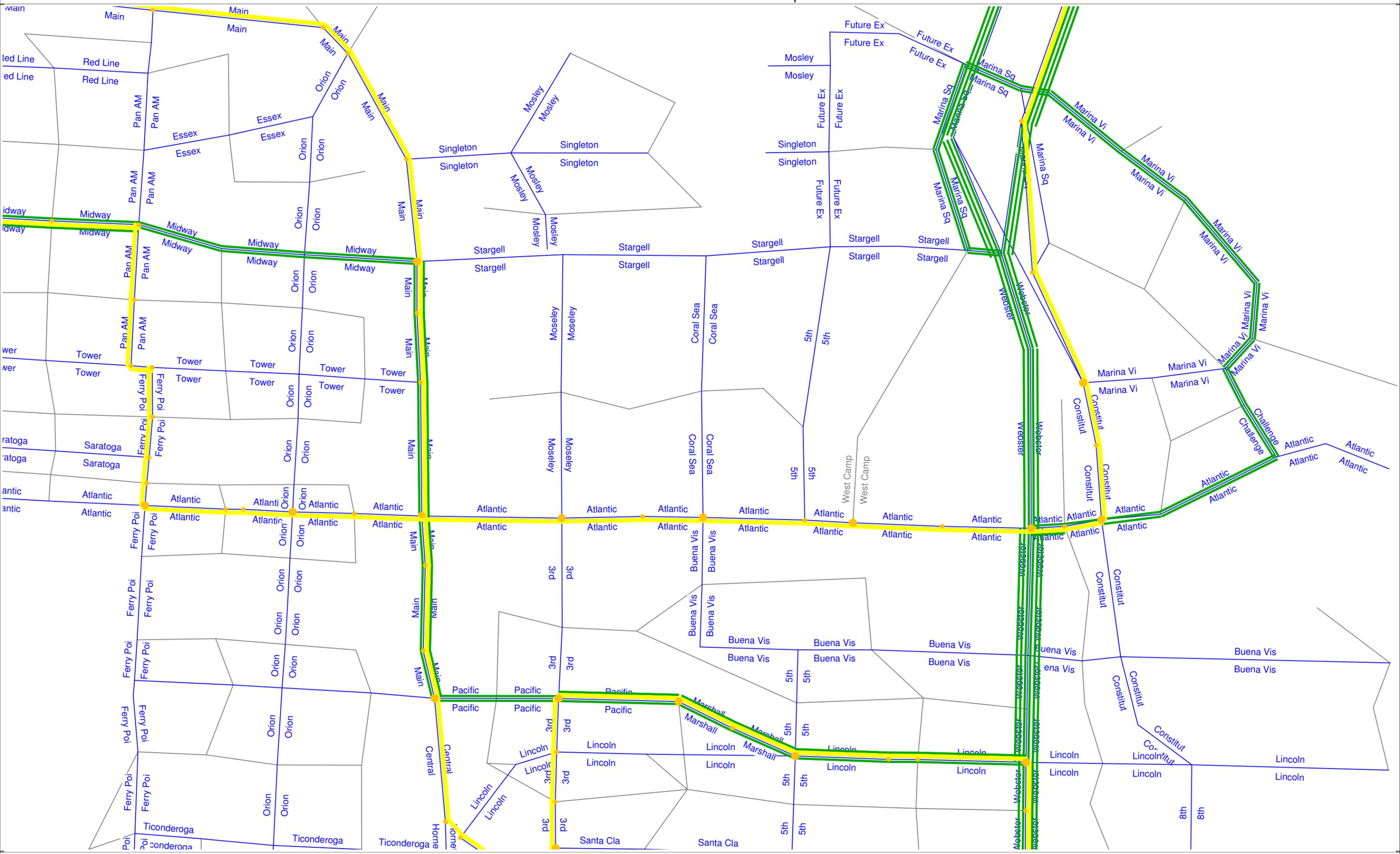
| Segment             | No. of Lanes | Peak Hour | High Density Alternative |           | BRT Study |           |
|---------------------|--------------|-----------|--------------------------|-----------|-----------|-----------|
|                     |              |           | Eastbound                | Westbound | Eastbound | Westbound |
| Webster to Fifth    | 2 / 2        | AM        | 856                      | 1,455     | 855       | 991       |
|                     |              | PM        | 1,259                    | 1,265     | 1,317     | 1,163     |
| Fifth to Main       | 2 / 2        | AM        | 820                      | 1,014     | 753       | 856       |
|                     |              | PM        | 1,124                    | 1,180     | 879       | 764       |
| Main to Ferry Point | 1 / 1        | AM        | 370                      | 536       | 273       | 415       |
|                     |              | PM        | 639                      | 619       | 415       | 288       |

In summary, the lane capacities and traffic volume forecasts in the model for the High Density Alternative indicate the following:

- Webster to Fifth: Traffic volumes would require 2 lanes in each direction during the PM peak.
- Fifth to Main: Traffic volumes would require 2 lanes in each direction during the PM peak.
- Main to Ferry Point: Traffic volumes would require only 1 lane in each direction during both AM and PM peak hours.

The traffic volumes from the BRT study have been provided for comparison, but it should be noted that these were preliminary forecasts.

City of Alameda Model P09 - Alameda Point - 2035 High Density Alt  
Location of Transit Lines and Stops



# Alameda Citywide TMP Model 2035 Network - BART Access Study - Location of BRT Line

