

## 17. Westline Drive Bus Lane

The quality of bus service in Alameda can be negatively affected by congestion along major roadways. A bus lane allows buses to bypass traffic backed up before busy intersections and to be first in-line at the traffic signal. This project would include the installation of a bus lane at Eighth Street/Westline Drive between Otis Drive and Portola Avenue.

The bus lane on Eighth Street/Westline Drive, between Otis Drive and Portola Avenue in the northbound direction, will provide about one minute of travel time savings for the AC Transit Line 20 and Line W buses. The Westline Drive bus lane will be accommodated by removing the northbound on-street parking on the east side of the street south of Portola Avenue. No travel lanes will be eliminated for this project. The time savings that this improvement offers is significant and will be an incentive to those driving on these routes to use transit. In addition, the time savings represents a potential annual operating costs savings to AC Transit as well as the benefit of increased ridership and reduced drive-alone auto travel.

This project will:

- Improve travel time and reliability for bus service along the corridor
- Create incentives for bus usage over driving alone
- Add capacity in the northbound direction so as not to negatively impact car traffic.

### Community Input

- 58 percent of telephone survey respondents "Strongly Agree" or "Agree" that Alameda should make it easier to walk, bicycle, or take transit to destinations rather than relying on a car.
- One in three of those interviewed said lack of frequent, fast, and reliable transit service is a "Major Issue" or an "Issue".
- A frequent web survey comments about buses is that respondents want more reliable and faster buses, which also was stated at community meetings.



### Estimated Costs

- Westline Drive: \$340,000 for design, engineering, and construction

### Status

- This is a new project identified in this planning process. The City of Alameda's Transportation Element of the General Plan supports the implementation of upgraded facilities to improve transit. The project is consistent with 4.3.1.j, "implement queue jump lanes and other strategies for improving transit operations".

### Benchmarks

- 2-year: Work with key stakeholders to determine if further study is needed; Apply for grant funding
- 5-year: Design and construction

Assessment: Medium Priority

Lead: City of Alameda

| Time Frame              | Goal 1:<br>To/From Alameda | Goal 2:<br>Within Alameda | Drive Alone Trip<br>Reduction | CO <sub>2</sub> Reductions | Equity Improvement | Safety Improvement |
|-------------------------|----------------------------|---------------------------|-------------------------------|----------------------------|--------------------|--------------------|
| Near-Term<br>Completion | ✓                          | ✓                         | +                             | +                          | N/A                | N/A                |