



2022

CITY OF ALAMEDA

ANNUAL REPORTS

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**GENERAL PLAN
& HOUSING
ELEMENT**

**CLIMATE ACTION
& RESILIENCY
PLAN (CARP)**

**TRANSPORTATION
PLANS**

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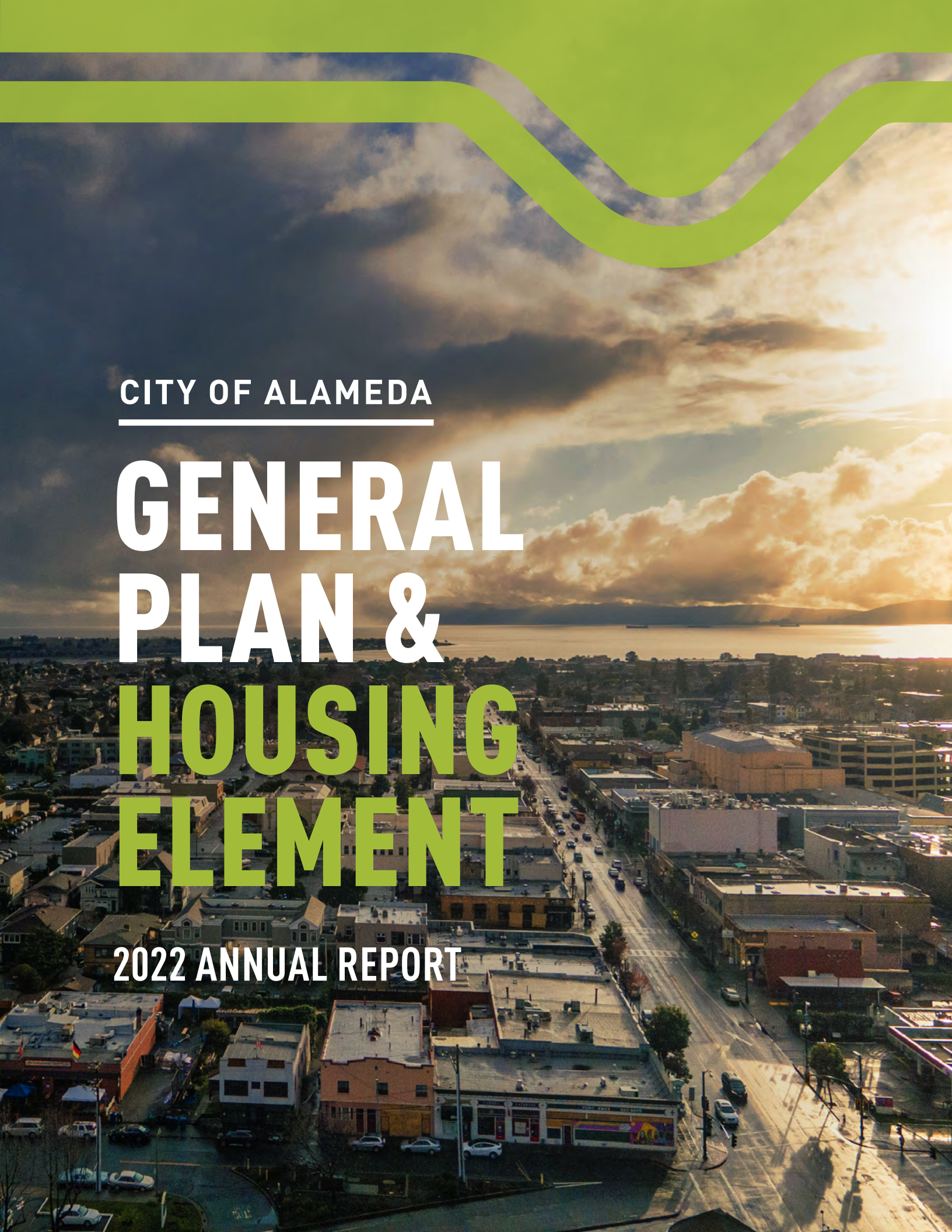
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An aerial photograph of the City of Alameda, California, taken during the 'golden hour' of sunset. The sun is low on the horizon to the right, casting a warm, orange glow across the sky and the city. The sky is filled with dramatic, dark clouds. In the foreground, a dense urban landscape is visible, featuring a mix of residential houses and commercial buildings. A major street runs diagonally through the center of the image. In the background, the city gives way to a body of water, likely the San Francisco Bay, with distant hills visible on the horizon. A large, stylized green wavy graphic is positioned at the top of the image, partially obscuring the sky.

CITY OF ALAMEDA

GENERAL PLAN & HOUSING ELEMENT

2022 ANNUAL REPORT

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Government Code section 65400 (a) requires that the planning agency (Planning, Building, and Transportation Department) annually make recommendations to the legislative body (the City Council) regarding “reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for the orderly growth and development, preservation and conservation of open-space land and natural resources ...”.

EXECUTIVE SUMMARY

Pursuant to Government Code § 65300 et seq., every city and county in California is required to adopt and maintain an up-to-date, integrated, internally consistent and compatible statement of General Plan policies to guide physical development and protect the general health, safety and welfare of the community. The Government Code also requires that the City Council annually review the adequacy of the General Plan and progress made to implement the city’s regional housing need allocation by April 1 of each year. The City of Alameda General Plan and Housing Element are available for review on the City website. www.alamedaca.gov

This annual report on the status of the General Plan provides an opportunity for the City Council and its advisory boards and commissions to consider the adequacy of the Alameda General Plan, progress made over the last year towards implementation, and priorities for the upcoming year.



Based on progress made in 2022, the priorities for General Plan implementation in 2023 are:

- **Alameda Housing Authority North Housing and Webster Street Projects:** Support the Alameda Housing Authority's efforts to provide low income affordable housing at the North Housing site and on Webster Street at the Hawthorn Suites site. .
- **RESHAP Project.** Complete the necessary amendments to the RESHAP Development Plan and Development Agreement in support of construction of 309 lower income and special needs households and the associated support services and facilities on 10 acres of City-owned land at Alameda Point.
- **West Midway Project.** Complete a Site Development Plan for the West Midway on 23 acres of City-owned land at Alameda Point.
- **Housing Regulations:** Hold public hearings to consider amendments to the:
 - » Objective Design Standards to ensure high quality architectural design.
 - » Subdivision Ordinance (AMC Article VI) to reduce process and permitting costs for housing projects requiring lot line adjustments, parcel maps, or tentative maps.
 - » Inclusionary Housing Ordinance (AMC Section 30-17) to focus inclusionary requirements on the income groups with the greatest need for deed restricted housing.
 - » Universal Design Ordinance (AMC Section 30-18) to address accessibility and visit ability in townhome residential design.
 - » Prepare for consideration a Short Term Rental Ordinance to preserve the Alameda's permanent rental housing supply.
- **Affordable Housing.** Hold at least one public hearing to provide a forum for a public discussion of the merits of an Affordable Housing Bond and/or a Vacancy Tax for the purposes of funding affordable housing and preserving the existing housing stock.

GENERAL PLAN 2040

Due to the three year effort by the Alameda Planning Board and community, the City of Alameda General Plan "General Plan 2040" is up-to-date, internally consistent, and consistent with State Government Code requirements for a valid General Plan.

In December 2021, the Alameda City Council was able to adopt the first comprehensive update of the General Plan in 30 years. Alameda General Plan 2040 includes:

01**ORGANIZATION + THEMES
OF THE GENERAL PLAN****02****LAND USE +
CITY DESIGN ELEMENT****03****CONSERVATION +
CLIMATE ACTION ELEMENT****04****MOBILITY
ELEMENT****05****OPEN SPACE +
PARKS ELEMENT****06****HEALTH +
SAFETY ELEMENT**

In July 2022, the City Council adopted additional amendments to the Health and Safety and Conservation and Climate Change Elements concurrent with the adoption of the 2022 Disaster Preparedness Plan, which was last updated in 2017.

In November 2022, the City Council adopted a comprehensive update of the Housing Element and the associated zoning amendments necessary to accommodate the regional housing need allocation (RHNA) for the eight year period from 2023 through 2031, as required by State law.



► Housing Construction 2015-2022

Government Code Section 65400 requires the City to annually consider the prior year's progress in meeting the City of Alameda's regional housing needs allocations (RHNA).

In 2014, the City Council adopted the City's Housing Element for the period 2015 through 2022. The 2014 Housing Element included the policies and programs necessary to construct at least 1,723 housing units over the eight year period. During the eight year period ending in December 2022, the City of Alameda issued building permits for 2,447 housing units.

In 2022, the City issued building permits for a total of 243 units. Approximately 113 units were located at Alameda Landing, 24 units were located at Alameda Marina, and 59 of the units were accessory dwelling units located throughout existing neighborhoods.

Although the City exceeded its goal for total housing construction, the City was not able to achieve its affordable housing goals. In the 2015-2022 period, the need (RHNA) for affordable housing included:

444

**444 units for very low
income households**

248

**248 units for low
income households**

283

**283 units for moderate
income households**

During the eight year period, every project in Alameda provided a minimum of 15% affordable housing, the projects on City owned land at Alameda Point provided a minimum of 25% affordable housing, and the Alameda Housing Authority constructed projects which were 100% affordable. **As a result, approximately 22% (533 units) of all the housing constructed in Alameda over the last year was deed restricted for lower income or moderate income households. The deed restricted affordable units included:**

267

**267 units for very low
income households**

161

**161 units for low
income households**

105

**105 units for moderate
income households**

In addition, the City issued permits for approximately 225 accessory dwelling units over the eight year period. Although these units are not deed restricted, a study of accessory dwelling units in the Bay Area by the Association of Bay Area Governments (ABAG), approximately 30% of ADUs serve very low income households, 30% serve low income households, and 30% are serving moderate income households. The study acknowledges that the affordability of ADUs is significantly affected by the fact that many ADUs are occupied by family members who may not be paying any rent at all or far below market rents due to their familial connections to the property owner. Based upon this study added an additional 67 very low income units, 67 additional low income units, and 67 additional units serving moderate income households.

The Housing Element's Appendix C Local Housing Need Assessment found that median market rate rents in Alameda are affordable to moderate income households. This is not true of home ownership opportunities in Alameda, which are not affordable to moderate income households and even some above moderate income households in Alameda. As the economy grew, the housing shortage worsened and lower income residents were displaced, the Area Median Income (AMI) for Alameda has doubled since 2010, from \$68,731 to \$115,468 in 2021. The allowable rents and sales prices for each income category have increased along with AMI. In 2023, deed-restricted moderate income rental units do not result in significantly lower rents than comparable market rate rental units.

IN 2022, THE CITY OF ALAMEDA:



Did not deny any housing applications submitted for land that was zoned for housing.



Did not receive any SB 35 applications or SB 9 applications.



Did not reduce the number of units proposed in any of these applications.



Did receive and approve two SB 330 projects: the 90 unit project on Grand Street and the 220 unit project on Mosley Avenue.

► **Housing Programs 2023-2031**

The Housing Element for 2023-2031 includes 22 programs designed to facilitate and support construction of at least 5,353 housing units over the next 8 years. As shown in Housing Element Table E-1, the need for affordable housing is severe and represents about 58% of the total RHNA.

The 22 programs represent an 8-year work program for the City of Alameda. The programs are summarized below in the order in which they are described in the Housing Element. The full text for each program can be found starting on page 16 of the Housing Element. Following each program summary below, staff has identified recommended priorities for 2023, the first year of the 8 year period.

PROGRAM 1: ALAMEDA POINT

Alameda Point Program #1 requires the City to take all necessary actions to facilitate and support the construction of 1,482 new housing units at Alameda Point at Site A in the Waterfront Town Center Specific Plan area and the adjacent RESHAP and West Midway areas in the Main Street Neighborhood Specific Plan area. In 2022, the City Council executed an amended Development Agreement, amended Development Plan, and amended Disposition and Development Agreement with the City's selected development partner, Alameda Point Partners, LLC (APP) to increase the number of housing units, to be constructed on the remaining 18 acres of vacant lands described in the 2015 Site A Development Plan as Phase 1 and Phase 2 to ensure construction of at least 610 housing units during the 2023-2031 Housing Element cycle.

PRIORITIES FOR 2023.

In 2023, the City staff, Planning Board and City Council must prioritize the work necessary to approve the necessary entitlements and permits to continue housing construction in Site A Phases 1 and 2, the RESHAP project area, and the West Midway project area. This work will require additional study of infrastructure phasing and costs.

**■ ■ The Housing Element for
2023-2031 includes 22 programs
designed to facilitate and support
construction of at least 5,353
housing units over the next 8 years.**

PROGRAM 2: SHOPPING CENTER ZONING AMENDMENTS

This program requires the City to up-zone approximately 100 acres of land at four shopping centers in Alameda that is occupied by low density, single-story commercial and service buildings, and large surface parking lots to allow for the development of at least 1,200 housing units.

PRIORITIES FOR 2023.

The required zoning amendments were adopted by the City Council in November 2022 and took effect in January 2023. As of January 2023, the City has not received any applications for housing on the recently rezoned shopping center sites. If a design review application for housing is received, staff will expedite the review with the Planning Board.

PROGRAM 3: COMMERCIAL TRANSIT CORRIDOR ZONING AMENDMENTS

This program requires the City to amend the Community Commercial Zoning District (CC District), the Neighborhood Commercial District (C-1 District), and North Park Street District (NP District), comprising approximately 110 acres of land designated for commercial and residential mixed use in the General Plan along the Park Street and Webster Street transit rich commercial corridors to encourage development of at least 499 residential units.

PRIORITIES FOR 2023.

- The required zoning amendments were adopted by the City Council in November 2022 and took effect in January 2023. As of January 2023, the City has not received any design review applications for housing on the recently rezoned corridors. If a design review application for housing is received, staff will expedite the review with the Planning Board.*
- The Housing Authority's Webster Street Hotel Conversion project is a priority for 2023.*

PROGRAM 4: RESIDENTIAL DISTRICT ZONING AMENDMENTS

This program requires the City to amend the Municipal Code R-1, R-2, R-3, R-4, R-5, and R-6 residential zoning districts and rezone five parcels to remove barriers to housing construction and support construction of at least 995 units

PRIORITIES FOR 2023.

- The required zoning amendments were adopted by the City Council in November 2022 and took effect in January 2023. As of January 2023, the City has not received any new design review or building permit applications for individual units in the neighborhoods. If a design review application for housing is received, staff will expedite the review with the Planning Board.*
- The Housing Authority's North Housing project building permits is a priority for 2023.*



PROGRAM 5: ACCESSORY DWELLING UNITS

The City shall promote and facilitate accessory dwelling unit (ADU) construction to facilitate an annual production of 50 units per year (400 units during cycle) by promoting, streamlining, evaluating and monitoring ADU construction in Alameda. In 2021, the City issued permits for 78 ADUs. In 2022, the City only received 59 ADU applications, which were all approved.

PRIORITIES FOR 2023.

- *Update and publish new ADU Handout to inform and promote ADU construction in Alameda.*
- *Continue to work with ADU construction companies to streamline ADU permit processes and reduce permit costs.*
- *Hold a public education workshop which can be taped and published on the city website explaining the ADU permitting process and incentives for ADU construction in Alameda.*

PROGRAM 6: LARGE SITES AND MULTIFAMILY HOUSING

To facilitate the development of affordable housing and provide for development phases of 50 to 150 units, the City will give high priority to processing density bonus applications and subdivision maps or other parceling that include affordable housing and multifamily rental housing. Projects with higher percentages of affordable housing and/or higher residential densities shall be given priority over projects with lower density and higher priced units. All multifamily rental projects and affordable housing projects will be reviewed against adopted Objective Design Standards, and no discretionary process will be used to reduce the number of units in the project below the number of units permitted by the applicable zoning district.

PRIORITIES FOR 2023:

- *Review and update Objective Design Standards.*
- *Update the City of Alameda Subdivision Ordinance to streamline subdivisions for residential projects and bring Alameda ordinance into compliance with Subdivision Map Act and recent changes to State subdivision regulations.*
- *Complete the necessary entitlements for the large site projects at RESHAP and West Midway.*
- *Issue building permits for the Housing Authority's North Housing project.*



PROGRAM 7: INCLUSIONARY HOUSING ORDINANCE

Continue to implement the required 15 percent affordable housing requirement on all projects over 5 units in size in Alameda. Consider modifications to the ordinance to lessen or eliminate the 7% moderate income units and increase the 4% requirement for low- income units and 4% very low income units, or alter the percentages for each level or required units in some other way, given the larger need for lower income units.

PRIORITIES FOR 2013:

Hold public hearings to consider amendments to the Inclusionary Housing Ordinance. The ordinance was adopted 20 years ago. In 2023, the need for very low and low income housing has never been more severe. In contrast, a “moderate income” family in Alameda is able to afford the average rent for a market rate rental in Alameda. Area Median Income (AMI) for Alameda has doubled since 2010, from \$68,731 to \$115, 468 in 2021. The allowable rents and sales prices for each income category have increased along with AMI. In 2023, deed-restricted moderate income rental units do not result in significantly lower rents than comparable market rate rental units.

PROGRAM 8: AFFORDABLE HOUSING INCENTIVES AND WAIVERS

The City will work with housing developers to expand opportunities for affordable lower-income housing for special-needs groups—including persons with physical and developmental disabilities, female-headed households, large families, extremely low-income households, and persons experiencing homelessness—by creating partnerships, providing incentives, and pursuing funding opportunities.

Support affordable housing development for special-needs groups throughout the city, including in areas that are predominantly single-family residential. The target populations include seniors; persons with disabilities, including developmental disabilities; single parent-headed households; and homeless persons to reduce the displacement risk for these residents from their existing homes and communities.

Prepare and publish administrative procedures by December 2023 for the processing of housing developments eligible for streamlined review pursuant to SB 35.

Pursue partnerships with the Regional Center of the East Bay to identify funding opportunities and promote housing for persons with disabilities. Reach out to the Regional Center and nonprofit partners by July 2024, and at least annually thereafter, to seek partnership opportunities.

Hold public hearings before the Planning Board in 2023 to provide a forum for a public discussion of the merits of placing a local bond measure on the ballot to help fund affordable housing in Alameda. Planning Board to make a recommendation to the City Council for Council consideration by January 2024.

PRIORITIES FOR 2013:

- *Continue to support supportive housing projects for homeless individuals, such as the McKay Wellness Center project, the RESHAP project, and the Dignity Village transitional housing project, currently under construction.*
- *Hold public hearings before the Planning Board to provide a forum for a public discussion of the merits of placing a local bond measure on the ballot to help fund affordable housing in Alameda.*
- *Hold public hearings before the Planning Board to consider amendments to the Subdivision Ordinance to expedite and reduce permitting costs of residential and affordable housing projects.*
- *Prepare and publish administrative procedures by December 2023 for the processing of housing developments eligible for streamlined review pursuant to SB 35.*

PROGRAM 9: EXTREMELY LOW-INCOME HOUSING INCENTIVES AND WAIVERS

Encourage additional housing resources for extremely low-income Alameda residents, particularly seniors and persons with physical or developmental disabilities. Assist nonprofit and for-profit developers with financial and/or technical assistance in a manner that is consistent with the City's identified housing needs. Provide financial support annually, as available, to organizations that provide counseling, information, education, support, housing services/referrals, and/or legal advice to extremely low-income households, persons with disabilities, and persons experiencing homelessness.

PRIORITIES FOR 2023:

- *Continue to support and assist the following projects designed to provide housing for extremely low income households: the McKay Wellness Center Project, the Dignity Village supportive housing project on 5th Street, the Housing Authority Phase I North Housing project, and the RESHAP project at Alameda Point.*
- *Hold public workshop(s) to consider inclusionary housing ordinance, local bond measures, and/or other incentives or financial programs to fund housing for extremely low income households and homeless individuals.*

PROGRAM 10: ASSISTANCE FOR PERSONS WITH DEVELOPMENTAL DISABILITIES

The City will coordinate with the Regional Center of the East Bay to inform Alameda families of the resources available to them and to explore incentives so that a larger number of future housing units include features that meet the needs of persons with developmental disabilities and other special needs. The City will continue to support the development of small group homes that serve developmentally disabled adults and will work with the nonprofit community to encourage the inclusion of units for persons with developmental disabilities in future affordable housing developments. The City will pursue funding sources designated for persons with special needs and disabilities.

PRIORITIES FOR 2023:

- *Establish a semi-regular meeting schedule with Regional Center of the East Bay to discuss potential programs to assist people with developmental disabilities or other special needs.*
- *Hold public hearings to consider revisions to the Universal Design Ordinance (AMC Section 30-18) to address accessibility in townhome residential design.*

PROGRAM 11: RESOURCES FOR PERSONS EXPERIENCING HOMELESSNESS

The City will continue to provide annual funding assistance to the Midway Shelter, a 24-bed, service-enriched shelter for women and children, and develop and implement a plan to establish a service-enriched shelter for men in Alameda. Additionally, the City will continue to implement the strategies identified in the "The Road Home: A 5 Year Plan to Prevent and Respond to Homelessness in Alameda" to address homelessness in Alameda.

PRIORITIES FOR 2023:

- *Continue to provide funding for Midway Shelter.*
- *Begin discussion and planning for a location for a shelter for men in Alameda.*

PROGRAM 12: FAIR HOUSING PROGRAMS

The City shall continue affirmatively further fair housing. Continue to support the Rent Program (Alameda's Fair Housing and Tenant Protection Ordinance) efforts to prevent displacement and moderate rent increases for tenants of all income levels.

PRIORITIES FOR 2023:

- *Continue to enforce the Fair Housing and Tenant Protection Ordinance*

PROGRAM 13: TENANT PROTECTIONS

The City will take actions to reduce displacement risk due to discriminatory actions. Ensure all tenants have access to legal counseling, and landlords are aware of their rights and responsibilities. Support coordination of biannual workshops for landlords and property managers on discriminatory practices, reasonable accommodation requirements, and resources and an annual presentation to staff on fair housing practices, beginning in 2023. Continue to enforce just cause eviction ordinance requirements to reduce displacement due to discrimination and enforce anti-discrimination regulations. Distribute clear actionable information regarding tenant protections to all landlords and tenants at least annually on the City's website, through social media, and other standard City information outlets.

PRIORITIES FOR 2023:

Continue to provide and improve tenant protection programs.

PROGRAM 14: REPLACEMENT HOUSING

To facilitate place-based revitalization for households at risk of displacement due to new development, the City will require replacement housing units subject to the requirements of Government Code, Section 65915, subdivision (c)(3), when any new development (residential, mixed-use, or nonresidential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to non-vacant sites and vacant sites with previous residential uses that have been vacated or demolished.

PRIORITIES FOR 2023:

Continue to require replacement housing units subject to the requirements of Government Code, Section 65915.



PROGRAM 15: AFFORDABLE HOUSING MONITORING

The City shall maintain and update the affordable housing database as a mechanism to monitor and identify units at risk of losing their affordability subsidies or requirements. For complexes at risk of converting to market rate, the City shall contact property owners of units at risk of converting to market-rate housing within three years of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. Coordinate with owners of expiring subsidies to ensure the required notices to tenants are sent out at 3 years, 12 months, and 6 months. Work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California and local Alameda law.

PRIORITIES FOR 2023:

Continue to monitor the deed restricted affordable housing stock.

PROGRAM 16: FIRST-TIME HOMEBUYER PROGRAM

The Community Development Department will continue to assist first time home buyers by participating in the Alameda County Housing & Community Development Department Mortgage Credit Certificate (MCC) and Down Payment Assistance (DPA) programs, which provides down payment assistance to low- and moderate-income first-time homebuyers, homebuyer workshops. The Community Development Department will advertise this program through mailers or similar strategies in areas with high rates of renter-occupied households, such as in west Alameda, to increase awareness of housing mobility opportunities. The City will assist lower-income residents locate affordable housing opportunities, such as through a database or website of retail listings, realtor contact information, or other strategies.

PRIORITIES FOR 2023:

Continue to assist first time homebuyers.

PROGRAM 17: NEIGHBORHOOD REVITALIZATION

The City shall continue to assist in the improvement of lower income owner- and renter-occupied housing units in the city through a variety of programs that provide funding to lower income households to create new lower income rental units in existing vacant or underutilized residential structures, to repair and improve their homes, assist property owners with low- and very low-income tenants repair and improve their units, and assist eligible seniors and persons with disabilities in making modifications to their residences. Programs include: the Rental Rehabilitation Program, the Housing Rehabilitation Program, the Substantial Rehabilitation Program, the Soft Story Structural Assessment Grant, the Fire Department's Housing Safety Program, the Minor Home Repair Program, the Accessibility Modification Program, and the Amnesty Program.

For the purpose of discouraging removal of residential units from the housing supply, research and present the potential benefits and mechanics of adopting a Vacancy Tax on vacant residential buildings or units at a public hearing before the Planning Board by July 2024, at which the Planning Board may make a recommendation to the City Council. When considering a potential vacancy tax, also consider existing AMC Section 13-15 Boarded Building and Vacant Parcel Monitoring Fee.

PRIORITIES FOR 2023:

- *Continue to implement the City's neighborhood revitalization programs.*
- *Begin public discussion of the merits of a Vacancy Tax on vacant residential buildings.*

PROGRAM 18: UTILITY ASSISTANCE PROGRAMS

Alameda Municipal Power (AMP) will continue to provide funding assistance to lower income households in need of help with their electric bills. Fund at least \$150,000 annually to lower income households to reduce displacement risk due to utility costs.

PRIORITIES FOR 2023:

Continue to implement the Utility Assistance program.

PROGRAM 19: PROMOTE ENERGY CONSERVATION

Continue to offer residential customer energy services that include the weatherization cash grant program, rebate program for energy efficient lights, meter lending program, rebate program for energy efficient appliances, second refrigerator pickup program, free energy audits, energy Assistance Program to help low-income residents reduce their energy use. Provide annual funding in the amount of \$150,000 to lower income households to promote rehabilitation through weatherization or other energy conservation measures for at least 15 households.

PRIORITIES FOR 2023:

Continue to implement the Energy Conservation program.

PROGRAM 20: ENVIRONMENTAL HEALTH

Facilitate place-based revitalization of neighborhoods, such as the NAS Alameda Priority Development Area in west Alameda and the Northern Waterfront Priority Development Area along the Estuary, which are more heavily impacted by hazardous wastes from prior industrial uses, lead based paint remediation, diesel particulate matter from proximity to regional freeways and the Port of Oakland. Continue to work with the US Navy, DTSC, and property owners to remove hazardous materials, such as lead based paint and other hazards resulting from prior uses in West Alameda and the Northern Waterfront.

PRIORITIES FOR 2023:

Continue to work with local property owners and regional and national agencies to improve environmental health.

PROGRAM 21: MUNICIPAL CODE AMENDMENTS TO REMOVE CONSTRAINTS

The City will annually review, and amend as necessary, the Municipal Code to ensure consistency with State Housing Government Code requirements and remove or lessen constraints on new housing development, pertaining to, but not limited to emergency shelters, transitional and supportive housing, Low-Barrier Navigation Centers, and Residential Care Facilities.

PRIORITIES FOR 2023:

Continually evaluate AMC provisions for unnecessary or inappropriate constraints on housing.

PROGRAM 22: ANNUAL REVIEW, MONITORING, AND THE 5-YEAR PIPELINE REPORT.

The Planning Board shall hold an annual public hearing in February or March to evaluate progress toward meeting housing goals and regional housing needs obligations. The review will examine annual quantitative housing production goals and monitor vacant and non-vacant sites in the sites inventory, and if the City is not meeting those quantitative goals, the staff will make recommendation to the Planning Board on adjustments to processes or requirements to improve performance. At the public hearing, the Planning Board will make recommendations for City Council consideration and action.

The annual review will include a review of the Annual Progress Report on the Housing Element implementation in the format required by HCD as defined by Government Code Section 65400(a)(2)(B),

PRIORITIES FOR 2023:

Hold a public hearing to evaluate housing goals, accomplishment, and priorities for upcoming year.

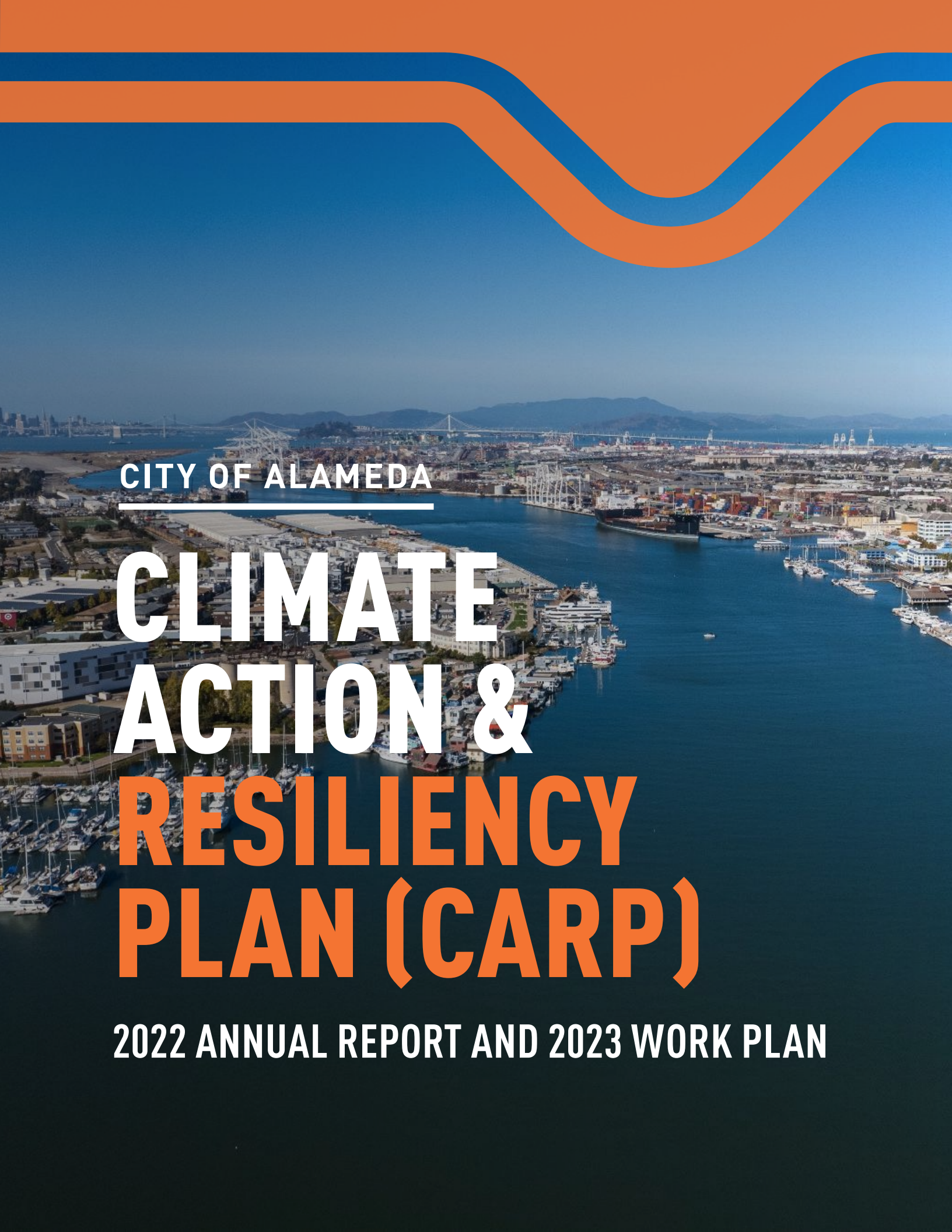
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CITY OF ALAMEDA

CLIMATE ACTION & RESILIENCY PLAN (CARP)

2022 ANNUAL REPORT AND 2023 WORK PLAN

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INTRODUCTION

Climate Action and Resiliency Plan (CARP) annual reports are presented to the City Council in March each year to align with the presentation of the Transportation Annual Report and Work Plan, which has significant implications for climate mitigation. Appendix B of this annual report also serves as the annual report of Alameda's Climate Adaptation and Hazard Mitigation Plan, which was adopted in 2022, as required by FEMA.

The CARP was adopted by the City Council in 2019 with the goal of reducing greenhouse gas emissions (GHG) by 50% below 2005 levels and becoming carbon neutral as soon as possible while adapting to a changing climate. Following CARP adoption, the City declared a climate emergency which includes a goal of becoming carbon neutral by 2030 together with fully electrified buildings and transportation. CARP calls for safe routes for walking and biking, high quality public transit, a resilient and distributed electrical grid, zero waste,

and carbon sequestration through tree planting and mulching. Many of these actions will also improve quality of life for Alamedans, making their homes safer, improving traffic safety, reducing heat island effect, and more.

The introduction of 100% clean energy by AMP in 2020 set the stage for Alameda to achieve net zero emissions through fully electrified buildings and transportation. To decarbonize buildings, the City has established policies requiring that all new and substantially remodeled buildings be all-electric.

Now the focus turns to the more challenging work of upgrading existing buildings to be climate-ready. In 2022, staff developed the [Equitable Building Decarbonization Plan](#) which outlines a phased approach to equitably implement the programs, policies, financing and community education and engagement that need to be in place by 2030 to make this transition.

In 2022, the State and Federal government took several important actions that will significantly accelerate Alameda's building decarbonization plans.

- The Inflation Reduction Act passed by Congress represents the largest clean energy investment America has ever made with up to \$14,000 in incentives for every household to electrify the appliances they rely on, putting the US on track to achieve 40% emissions reductions by 2030.
- The State of California directed an additional \$145 million to continue the statewide TECH initiative aimed at accelerating the adoption of clean space and water heating technology in California homes.
- The California Air Resources Board (CARB) adopted a new rule that will ban the sale of all new natural gas-fired space heaters and water-heating appliances by 2030.

Together, these significant developments signal that the transition to green, zero emission buildings is under way and Alameda is well positioned to make significant progress in this area while improving the health, safety and energy affordability of older buildings.



*EV charger and solar*

Alameda is also making strides on zero emission transportation with the adoption of the Active Transportation Plan in 2022 to provide safe, comfortable, and accessible ways for people of all ages and all abilities to get around Alameda by walking, biking, or using wheelchairs and mobility scooters, pedal and electric scooters and bikes, and 68 miles of new or upgraded bikeways and trails. Even as

Alameda's population is growing, 984 fewer vehicles are registered in Alameda since 2017 and an increasing share of those vehicles are electric (totaling 5.2%). In a city where half the population are renters, providing publicly accessible EV charging stations will be critical to ensuring that all residents have equal access to vehicle charging.

The number of vehicles Alameda decreased by 8% between 2017 and 2022 while the share of EVs increased to 5.2% of all registered vehicles.



Flooding on Fernside Drive (left) and Main St (right) during December 31, 2022 winter storm

CARP also commits the City to adapt to climate change. In 2021, Alameda convened the San Leandro Bay/Oakland-Alameda Estuary Adaptation Working Group to accelerate implementation of shoreline adaptation projects in coordination with our shoreline partners and community members. The Working Group has been meeting regularly over the past 18 months and has been successful in winning grants in 2022 to develop a long-term adaptation plan and to address high priority flooding locations identified in CARP.

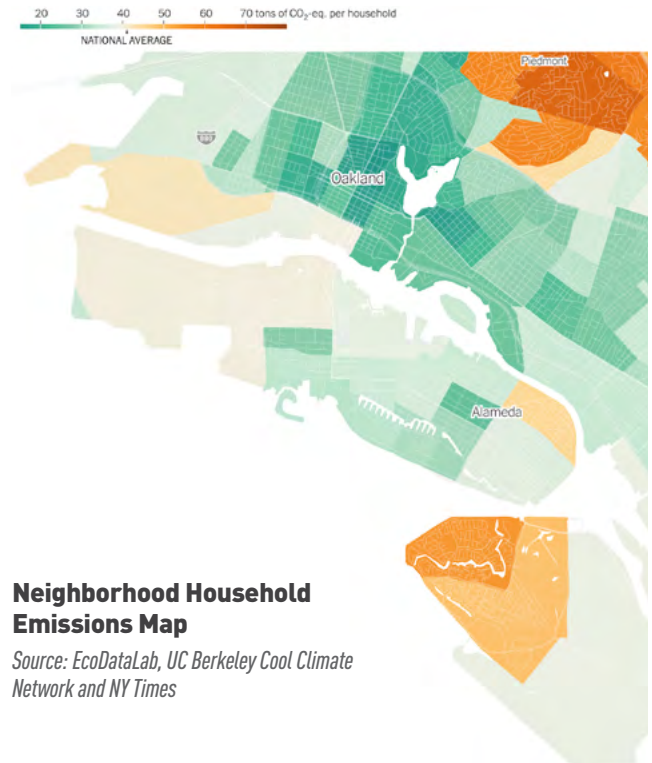
The winter storms in late December and January 2023 that correlated with very high tides are reminders of the vulnerabilities we face as a low-lying island community (see inset). Such events are projected to become more severe and frequent in the future. The city struggles with street flooding from storm drains during heavy precipitation events and is upgrading the stormwater system's capacity to help address some of these issues. Today's 100-year storm represents approximately 3.5 feet of sea level rise, projected to occur around 2070 with a high GHG emissions scenario.

The City of Alameda cannot avert climate change on its own. Community members, business, other cities and counties, the state, federal government, and the world must all collaborate in an immediate and concerted effort to reduce global emissions. Individuals can commit to changes in their personal lives. Some already emit less than the national average (see inset). Walking, biking and taking transit, driving electric for trips that must be made by car, making energy efficiency upgrades in homes and switching gas appliances to electric ones, taking fewer plane flights, buying less or used, eating a low meat diet, and reducing food waste are some of the small changes all community members can make that add up to big changes across the whole community. Together we can make a difference and secure our future on this island.

► Vision & Goals

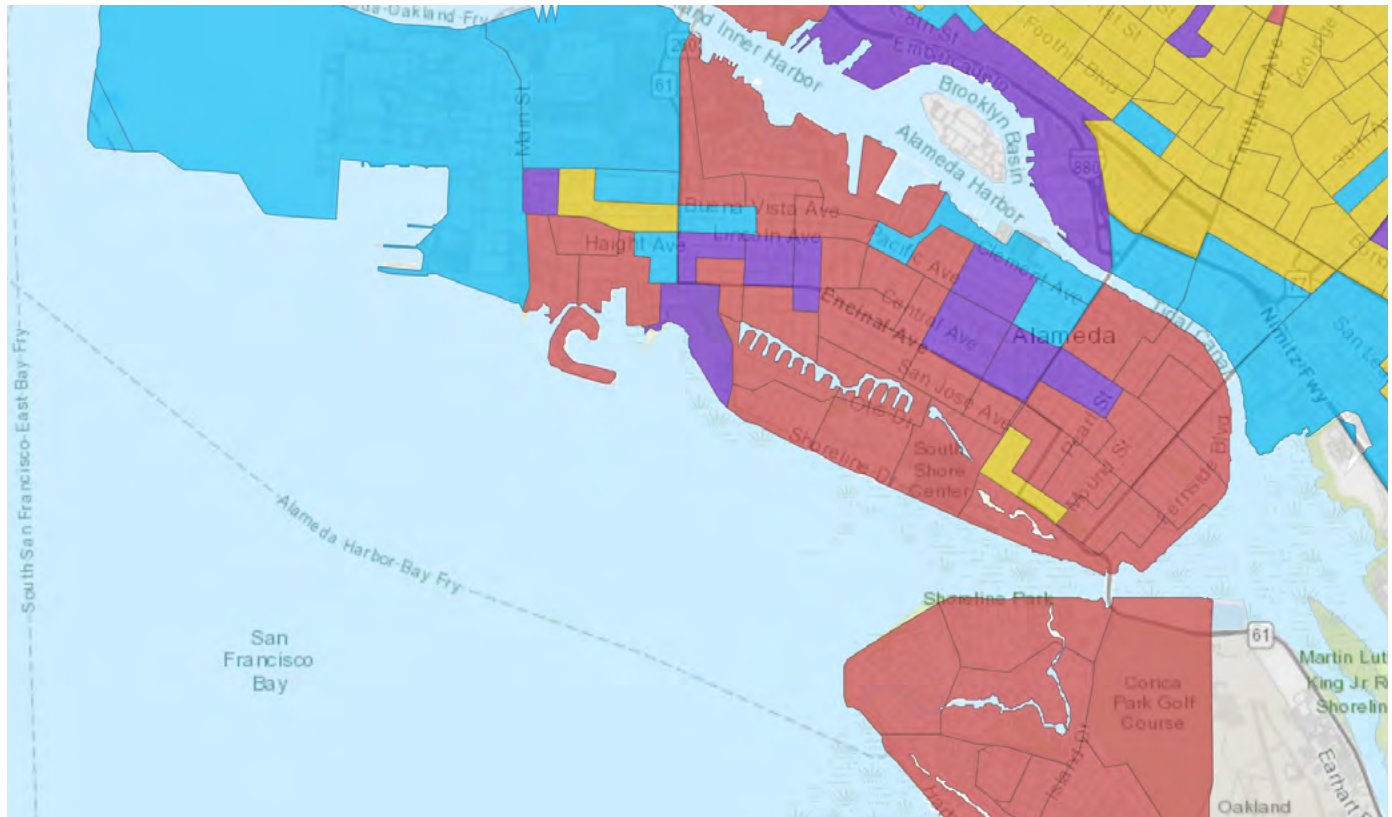
By promoting both GHG reduction and climate adaptation measures, CARP implementation is helping Alameda increase resilience to climate change and ensure a sustainable and healthy environment, improved social equity, and a vibrant economy. The CARP outlines a path to achieve nine targeted goals in support of the overarching vision (see inset). These goals include an ambitious target for GHG reduction, a set of goals for increasing resilience to climate hazards, and a final goal for the City to effectively implement the plan and build capacity. These goals were slightly revised the 2022 Climate Adaptation and Hazard Mitigation Plan.

- **GHG Reduction:** Reduce GHG emissions to 50 percent below 2005 levels by 2030 and achieve net zero GHG emissions as soon as possible.
- **Sea level rise and storm surges:** Protect assets from sea level rise and storm surges, including community vitality and recreational opportunities, plan future land use to avoid impacts, and enhance natural shoreline habitat to mitigate impacts.
- **Inland flooding:** Increase the resilience and capacity of the stormwater system to prevent flooding of assets during extreme precipitation events.
- **Drought:** Reduce water consumption and increase drought-resistant landscaping.
- **Extreme heat:** Reduce the heat island effect and protect vulnerable populations from heat impacts during heat waves.
- **Wildfires:** Protect public health from smoke impacts during wildfire events, especially among vulnerable populations.
- **Earthquakes:** Minimize loss of life, community disruption, and property damage in an earthquake, especially for areas at risk of liquefaction, and prepare for a timely and equitable restoration of community functionality.
- **Tsunamis:** Reduce property damage and loss of life in a tsunami and prepare for the safe evacuation of people from the tsunami zone.
- **Effective implementation and capacity building:** Develop financial and human resources and increase transparency, community engagement, social resilience, and support for effective implementation of climate adaptation and hazard mitigation strategies.



VISION FOR THE CLIMATE ACTION & RESILIENCY PLAN

Alameda is an innovative leader in achieving net zero carbon emissions and community resilience as soon as possible, and serves as a model for similarly impacted cities to do the same. Our community members are a vital part of this ongoing process.



Community Vulnerability (2020)

Source BCDC Community Vulnerability (2020)



► Commitment to Equity

In the development of CARP, social equity was considered when assessing the potential impacts of climate change, the costs and benefits of proposed City actions, and project prioritization. To better understand the impacts of climate change locally, the city uses BCDC's community vulnerability map. By incorporating social vulnerability into CARP implementation, staff recognizes that hazard events do not have the same impact on every household: impacts are influenced by income, ability, age, English language proficiency, and other socioeconomic characteristics. The CARP is committed to implementing adaptation and GHG reduction strategies that are socially beneficial, especially for underserved communities. One example is the CARP's prioritization of equity is mode shift strategies that increase transit, bicycle and pedestrian safety and access, making affordable mobility options available to a broader range of Alamedans. Another equitable strategy is AMP's rebate program for used EVs, launched in spring 2020, which allows more Alamedans to enjoy the cost savings and cleaner air from driving a zero-emissions vehicle. The Equitable Building Decarbonization Plan developed in 2022 lays out a plan for how to support low- and moderate-income households in the transition to affordable, green, electric homes.

CARP implementation is a further opportunity to align both GHG emission reduction goals and racial equity goals and create a process that facilitates a just transition into a sustainable future. The City will ensure that policies and programs developed to implement CARP are beneficial to vulnerable populations and that they address the needs of vulnerable communities. Inclusive outreach and engagement were a priority in the CARP development process and continues to be a priority through implementation.

2022 ACCOMPLISHMENTS

Staff and departments across the City made significant progress in 2022 reducing GHG emissions and waste and adapting to climate change. Key accomplishments are summarized below. **Appendix A** provides a detailed description on the status of each of the 2022 CARP priorities.

GHG REDUCTION

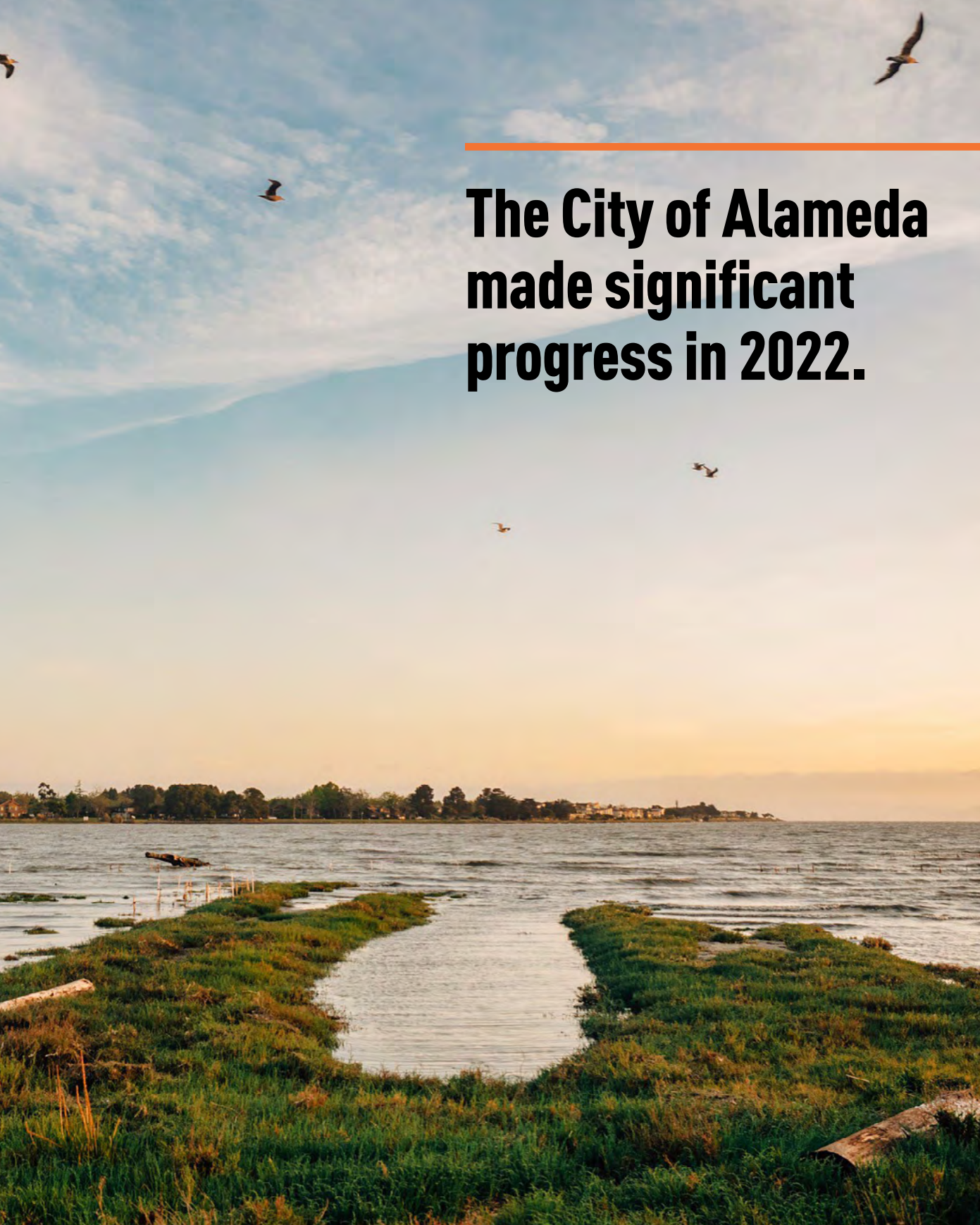
- City Council adopted an Equitable Building Decarbonization Plan.
- City Council renewed and expanded the all-electric reach code requiring all new residential and commercial construction and significant renovations or additions to be all-electric—i.e., no natural gas and electric appliances for space heating, water heating, clothes-drying, and cooking.
- AMP launched a new \$1,500 rebate for electric heat pump heating, ventilation and air conditioning (HVAC) units.
- City Council adopted the Active Transportation Plan, delineating pedestrian improvements, a low-stress bicycle network, project prioritization, and the future of Slow Streets.
- Completed key transportation safety improvement projects as highlighted in the Transportation Annual Report.
- AMP launched a new \$300 e-bike rebate and up to \$600 for income qualified customers and increased the amount of its rebate for used electric vehicles to \$4,000 to \$6,000 for income qualified customers.
- The City launched implementation of streamlined solar permitting (SolarAPP+), which brings the processing time to receive a solar permit from more than a month to less than an hour. The City also received a \$60,000 California Energy Commission implementation grant.
- Starting November 1, 2022, AMP began waiving the \$300 interconnection fee for residential customers installing new solar PV systems or new solar PV systems with battery storage in buildings built before January 1, 2020 and provides a \$500 solar rebate for income qualified customers.
- Kicked-off development of an updated and expanded Urban Forest Plan to be completed in late 2023.

WASTE

- Updated City's paper purchasing guidelines to reflect Senate Bill (SB) 1383's minimum 30% recycled content requirements for paper and paper products and set a higher standard for white copy paper of 100% recycled content.
- Secured a grant for \$115,019 to help the City comply with SB 1383 and increase compost application in the City and began implementation of SB 1383, the state's Short-Lived Climate Pollutant Reduction Law, to reduce methane emissions from landfills and to increase the recovery of edible food.
- Expanded Alameda County Industries (ACI)'s on-call waste clean-up program to include multi-family households, to allow for more material to be collected, and to recover items for reuse.
- Entered into agreements with StopWaste and the Alameda County Department of Environmental Health (ACDEH) to help educate, implement, and enforce SB 1383.
- Participated in the 38th annual Coastal Clean Up event that helped remove 130 pounds of micro plastics and approximately 1,300 pounds of other trash from the shoreline.

ADAPTATION

- Secured \$4.14 million in funds for sea level rise adaptation projects.
- City Council adopted a FEMA approved Climate Adaptation and Hazard Mitigation Plan and amended the General Plan Safety Element to align with the plan.
- Hired a consultant to help with tsunami evacuation planning. The work scope includes creating evacuation scenarios and meeting with stakeholder partners to improve coordination.



**The City of Alameda
made significant
progress in 2022.**

2023 WORK PLAN

While staff is making great progress towards CARP goals, it is also clear there is more work to do. We must double down on our efforts to complete the necessary actions to do our part to meet the moment of the climate emergency. The 2023 priorities are designed to address those areas with the greatest need.

Staff have identified ten priorities for CARP implementation in 2023. Work plan priorities were developed based in part on those CARP strategies that were identified as needing attention, as well as other priorities identified by staff. The work plan will be carried out by a variety of city departments as indicated in the following table.

Task	Lead	Description
GHG Reduction		
1. Update citywide GHG inventory and prepare for CARP update in 2024.	Sustainability and Resilience Manager All Departments	The Climate Action and Resiliency Plan was adopted by the City Council in 2019. CARP calls for the City to update the citywide GHG inventory in 2023 and submit a CARP update to City Council before 2025. In 2023, staff will request funds in the FY 2023-25 budget for an updated GHG inventory and CARP update, will complete an updated GHG inventory and will issue an RFP for the CARP update to be completed in the 2024 calendar year.
2. Complete Urban Forest Plan (Continuation of 2022 priority)	Sustainability and Resilience Manager ARPD Public Works	In 2023, staff will work with Dudek consultants to complete the updated and expanded Urban Forest Plan. The Urban Forest Plan will address the management of trees in Alameda, including street trees and park trees, trees in easement areas, and trees near power lines, and will make recommendations to enhance the urban forest on private property and on other public non-City land. The plan is intended to be strategic in advancing social equity and contributing to an improved quality of life by providing the benefits of an urban tree canopy to all community members, which includes improvement of emotional, psychological, and physical health. Information about the Urban Forest Plan is available at www.alamedaca.gov/UrbanForestPlan .
3. Expand publicly available electric vehicle (EV) charging network (Continuation of 2022 priority)	Sustainability and Resilience Manager Public Works AMP	In 2023, staff identify and study locations for both Level 2 and DC fast charging. and seek new sources of funding to deploy public charging infrastructure Additional public EV charging facilities will support residents to replace their gasoline vehicles with zero emission vehicles and will expand access for residents who rent or live in multi-family units that do not have vehicle charging on site. California has banned the sale of new gas vehicles after 2035 and the City and additional infrastructure will support residents in making this transition.
4. Implement near term priorities of the Equitable Building Decarbonization Plan	Sustainability and Resilience Manager AMP Planning, Building and Transportation Department	In 2023, staff will prioritize educating renters, homeowners, and building managers and encouraging voluntary adoption of energy efficiency and building electrification measures. In partnership with Alameda Municipal Power. Staff will explore an ordinance requiring electrification and energy efficiency measures when renovating existing homes or upgrading certain appliances and explore revenue measures and state and federal funding to support local efforts. The Plan can be found online at www.alamedaca.gov/buildingdecarb

Waste		
5. Increase compost application (Continuation of 2022 priority)	ARPD Public Works	Beginning January 1, 2022, the City is required to implement state law SB 1383, which is designed to reduce short-lived climate pollutants, including methane from landfills. The requirements include establishing an edible food recovery program and procuring products made from recycled materials. SB 1383 requires the City to annually procure a minimum amount of recovered organic waste products (compost, mulch, renewable gas, or electricity from biomass conversion). The City can meet this requirement by directly acquiring or procuring products for use or give away or contracting with a service provider. Staff is coordinating with the Alameda County Waste Management Authority (StopWaste) and various City departments to determine costs and funding options to procure required products (primarily compost and mulch) and potential areas to apply this material. Increasing compost and mulch application in the City can help reduce methane emissions, sequester carbon, conserve water, and build healthy soil.
6. Develop strategy to phase-in sustainable purchasing requirements (Continuation of 2022 priority)	Public Works All Departments	To comply with SB 1383, the City updated its procurement guidelines to ensure City purchases of paper and paper products include minimum 30% of recycled content for paper and paper products. The City also established a higher standard for white copy paper of 100% recycled content. The City will develop a strategy to phase-in additional sustainable purchasing requirements to help shift markets for products and services toward options with less harmful effects on human health and the environment.
Adaptation		
7. Launch Sub-regional Long-term Adaptation Plan	Sustainability and Resilience Manager Planning, Building and Transportation Public Works	In 2022, the City, on behalf of the Adaptation Working Group was awarded a \$840,000 grant from the National Fish and Wildlife Foundation and the San Francisco Estuary Partnership to develop a long-term adaptation plan for the entire San Leandro operational landscape unit (OLU) shoreline, which stretches from the Bay Bridge touchdown to Oyster Bay in San Leandro. In 2023, staff will engage with the Adaptation Working Group and other stakeholders to select consultants and community partners, and to begin developing the plan.
8. Launch Bay Farm Island Adaptation Project	Sustainability and Resilience Manager Planning, Building and Transportation Public Works	In 2022, the City was awarded a \$1.5 million grant from FEMA with a \$500,000 local match to develop 100% design for Veterans Court and Lagoon System 1 Outfall adaptation projects as well as to develop long-term adaptation pathways for the Bay Farm Island shoreline. In 2023, the City will select a contractor, will begin design of the project, and will engage with key stakeholders and community members.
9. Launch Oakland-Alameda Estuary Adaptation Project	Sustainability and Resilience Manager Planning, Building and Transportation Public Works	In 2022, the City was awarded a \$425,000 grant from Caltrans with a \$75,000 local match. This estuary project will be done in collaboration with the City of Oakland to create an adaptation concept and to engage community members for the shoreline area near the Posey and Webster tubes and the Jack London Square area of Oakland. In 2023, the City will select a contractor, engage with key stakeholders and community members, and develop a concept.
10. Conduct De-Pave Park Master Plan process	ARPD, City Manager's Office	In 2022, the City was awarded a \$800,000 grant from the San Francisco Bay Restoration Authority (SFBRA) Measure AA grant in 2022 to conduct an inclusive Master Plan process for De-Pave Park with broad community outreach and development of 30% construction documents so the City can submit for regional permits and apply for construction grants. The City Council approved the contract to begin developing the Master Plan in January 2023.

STATUS OF STRATEGIES AND PERFORMANCE MEASURES

This section tracks progress made in 2022 towards implementing each of the CARP strategies and provides an update on how we're doing against CARP's performance metrics.

► Transportation

Transportation accounts for 70% of the City's GHG emissions. CARP builds on the goals and actions of the Transportation Choices Plan to reduce solo driving and to encourage walking, biking, riding transit, and telecommuting. In addition to mode shift, expanding the adoption of electric vehicles and charging infrastructure is an integral part of reducing GHG emissions from the transportation sector.

For further details on transportation, refer to the 2022 Transportation Annual Report and 2023 Work Plan.

MODE SHIFT STRATEGIES

T1: REDUCE COMMUTE VEHICLE MILES TRAVELED

Encourage employees and employers to reduce commute trips by telecommuting. In addition, implement a combination of programs that encourage telecommuting and land use decisions that increase work-live and mixed zoning.

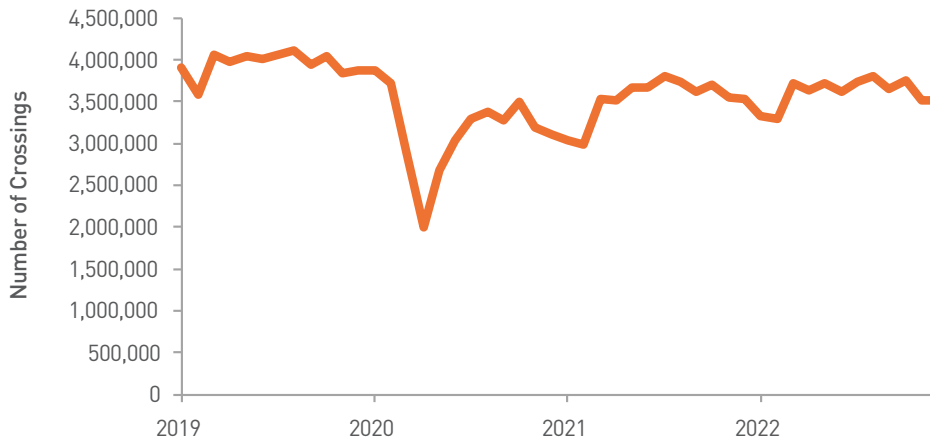
STATUS: NEEDS ATTENTION

Telecommuting became more commonplace as a result of COVID-19. Even as many offices have reopened since the start of the pandemic, many employees continue to work remotely or a hybrid of remote and in person work. This pattern is likely to remain for the foreseeable future. However, hybrid work will only reduce for vehicle miles traveled and GHG emissions if those commuting to work take public transit, bike, or walk in the greater numbers than they did before the pandemic. The data below show that freeway and bridge are down only nine percent compared to 2019, however bus ridership was still 45% lower than in 2019.

Per WETA's December Ridership & Recovery Report, the Oakland & Alameda, Harbor Bay, and new Alameda Seaplane routes all saw steady weekday ridership growth through the end of October and early November. Across the system, weekend ridership has been notably strong: average Saturday ridership in October 2021 was higher than in October 2019.

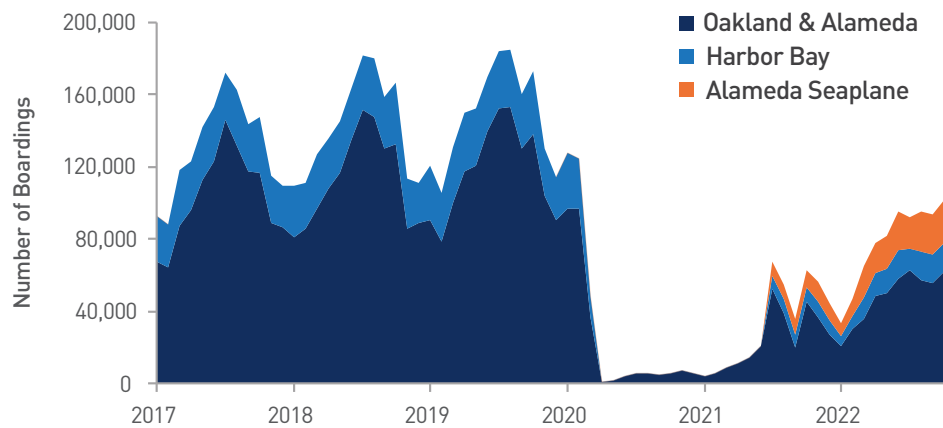
Alameda's General Plan update includes policies to encourage telecommuting and zoning amendments to facilitate mixed use development and work-live spaces. In April 2022, the City Council approved the Smart City Master Plan without the transportation-related recommendations, which still allows the City to move forward with the communications backbone and supporting telework.

San Francisco- Oakland By Bridge Monthly Toll Crossings

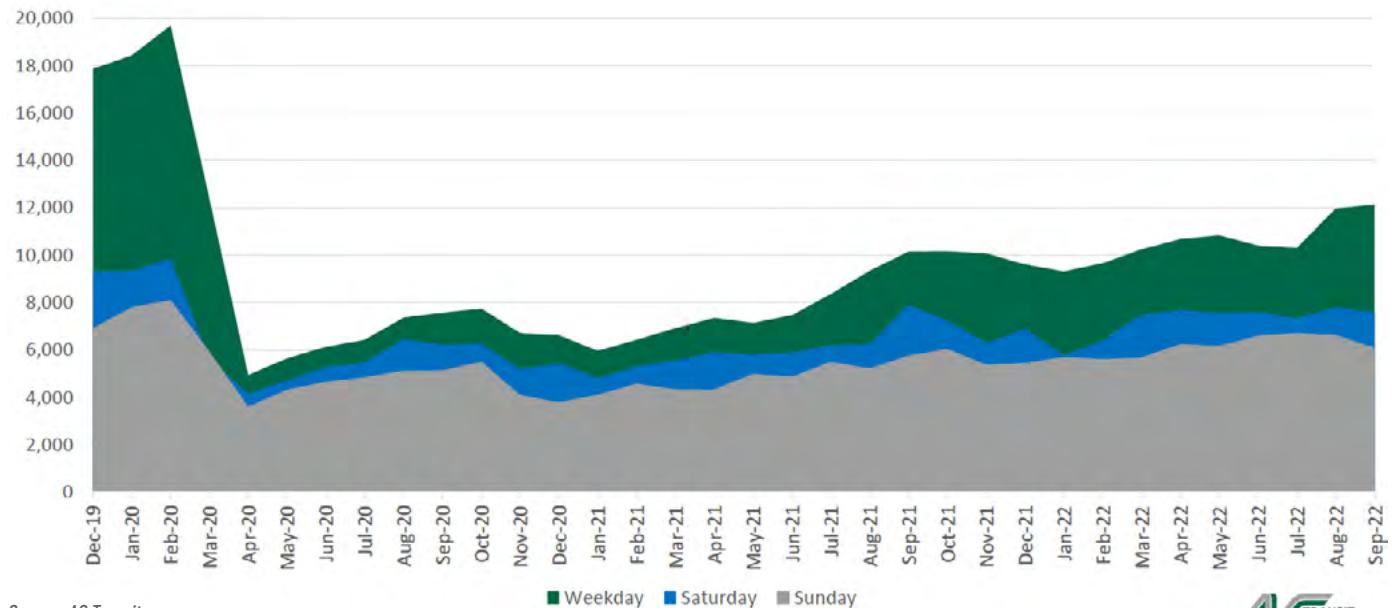


Source: Metropolitan Transportation Commission (<https://mtc.ca.gov/tools-resources/data-tools/monthly-transportation-statistics>). Data last updated January 4, 2022. Data retrieved January 17

Ferry Ridership for Alameda Routes



Average Daily Boardings on Alameda Lines



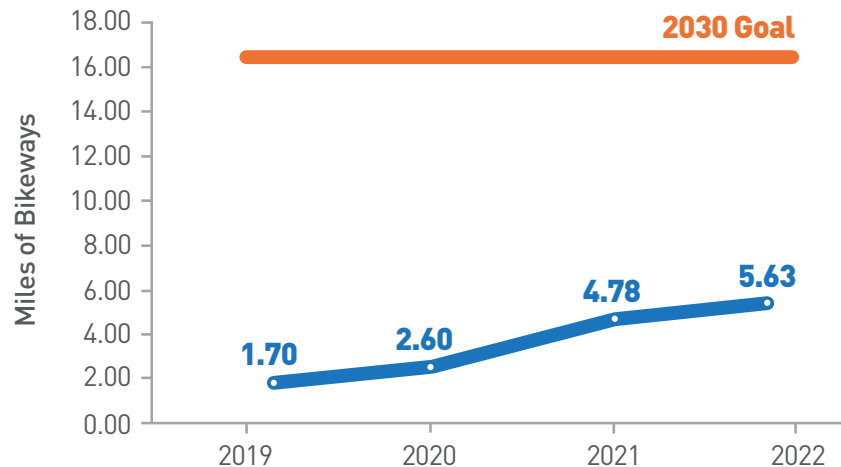
Source: AC Transit



T2: BUILD ADDITIONAL BIKE LANES

Construct an additional 10.44 miles of dedicated and protected bike lanes on top of the 6.1 miles bikeway projects already planned in the Transportation Choices Plan (TCP) and make pedestrian/bicycle improvements that increase safety, make it easier for people to use these modes, and connect residential neighborhoods with commercial centers and workplaces.

Cumulative Bikeways Constructed



STATUS: MAKING PROGRESS

In 2022, 0.85 miles of bikeways were completed as part of CARP and TCP. In combination with progress in previous years, 5.63 miles of bikeways have been constructed towards the 2030 goal of 16.54 miles. In order to meet the CARP goal, 1.56 miles will need to be constructed annually until 2030. Alameda's bicycle network now consists of 53.6 miles of bikeways. Bikeways tracked towards the CARP goal do not include sharrows, which are still part of Alameda's bicycle network.

T3. TRAFFIC SIGNAL SYNCHRONIZATION

By 2030, improve synchronized timing of 25 traffic lights to improve traffic flow by slowing vehicle speeds and reducing idling.

STATUS: ON TRACK

Public Works has completed signal timing and coordination projects at 13 intersections in the Park and Webster Street corridors.

T4. EXPAND EASYPASS PROGRAM

Provide 5,000 AC Transit EasyPasses in addition to the 5,000 already committed to in the TCP, for a total of 10,000 passes to be distributed by 2030. This strategy is prioritized for 2025-2030.

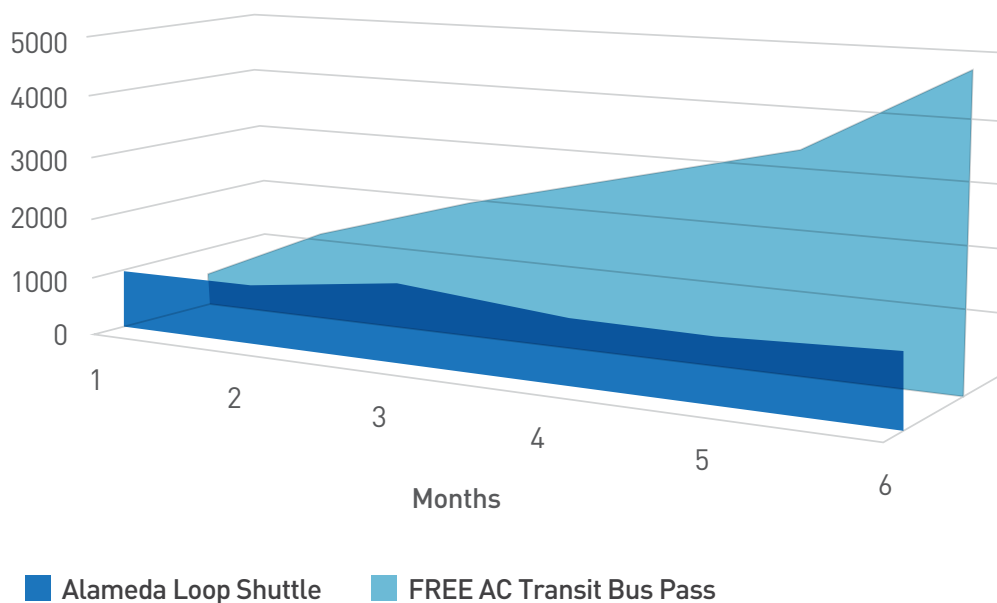
STATUS: MAKING PROGRESS

Through the City's Paratransit program, the Alameda TMA provided EasyPasses to Site A and Northern Waterfront residents in 2022. The City also provided free bus passes to low-income seniors and people with disabilities as a three-year pilot program in partnership with AC Transit using Measure BB paratransit funds as well as to Alameda Point Collaborative residents. Alameda CTC expanded its free bus pass program to low-income Alameda Unified School District students.

In 2022, the [paratransit](#) program was transitioned from the Alameda Loop Shuttle, which was underutilized and less cost-effective, to providing participants with free AC Transit bus pass and an Uber/Lyft concierge programs. In December 2022, 199 unique users took 5,900 trips using the Alameda Free AC Transit Bus Pass Pilot Program. Contrast this with April 2019, which was the highest ridership month for the Alameda Free Loop Shuttle, where there was a total of 1,323 boardings.

The figure below compares the first six months of the Free AC Transit Bus Pass Program and the top six months of the Alameda Loop Shuttle boardings from May 2019 – October 2019.

Monthly Boardings Comparison



T5. BAN GAS-POWERED LEAF BLOWERS

Ban gas-powered leaf blowers in the City of Alameda.

STATUS: COMPLETE

In September 2021, City Council passed an ordinance banning the sale and use of gasoline-powered leaf blowers. The law will go into effect starting January 1, 2023. In 2022, staff conducted various education and outreach to prepare to implement the leaf blower ban, including development of a website that will continue to educate the public and businesses about the ban and encourage the switching to electric and battery-powered leaf blowers. Through the [CORE program](#), the state of California is making electric commercial landscape equipment available to landscape contractors at a 70% discount. More information about the leaf blower ban and enforcement can be found at www.alamedaca.gov/leafblowerban.



TRANSITION TO ELECTRIC, ZERO EMISSION VEHICLES STRATEGIES

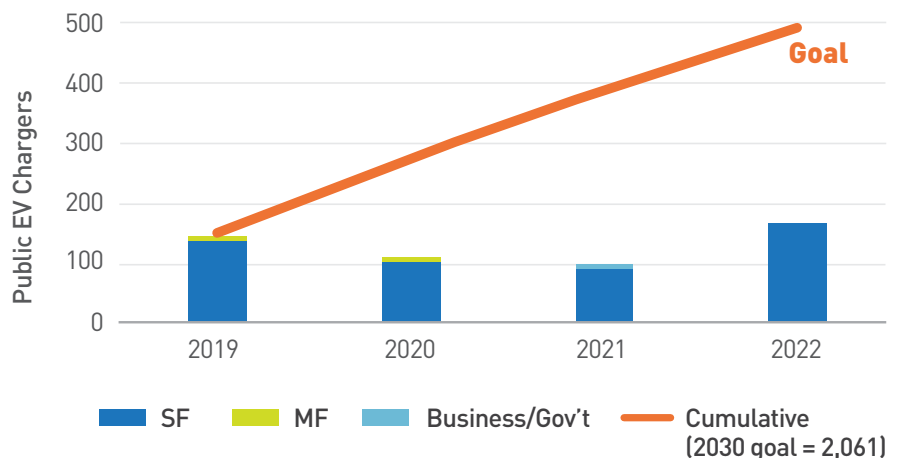
T6. INCREASE AVAILABILITY OF EV CHARGERS CITYWIDE

Ensure that all new developments with new parking lots install charging stations for residents and/or customers. Streamline permitting processes for existing homeowners and business owners who wish to install charging stations. Add public charging stations in all City-owned parking lots. Allow residents to rent their driveways and private EV chargers to renters who do not have access to convenient charging.

STATUS: MAKING PROGRESS

City Council passed an ordinance in 2021 to comprehensively update citywide off-street parking and loading space regulations, including a requirement to install EV chargers in new residential and commercial developments. These requirements exceed those in the California Green Building Standards Code.

New Public and Private EV Charging Ports



AMP encourage the installation of level 2 EV chargers at residential properties and offers customers in single family (SF) homes up to \$800 in rebates for installing a qualifying level 2 EV Charger. In 2022, 112 residential customers received an AMP rebate to install a qualifying level 2 EV charger.

AMP also works closely with multi-family (MF) buildings serving as a resource and technical assistance guide for Level 2 charging installation and launched a new Multi-Family Level 2 Charging rebate program. This rebate is \$8,000 per charger up to \$48,000 for qualifying multi-family buildings. No rebates for multifamily EV chargers were issued in 2022.

AMP also works with businesses and government property owners to encourage installation of EV charging infrastructure and provides up to \$39,000 for up to 6 level 2 charging stations per site. No rebates were issued for businesses or government chargers in 2022.

Overall, AMP is projected to issue about 1,500 rebates by 2030, a little short of CARP's goal of 2,061.

T7. PROMOTE PURCHASE OF LEVS AND ZEVS

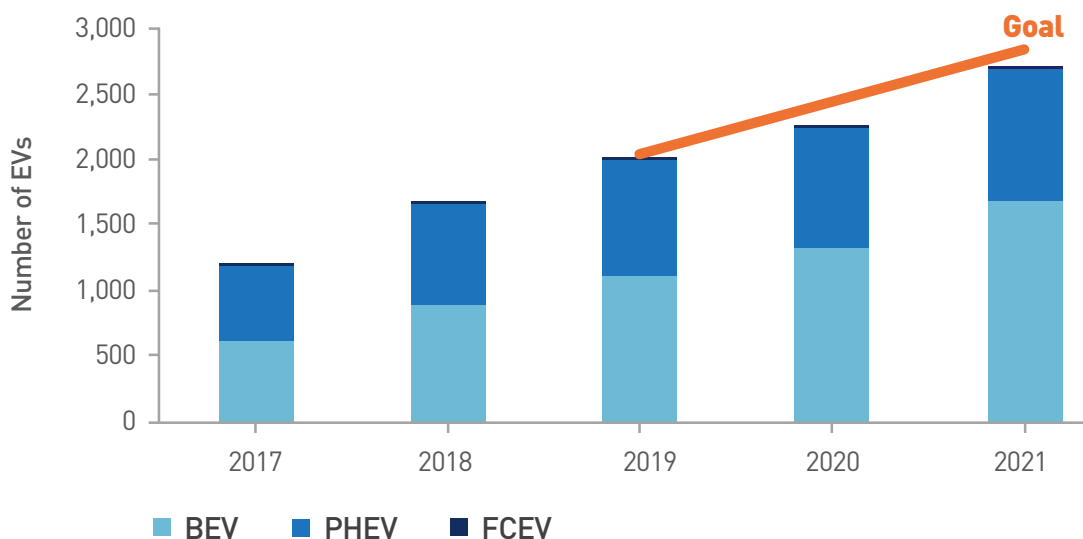
Implement communications and outreach activities to promote the acquisition of light-duty EVs.

STATUS: ON TRACK

Alameda residents continue to purchase EVs at an increasing rate and are close to reaching and exceeding the City's goal for EV ownership. 5.5% of registered vehicles in Alameda are electric, plug-in hybrid or fuel cell vehicles, for a total of 2,721 vehicles.

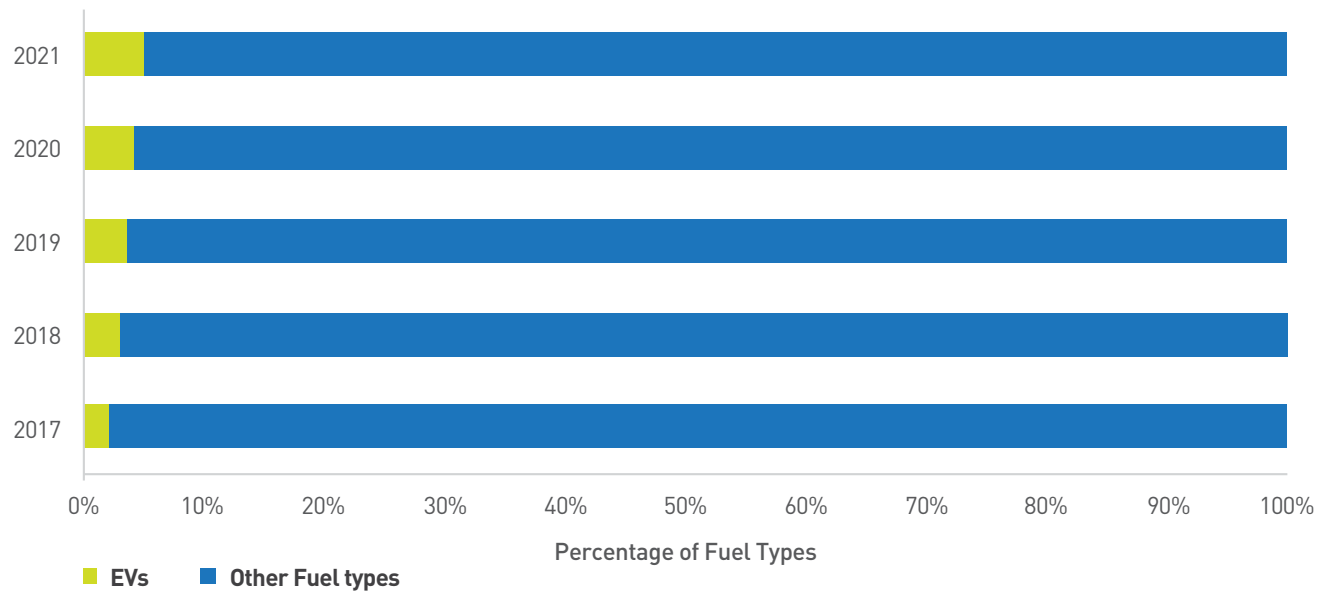
AMP currently offers rebates for both used EV purchases and for in-home level 2 chargers to encourage more residents to make the switch to EVs. As automakers continue to release more zero-emission models and supply chain issues surrounding production diminish, we can expect this ownership trend to accelerate in Alameda.

EV Ownership in Alameda



To further encourage adoption, AMP has led various outreach efforts to engage and educate customers about EVs. AMP conducted two Electric Vehicle 101 webinars, created new one-pagers outlining all of AMP's clean transportation programs, and had its first in-person Ride and Drive event to kick off Drive Electric Week. In addition, AMP has worked with other Electric Vehicle campaigns and non-profits to promote regional and state level programs to customers. California recently passed legislation that requires 100 percent of new vehicle sales to be zero-emission vehicles by 2035 which should also help the City reach this goal.

Share of Evs vs Other Fuel Types



T8. CONTINUE PROGRAMS TO ENCOURAGE NEW EV PURCHASES

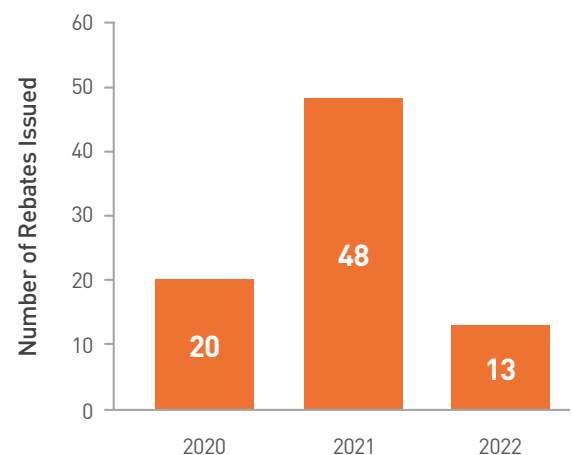
Encourage EV ownership by promoting a manufacturer's suggested retail price rebate. Also, emphasize continuation of programs from AMP, subject to PUB approval, to provide rebates to residential and non-residential customers who purchase a level 2 EV charging station.

STATUS: MAKING PROGRESS

In 2022, AMP increased their rebate for used EVs by offering \$2,000 for all residents who purchased a used EV and \$3,000 for income-qualified residents. In September 2022, AMP raised the qualifying purchase maximum value for a used EV from \$22,000 to \$35,000 to match the increasing market rate costs of used EVs. This marked an increase from former rebates of \$1,000 and \$1,500, respectively, released in 2020.

A total of 13 used EV rebates were issued in 2022 while 126 charger rebates were issued for single family residences, multifamily buildings, and retail locations. The City's goal is to issue 821 EV rebates and 1,047 charger rebates by 2030. AMP has given out 81 EV rebates and 515 charger rebates to date.

EV Ownership in Alameda

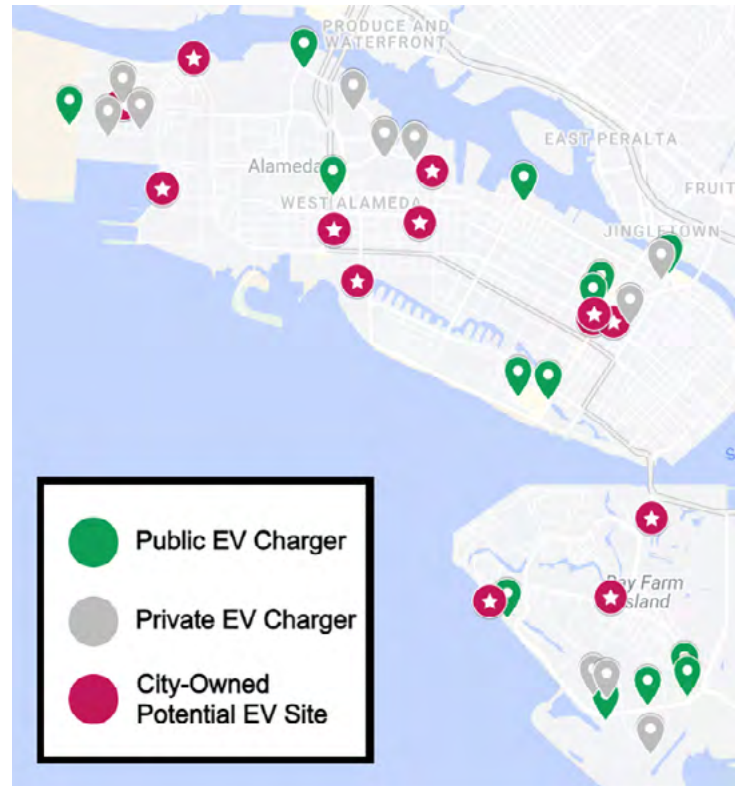


T9. CONTINUE TO ENCOURAGE BUSINESSES TO INSTALL EV CHARGING STATIONS

Implement communications and outreach activities to encourage workplaces and businesses to install EV charging systems.

STATUS: NEEDS ATTENTION

In 2022, staff focused on expanding the public EV charging network at city-owned parking lots with a goal of having an EV charger available to all residents within a quarter-mile of their home (approximately a five-minute walk) to allow all residents, regardless of income or housing situation, the ability to comfortably own an electric vehicle. Staff submitted applications to the California Electric Vehicle Infrastructure Project (CALeVIP) to install EV chargers at several public parking lots across the City. At this time, the installation of level 2 charging stations at Seaplane Lagoon Ferry Terminal is in progress and other locations are planned. A total of twelve additional city owned parking lots have been identified as potential sites for public EV charging and staff is continuing to develop feasibility studies at these sites and identify funding for implementation. A variety of state and federal funding will become available for public EV chargers in 2023.



T10. ELECTRIFY CITY'S FLEET

Convert the light-duty portion of the City's vehicle fleet to EVs and right-size the fleet.

STATUS: MAKING PROGRESS

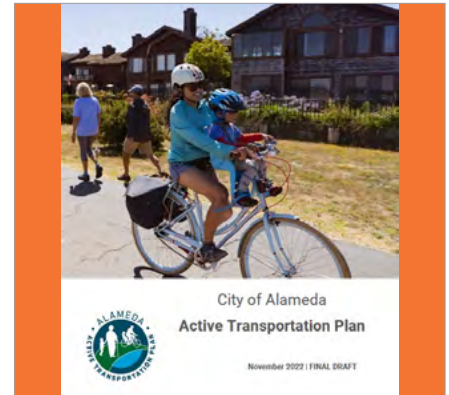
Consistent with the Council's fleet policy, the City is replacing light duty vehicles with EVs as they are replaced. The fleet is also being right sized to reduce the number of vehicles the City manages. City Hall West installed a dedicated alcove for charging those vehicles. In 2022, Public Works purchased three Go 4 Interceptor parking enforcement vehicles that will be delivered in 2023.

In 2022, AMP purchased six Ford F-150 Lightning electric trucks for its fleet and installed six new charging ports to support the trucks. In addition, AMP has six sedans (4 BEV, 2 PHEV) in its fleet and four existing L2 dual-connector chargers to support the sedans.

ADDITIONAL PROGRESS AND PROGRAMS

Active Transportation Plan

The Active Transportation Plan is a consolidated plan that updates the 2009 Pedestrian Plan and 2010 Bicycle Master Plan. The plan focuses on creating safe pathways for people to get around comfortably and enjoyably using active transportation. Other focuses of the plan include connectivity, equity and mode share. The plan incorporates mode shift related transportation strategies from CARP. The plan was approved by the City Council on December 20, 2022.



► Energy Use in Buildings

Energy use in buildings accounts for 27% of the City's GHG emissions. Because AMP provides 100% clean energy to all customers, fuel switching from natural gas to electric for space heating, water heating, cooking and clothes drying appliances will reduce emissions citywide. In addition, increasing energy efficiency through weatherization, building insulation, and more efficient appliances will further reduce overall energy use and emissions.

ENERGY USE IN BUILDINGS STRATEGIES

E1: "FUEL SWITCH" IN EXISTING BUILDINGS

Convert natural gas consumption to electricity use in residential and commercial buildings. Require field switching from natural-gas to electric appliances and heating when existing residential buildings are being substantially expanded. Support programs that encourage homeowners/commercial building owners to implement electrification retrofits.

STATUS: ON TRACK

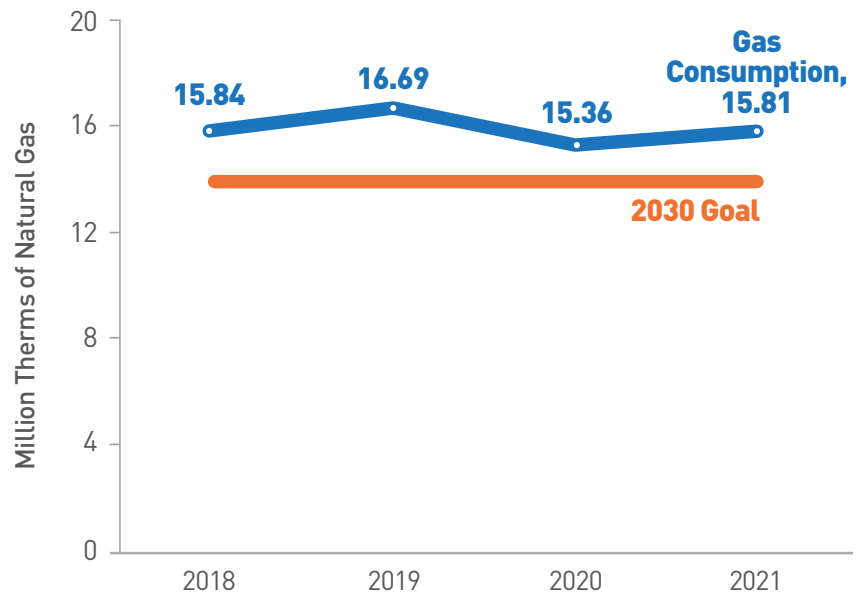
In 2022, the City Council renewed and expanded the all-electric reach code requiring all new residential and commercial construction and significant renovations or additions to be all-electric—i.e., no natural gas or propane infrastructure installed and electric appliances for space heating, water heating, clothes-drying, and cooking.

The City partnered with BayREN and AMP to send a letter to Alameda contractors in November 2022 informing them about how to become a BayREN certified contractor and how to take advantage of available incentives from IRA, TECH, BayREN and AMP and upcoming contractor training.

Staff worked with UC Berkeley Goldman School of Public Policy Graduate students to complete a report in May 2022 on [Funding and Financing the Electrification of Low- and Moderate-Income Residential Buildings in Alameda](#) to recommend funding and financing options to support the City's decarbonization goals.

The City conducted a survey in July 2022 to better understand barriers and opportunities for electrification and decarbonization of multi-family residential buildings in Alameda. This understanding will allow the City to provide better support for multifamily building owners and ease the process of decarbonization. The survey was sent to all building owners and managers in Alameda registered through the Alameda Rent Program. A total of 41 owners and managers responded to the survey and their answers and responses are summarized in the summary report. A summary of survey responses can be found at <https://www.alamedaca.gov/BuildingDecarb>.

Natural Gas Consumption Citywide



In 2021, the latest data available, overall gas consumption increased in Alameda by about three percent. On further examination of the data, residential gas consumption decreased slightly year over year while commercial usage increased by nearly 500,000 therms. The significant decrease in 2020 consumption compared to 2019 was likely due to the COVID-19 pandemic and the shutdown and slowdown of businesses during the year. The City will need to wait until the data for the 2022 year is released to accurately identify and track how the City's gas consumption is actually trending.

E2: ELECTRIFICATION OF NEW RESIDENTIAL CONSTRUCTION

Prepare ordinances requiring all new residential construction to be 100% electric-powered with no gas hookups.

STATUS: COMPLETE

In December 2022, City Council renewed and expanded the all-electric reach code requiring all new construction and significant renovations or additions to be all-electric. An all-electric building is defined as a building that has no natural gas or propane plumbing installed within the building property lines, and instead uses only electricity as the source of energy for its space heating, water heating, cooking appliances and clothes drying appliances. This ordinance will need to be re-adopted every three years with each new building code update and may be modified at that time.

E3: PROGRAMS TO ENCOURAGE FUEL SWITCHING IN CERTAIN APPLIANCES

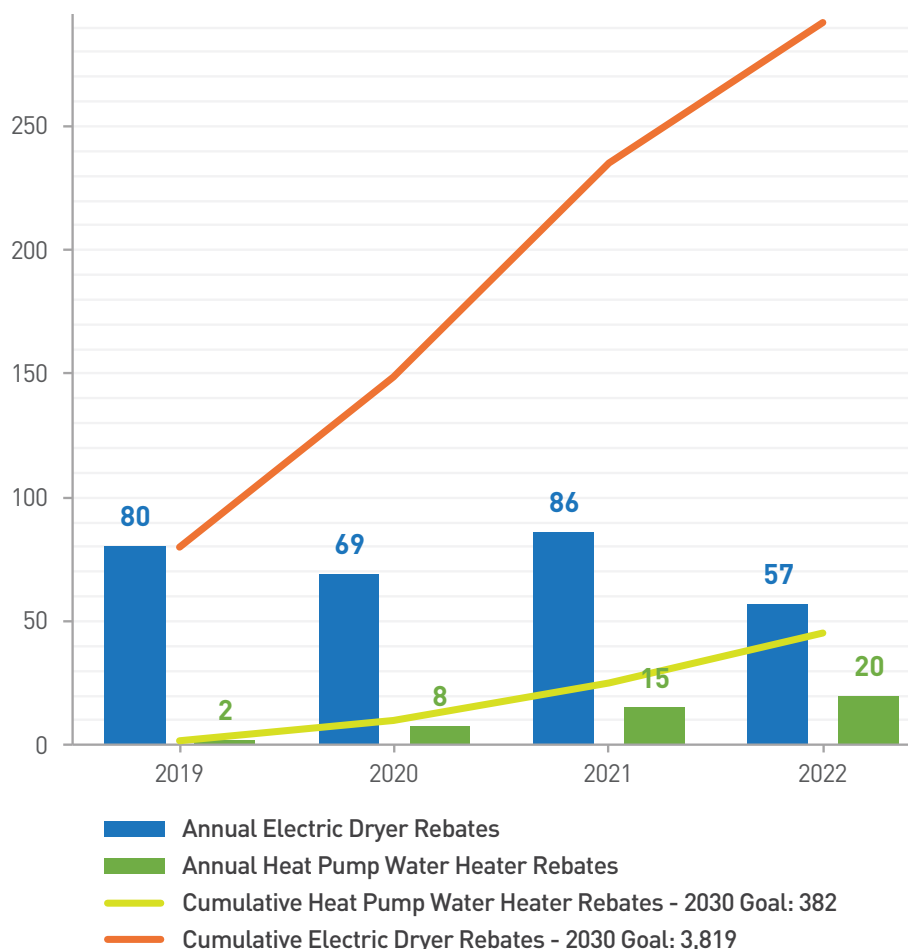
Programs to encourage fuel switching in certain appliances. Encourage the PUB to continue implementing AMP rebate programs incentivizing residential customers to install ENERGY STAR-labeled electric clothes dryers and electric heat pump water heaters (HPWH).

STATUS: NEEDS ATTENTION

AMP provides rebates for HPWH, electric dryers and electric panel upgrades. In 2022, AMP launched a new rebate for the installation of heat pump space heating and cooling units. This year, 20 HPWHs and 57 electric dryers were installed with assistance from AMP rebates and 14 electric panels were upgraded. AMP also offers commercial rebates for switching to electric food service equipment and HPWHs.

Water heater manufacturers are actively working on the development of HPWHs that run on 120-volt circuits for the near future. This advancement holds strong future growth potential for HPWH adoption as it would reduce electrification barriers and attract a larger pool of customers. To continue the upward trend of HPWH adoption, AMP staff conducts continual research on technology developments and designs programs accordingly.

Electrification Rebates Issued by AMP



E4: GREEN ROOF INSTALLATIONS ON NEW DEVELOPMENTS IN ALAMEDA POINT

Require at least 10% of roof areas on new development in Alameda Point to be installed as green roofs. This action aligns with the Alameda Point Stormwater Management Plan requirements.

STATUS: **COMPLETE**

The Alameda Point Stormwater Management Plan requires installation of green roofs at Alameda Point. City Council approved revisions to the Design Review ordinance in 2019 exempting green roof, cool roofs, and similar roof treatments from design review, provided the installation does not require modifying the existing roof form or pitch.

E5¹: PROMOTE DISTRIBUTED GENERATION (ROOFTOP SOLAR)

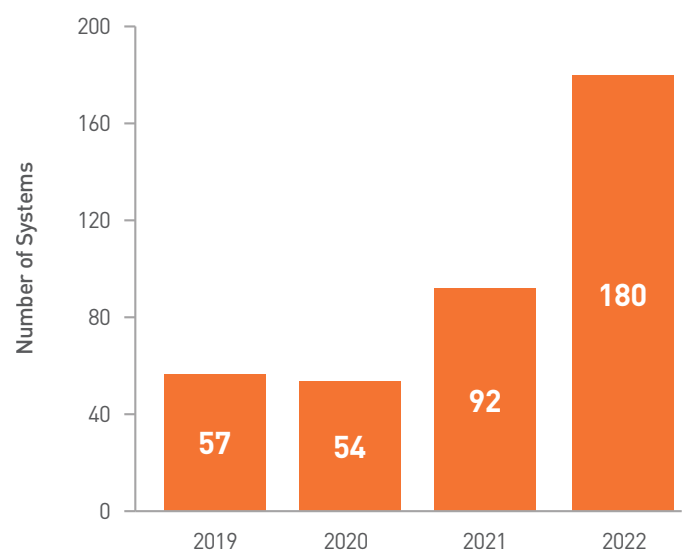
STATUS: **ON TRACK**

CARP does not set specific goals for solar generation. However, in 2022, 180 customers completed rooftop solar installations, which marked a 96 percent increase from the previous year. AMP offers the Eligible Renewable Generation (ERG) plan for new renewable generation customers that provides a monthly bill credit for the excess energy they deliver to AMP's power grid.

Starting November 1, 2022, AMP began offering two new solar programs. One program is waiving the \$330 interconnection fee for residential customers installing new PV systems or new PV systems with battery storage in buildings built before January 1st, 2020. This fee waiver does not apply to commercial solar projects or installations greater than 50 kilowatts. The second is an income qualified solar rebate for \$500 to customers whose annual household income is less than \$106,000. This rebate covers the cost of City and application administrative fees.

The City also launched a new streamlined solar permitting process using SolarApp+ in December 2022 that works in conjunction with the building department's new expedited same day permitting process for electrical service upgrades, heat pumps and EV chargers. With the new online permitting program, the time to get a solar permit in Alameda will be reduced from a month or more to about an hour. The City also received a \$60,000 CEC implementation grant.

New Solar PV Systems Installed



¹ GHG reduction actions have been renamed so that the unquantified actions called "supplemental actions" in the CARP are numbered in the same manner as the quantified actions. E5 and E6 were referred to as unnumbered supplemental actions in the CARP and do not have specific goals associated with them

E6¹: DRAFT ZONING CODE AMENDMENT TO FACILITATE REDUCTION IN ENERGY USE

STATUS: COMPLETE

City Council approved revisions to Design Review ordinance in 2019 that exempt replacement or upgrading of windows and doors from design review.

ADDITIONAL PROGRESS

Equitable Building Decarbonization Plan

Staff developed an Equitable Building Decarbonization Plan with community input for Council consideration that lays out the process for shifting natural gas use in existing buildings toward clean, energy efficient all-electric buildings in accordance with the City's climate and equity goals. The plan provides a phased approach that includes new policies and programs, financing options, expanded rebates, and community education and outreach. The plan aligns with other citywide efforts to create affordable, safe, healthy and resilient housing and prepare the City to leverage grants and funds as they become available. As part of the development of the plan, the City conducted an electrification workshop series with seven community workshops and an electrification community survey. The plan was adopted by the City Council on January 17, 2023 and is available at <https://www.alamedaca.gov/BuildingDecarb>.

Funding and Financing the Electrification of Low- and Moderate-Income Residential Buildings in Alameda

In May 2022, public policy graduate students at UC Berkeley's Goldman School of Public Policy developed the Funding and Financing the Electrification of Low- and Moderate-Income Residential Buildings in Alameda report. The report analyzes new funding and financing strategies to support widespread and equitable adoption of building decarbonization measures. This report provides guidance to staff on developing existing electrification policies and programs in the future.

► Land Use and Housing

High density development and urban areas reduce GHG emission through reduction in VMT, promotion of mode shift, less energy for cooling and heating and decreased procurement of construction material. Many climate initiatives such as increasing green space and building electrification can impact the housing affordability in Alameda. To prioritize equity, climate initiatives must consider the potential impact on housing affordability and displacement. The City continues to support regional plans for high-density, transit-oriented development. The City's General Plan was updated in 2021 and is consistent with CARP.

2022 Housing Element Adopted

The Housing Element 2022 Update is Alameda's housing plan for 2023-2031. It is Alameda's blueprint for how and where it will provide sufficient housing for all members of the Alameda community, including seniors, families, single-person households, single parent households, people with disabilities, lower-income households, and people experiencing or facing the prospect of homelessness. The Housing Element is a hugely important component of meeting Alameda's CARP goals. A denser housing pattern contributes to lower greenhouse gas emissions by ensuring that residents can be less dependent on cars to get around town. Providing a range of affordable housing in Alameda also ensures that Alameda's workers of all incomes have the opportunity to live closer to where they work and rely less on vehicles. New development in Alameda is also required to be all electric and tends to be more energy efficient, reducing building emissions. For more information about the General Plan and Housing Element, refer to the relevant Annual Report.

► Carbon Sequestration

In addition to reducing new GHG emissions, actively drawing down the existing carbon in the atmosphere is also a critical part of mitigating climate change. Applying compost to parks and open areas as well as increasing the size of the urban forest with more trees will help develop carbon sinks that sequester carbon.

SEQUESTRATION STRATEGIES

S1: APPLY COMPOST TO ALAMEDA'S PARKS AND OPEN SPACES

Diverted organic waste will be processed into compost that will be used in Alameda parks and other open spaces, such as preserved areas in Alameda Point.

STATUS: MAKING PROGRESS

In 2022, as a result of SB 1383 compliance and a new sports field maintenance program, the City applied a total of 731 tons of compost in parks and open spaces. CARP assumes that by 2030, the City will apply compost from 13,238 tons of diverted organic waste to vegetated areas each year. By 2050, CARP estimates that the amount of diverted organics will grow to 13,800 tons per year, however this goal assumes all of the food scrap and landscaped materials generated from the City can be composted and/or mulched and applied in Alameda parks and open spaces. To achieve this, the City would need over 25 million square feet of available land or almost 575 acres. The City has identified approximately 4.6 million square feet of City-owned green space (less than 20% of what is needed to achieve the CARP goal) that could potentially be used for compost and/or mulch application. This number will be further refined after additional analysis and consideration of various factors. To achieve the CARP goal, the City would need significant additional investment and need to partner with private entities.

As of January 2022, SB 1383 requires cities to purchase compost as part of California's Short-Lived Climate Pollutant Reduction Strategy. The CARP goal is more than double the state-mandated target, which is 6,471 tons of recovered organic waste products. This translates to 9,383 cubic yards of compost. In September 2022, Assembly Bill 1985 passed which phases in SB 1383's procurements over time as follows:

- 30% of target for calendar Year (CY) 2023 = 1941.3 tons (2,815 cubic yards of compost)
- 65% of target for CY 2024 = 4206.15 tons (6,099 cubic yards)
- 100% of target for CY 2025 and beyond = 6,471 tons (9,383 cubic yards)

In June 2022, the City Council approved a plan for Fiscal Year 2022-23 to increase compost use in the City and comply with SB 1383. To make progress towards CARP goals and SB 1383 requirements, the City has taken the following actions:

- **Prioritized compost application within the City** – ARPD has spread compost on sports fields across the City.
- **Utilized free compost from Alameda County Industries (ACI)** – under the franchise agreement the City is entitled to approximately 1,000 tons of compost at no cost. The City has used this compost on sports fields and for public giveaway.
- **Secured a grant for \$115,019** – funding will be used to purchase compost for public giveaway and as well as equipment for compost application.
- **Secured partnership with StopWaste** – the City entered into an MOU with StopWaste to get SB 1383 credit for approximately 100 tons of compost purchased on the City's behalf in 2022. This compost was used for public giveaway across the County and supplied to farms in California to help sequester carbon.
- **Identified partners** – the City is finalizing agreements with two organizations to help distribute compost to the public.
- **Identified additional green spaces within the city for compost and mulch application** – staff have identified other City-managed areas that could potentially benefit from compost and mulch application.

Though the City is prioritizing compost application with the City, full implementation of SB 1383 may require procurement of material for use outside of the city boundaries. Staff will return to Council with options and a proposed approach to continue to increase compost and mulch application and make progress towards CARP goals and SB 1383.

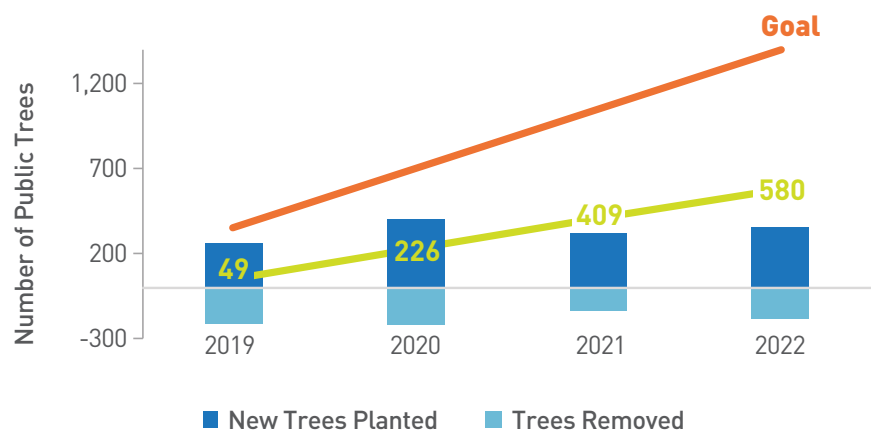
S2: FURTHER DEVELOP URBAN FOREST

Plant 3,500 additional trees in Alameda by 2030, adding 1,500 trees to the existing commitment of adding 2,000 trees.

STATUS: MAKING PROGRESS

In 2022, Parks and Rec and Public Works planted 359 trees and removed 188 for a net gain of 171 trees. The City has now increased its urban forest by 580 trees since 2019 although is still short of its goal of gaining 350 trees per year for a total of 1,400 trees since 2019.

Net Trees Planted

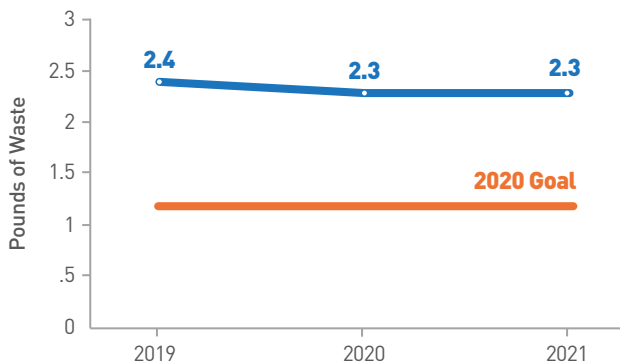


► Waste

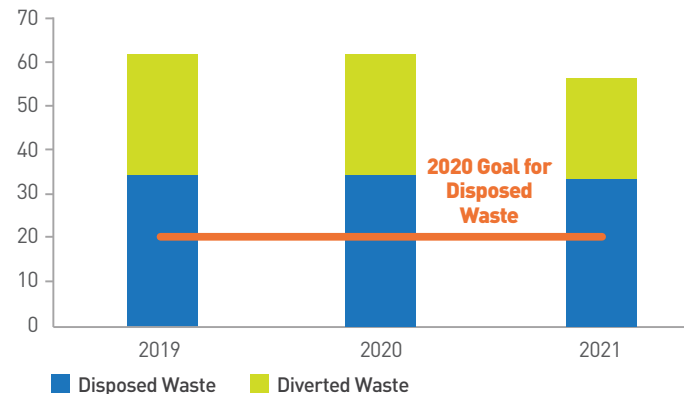
All physical goods that are consumed and used in Alameda have carbon emissions from their manufacturing and transportation process. Efforts to reduce consumption of goods and reduce the amount of materials sent to the landfill are essential to reducing Alameda's carbon footprint. The Zero Waste Implementation Plan Update supports "zero waste culture" in Alameda, emphasizes a circular economy model and increases diverted waste from landfill. CARP's zero waste goals are to implement the ZWIP Update to achieve 89% diversion, or 1.2 pounds per person per day of waste disposed in landfill by 2020. The ZWIP Update recommended extending the goal data from 2020 to 2022; however, the City Council kept the original goal of achieving zero waste by 2020. The ZWIP Update found that the City had made steady progress in implementing the ZWIP and "is at the forefront of cities in Alameda County [and nationally] in reducing landfill disposal."

In 2022, as part of the City's Franchise Agreement with ACI and to comply with SB 1383, conducted visual surveys of trash, recycling and compost containers and ACI began issuing notices to residents and businesses to help reduce contamination and increase the amount of material diverted from the landfill.

Waste Per Person Per Day



Disposed and Diverted Waste



Disposable Food Service Ware Reduction Law

The COVID-19 pandemic has presented businesses with challenges and interrupted previous measures taken to comply with the Disposable Food Service Ware Reduction Law. Following several months of outreach to restaurants and businesses, the City began enforcement of the City's Disposable Food Service Ware Law to ensure disposable food ware packaging is made from compostable fiber. To support compliance, the City has entered into a five-year agreement with Rethink Disposable to provide technical assistance and grant funding to businesses to switch from disposable to reusable food ware, staff will also continue to educate the public and provide compliance assistance regarding this law.

In 2022, the City Council passed an ordinance to comply with Assembly Bill 1276 to ensure single-use food ware items and condiments are only given out upon request.

As part of the global Plastic Free July campaign, Public Works Zero Waste staff highlighted Alameda businesses on social media who have switched to reusable food ware. The goals were to: promote local businesses who are leaders in environmental responsibility; promote the City's partnership with Rethink Disposable and the free technical assistance and funding available for businesses who switch to reusables; and reinforce the City's Disposable Food Service Ware Reduction Law that bans single-use plastic food ware.



► Adaptation

San Leandro Bay/Oakland-Alameda Estuary Adaptation Working Group

In June 2021, staff convened the San Leandro Bay/Oakland-Alameda Estuary Working Group to coordinate flood and adaptation projects to protect and restore water quality, habitat, and community resilience in the San Leandro Operational Landscape Unit (OLU), which stretches from the Bay Bridge touchdown to Oyster Bay. The San Leandro OLU is one of 30 OLUs along the Bay shoreline identified by SFEI as sharing common physical characteristics that would benefit from being managed as individual units. While OLUs cross jurisdictional boundaries, they adhere to natural and physical boundaries of tides, waves, watershed, and sediment movement.



The Working Group was formed in recognition that adapting to sea level rise requires a holistic effort that crosses jurisdictional boundaries, necessitating collaboration among agencies and communities, and that what we do as a community to address our own shoreline vulnerabilities can potentially impact adjacent communities. Staff also felt that we would be stronger speaking with one voice across jurisdictions and agencies and that the community needed to have a voice and seat at the table from the outset.

The Working Group meets quarterly and brings together more than 30 partners that have an interest in the shoreline within the OLU, including the cities of Alameda, Oakland, and San Leandro, Alameda County, state and regional agencies, community-based organizations, non-profits, UC Berkeley and Assembly member Mia Bonta's office.

A steering committee also meets monthly to set the strategic direction of the working group and set agendas. Subarea working groups are currently forming to focus in more depth in particular locations within the OLU. The San Leandro Bay/Doolittle Drive Subarea working group meets quarterly and staff plan to form working groups for the Estuary, Beaches and Bay Farm Island in 2023 as part of the long-term planning effort.

More information about the Working Group can be found at <https://www.alamedaca.gov/AdaptationWorkingGroup>.

Funding for Adaptation Projects

PROJECT DESCRIPTION	FUNDING
Sub-regional Long-term Adaptation Plan	\$300,000 SFEP \$540,000 NFWF
Bay Farm Island Adaptation Project	\$1.5 million FEMA \$500,000 City of Alameda
Oakland-Alameda Estuary Adaptation Project	\$425,000 Caltrans \$75,000 City of Alameda
De-Pave Park Master Plan	\$800,000 SFBRA
Total	\$4.14 million

Sub-regional Long-term Adaptation Plan

To advance the goals of the Working Group, Alameda staff, on behalf of the Working Group, applied for and was awarded two grants from the National Fish and Wildlife Foundation and San Francisco Estuary Partnership totaling \$840,000 to develop a long-term vision and adaptation plan for the entire San Leandro OLU to address sea level and groundwater rise with a focus on nature-based solutions (Project 1). The project will provide funding to community-based organizations to participate in the process and lead community engagement for the plan.

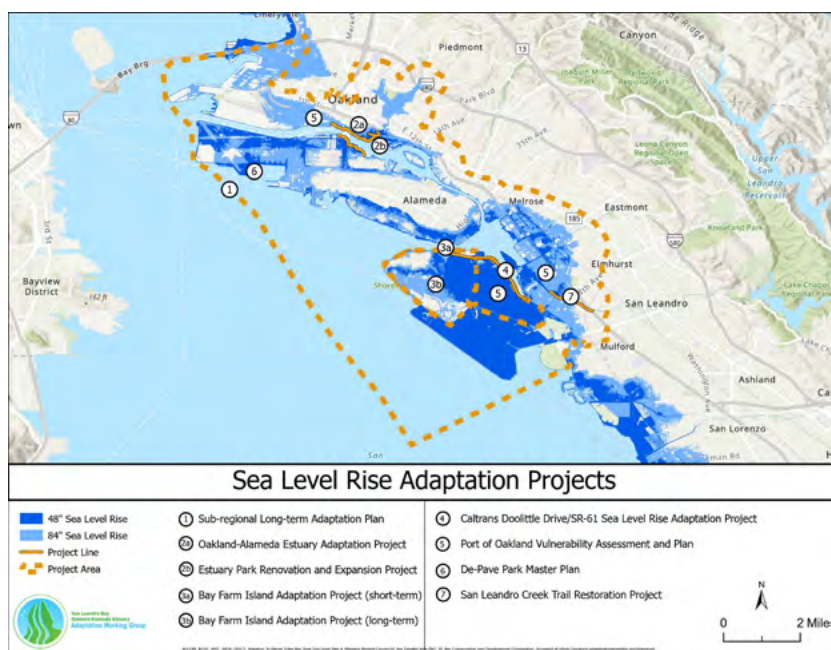
Bay Farm Island Adaptation Project

CARP includes two adaptation projects for the northern shoreline of Bay Farm Island (Veterans Court and Lagoon System Outfall) as a first step in the process to work in conjunction with a Doolittle Drive project to protect the airport, golf course, adjacent residential neighborhoods, commercial properties and roadways from flooding and sea level rise.

In 2022, staff applied for and received \$1.5 million in funding from the Congressional Community Program under the Department of Homeland Security Appropriations Act 2022 through Representative Barbara Lee's office, with a \$500,000 match from the City's General Fund included in the Fiscal Year (FY) 2022-23 budget.

The project will develop 100% designs for the Veterans Court seawall and Lagoon System 1 outfall and develop a long-term adaptation strategy for the Bay Farm Island shoreline. The project also seeks to mitigate the impacts of sea level and groundwater rise and consider liquefaction risk, maintain connectivity to/from Bay Farm Island, maintain and adapt existing public recreation space and the Bay Trail, including the wooden bicycle/pedestrian bridge, implement nature-based solutions, such as submerged aquatic vegetation, horizontal levees, and living seawalls; and provide co-benefits such as enhancing wildlife habitat, attenuating wave energy, accumulating sediment, reducing erosion, sequestering carbon, and buffering ocean acidification.

More information about this project can be found at www.alamedaca.gov/BayFarmIslandAdaptation.



Oakland-Alameda Estuary Adaptation Project

The Oakland-Alameda Estuary Adaptation Project is located in the cities of Alameda and Oakland, near the Posey/Webster Tubes and downtown Oakland and Jack London Square. The Alameda shoreline near the Posey/Webster tubes was identified as a priority flooding location in Alameda's Climate Action and Adaptation Plan. In 2022, staff applied for and received \$425,000 in funding from the Caltrans Sustainable Communities grant program with a \$75,000 match from the City of Alameda.

The project will develop a concept in coordination with community members, stakeholders, and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline and Alameda's northern shoreline by Marina Village - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This Oakland-Alameda Estuary Adaptation Project will piggyback on work done by the Alameda County Transportation Commission for the Oakland Alameda Access Project, which is an improvement project for the Posey/Webster Tubes, and involves many of the same community members and stakeholders in both Oakland and Alameda. The Oakland-Alameda Estuary Adaptation Project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the SF Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.

More information about this project can be found at www.alamedaca.gov/EstuaryAdaptation.

De-Pave Park

De-Pave Park is a 12-acre ecological park in which all existing concrete (from the former Naval Base airfield/runway system) is planned to be removed to create tidal wetlands and wildlife habitat. This park is located on the western side of Seaplane Lagoon at Alameda Point and was originally envisioned and described in the [Alameda Point Town Center and Waterfront Precise Plan](#). In the spring of 2020, the City conducted an input process with local key stakeholders to develop a Vision Plan for the park. The park is intended to create a tidal ecology system that adapts to sea level rise through inundation and includes public access and environmental education. The Vision Plan was approved by the City Council in 2021 and the City was awarded \$800,000 from the San Francisco Bay Restoration Authority (SFBRA) Measure AA grant with the scope of work to include an inclusive Master Plan process with broad community outreach using the Vision Plan as a starting point and development of 30% construction documents. An additional component of this grant is for the City to develop agreements with the SF Estuary Institute (SFEI) to provide scientific consultation on the design and implementation plan as well as Literacy for Environmental Justice to develop a Community Stewardship Program framework to implement at a later date with a volunteer and workforce development program that grows plants and manages habitat maintenance. The Master Plan process will take place in 2023.

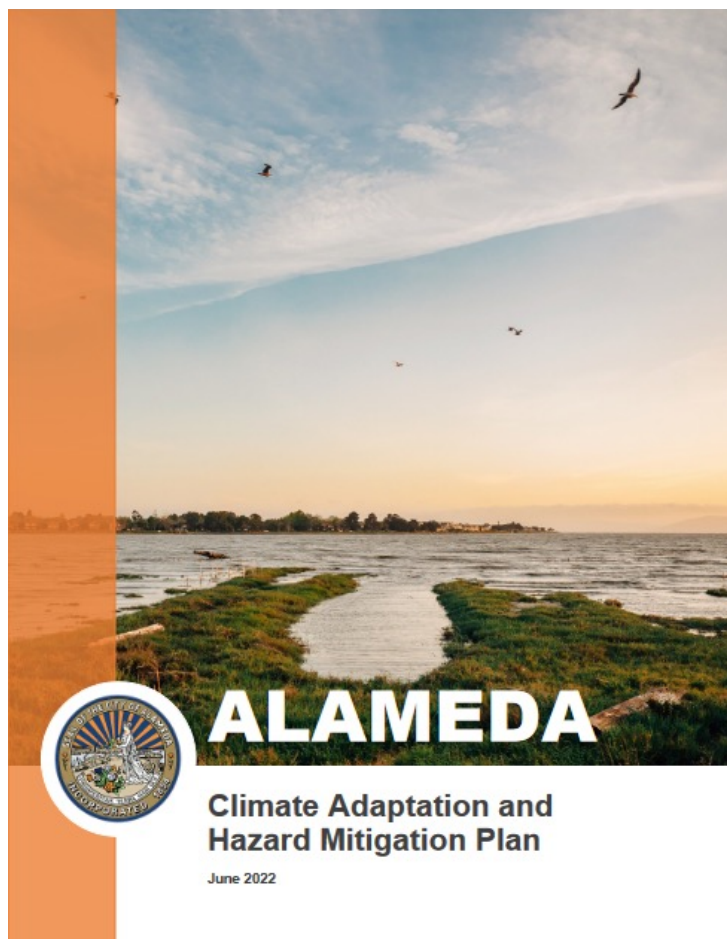
Doolittle Drive Coordination

As part of the Estuary Working Group, the San Leandro Bay/Doolittle Drive Subarea Working Group continues to meet quarterly with the Port of Oakland, Caltrans, East Bay Regional Parks District, City of Oakland, and community groups to coordinate and align adaptation efforts and expedite development of adaptation projects for Doolittle Drive that achieve multiple benefits for all the stakeholders involved. Doolittle Drive is a significant driver of projected sea level rise inundation for Bay Farm Island. Several projects led by other agencies are currently ongoing in the Doolittle Drive area, including the Doolittle Drive/DR-61 Sea Level Rise Adaptation Project led by Caltrans (Project 5) and the Port of Oakland's Northfield Vulnerability Assessment. More information about the effort can be found at <https://www.alamedaca.gov/ShorelineDoolittleDr>.

Climate Adaptation and Hazard Mitigation Plan Update

The Climate Adaptation and Hazard Mitigation Plan was adopted by the City Council and approved by the Federal Emergency Management Agency (FEMA) in June 2022. The plan updates the 2016 Local Hazard Mitigation Plan, as required by FEMA, and the Adaptation Chapter of CARP. The plan describes the natural and climate hazards that impact Alameda, their consequences for Alameda and prioritizes actions that would reduce risk from those hazards. Completion of this plan is required to be eligible for federal pre-disaster mitigation grant funds. Following adoption of the plan, Alameda General Plan Safety Element was also updated to align with the plan. The plan can be found at <https://www.alamedaca.gov/HazardMitigationPlan>.

FEMA requires that the plan and strategies be reviewed annually throughout the five-year plan cycle. As the plan was just completed in 2022, there are no changes to conditions that warrant an update to the plan at this time. Progress updates of the mitigation strategies are provided in **Appendix B** of this annual report. A comprehensive plan update will be completed by 2027.



“The Climate Adaptation and Hazard Mitigation Plan was adopted by the City Council and approved by the Federal Emergency Management Agency (FEMA) in June 2022.”

LEGISLATIVE ACTIONS

The City of Alameda supported the following State bills related to climate action and resilience in 2022 and will continue to support additional resources to assist in the City's implementation of the CARP.

TRANSPORTATION

AB 117 (Boerner Horvath)

Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. The Governor vetoed this bill on September 28, 2022.

AB 1873 (Boerner Horvath)

This legislation would provide a tax credit for the installation of electric vehicle (EV) charging infrastructure in multifamily dwellings. The City of Alameda supports efforts to reduce greenhouse gas emissions including the expansion of electric vehicles and their charging infrastructure. This bill failed to pass out of the Legislature and is now dead.

AB 2438 (Friedman)

AB 2438 requires specific state transportation programs to incorporate strategies from the Climate Action Plan for Transportation Infrastructure (CAPTI) into program guidelines. The City of Alameda supports measures that will assist in the City's implementation of the Climate Action and Resiliency Plan, including through equitable improvements to transportation. The Governor vetoed this bill on September 29, 2022.

SB 922 (Wiener)

This bill will expand California Environmental Quality Act (CEQA) exemptions for transit, bicycle, and pedestrian projects, aimed at accelerating sustainable transportation projects in California. The City of Alameda supports measures that make Alameda safer for pedestrians and bicyclists and increase safety around schools. This bill was signed by the Governor on September 30, 2022.

WASTE

AB 1857 (C. Garcia)

This bill updates California's waste diversion law to reflect the current rates of recycling and infrastructure available today. The City of Alameda supports legislation that promotes recycling and landfill diversion efforts, reduces greenhouse gas emissions, and promotes environmental protection and sustainability. This bill was signed by the Governor on September 16, 2022.

AB 1985 (R. Rivas)

This bill would assist local governments in implementing the State's organic waste diversion targets and allow time for markets to develop for organic waste products. The City of Alameda supports additional resources to assist local governments in developing and implementing conservation strategies that maximize available resources and reduce costs; resources to assist in the City's implementation of the Climate Action & Resiliency Plan; and efforts to extend SB 1383 requirements. This bill was signed by the Governor on September 16, 2022.

AB 2026 (Friedman)

The legislation proposed will require an e-commerce shipper that ships in or into California to reduce the total weight and number of units of single-use plastic shipping envelopes, cushioning, void fill, and expanded and extruded polystyrene by January 1, 2030. The City of Alameda supports legislation that will reduce the use of single use plastic and the expansion of existing bans on plastic products. This bill was held on the Senate Appropriations Suspense File and is now dead.

AB 2440 (Irwin)

This bill will require producers of batteries and battery-embedded products to establish a stewardship program for the collection, transportation, recycling, and the safe and proper management of batteries or battery-embedded products in California. The City of Alameda supports legislation that promotes environmental protection and sustainability and efforts that promote and fund recycling and landfill diversion efforts and ensure residents have access to convenient recycling facilities. This bill was signed by the Governor on September 16, 2022.

AB 2784 (Ting)

This legislation would establish minimum recycled content requirements for thermoform plastic containers used by food and beverage producers. The City of Alameda supports legislation that reduces the use of single use plastic and promotes recycling and landfill diversion efforts. This bill was vetoed by the Governor on September 19, 2022.

SB 1046 (Eggman)

This legislation prohibits the sale of pre-checkout bags to a customer unless the bag is compostable or recyclable. The City of Alameda supports the adopted plastic bag and straw bans and efforts to expand existing bans. This bill was signed by the Governor on September 30, 2022.

SB 1065 (Eggman)

This bill would create the Abandoned and Derelict Commercial Vessel Program to prioritize and fund the removal of commercial abandoned and derelict vessels. The City of Alameda supports efforts to enhance funding

for estuary and marine debris removal as well as preserve and expand maritime uses for residents and businesses which includes the removal of derelict vessels. This bill was vetoed by the Governor on September 28, 2022.

SB 1215 (Newman)

SB 1215 will expand and modify the existing electronic device recycling statutes to include electronic devices with embedded batteries. The City of Alameda supports legislation that promotes environmental protection and sustainability and efforts that promote and fund recycling and landfill diversion efforts and ensure residents have access to convenient recycling facilities. This bill was signed by the Governor on September 16, 2022.

SB 1255 (Portantino)

This bill would establish the Dishwasher Grant Program for Waste Reduction in K-12 Schools and Community Colleges to provide grants for the purchase and installation of commercial dishwashers at school campuses. The City of Alameda supports efforts that reduce the use of single use plastics and promotes recycling and landfill diversion. This bill was vetoed by the Governor on September 28, 2022.

CLIMATE RESILIENCY**SB 852 (Dodd)**

SB 852 will permit cities, counties, or special districts, either alone or in combination, to establish climate resilience districts. The City of Alameda supports legislation that promotes regional authority to coordinate climate change responses, as well as funding and resources for local agencies to adapt to the impacts of climate change, including addressing sea level rise and flood protection - two of the biggest threats facing our city. This bill was signed by the Governor on September 9, 2022.

STAFFING AND PARTNERSHIPS

A full-time Sustainability and Resilience Manager was hired at the beginning of 2021 to lead implementation of the CARP, as recommended in the CARP. This position reports to the Assistant City Manager and provides additional capacity and structure to Alameda's climate and resilience efforts.

The CARP suggests hiring an additional 11 or more full-time employees for full implementation, in addition to existing staff in various departments that already support CARP implementation.

In 2022, a CivicSpark Fellow was hired to support priority CARP implementation efforts, including equitable building decarbonization, and EV charging. CivicSpark is a Governor's Initiative AmeriCorps program dedicated to building capacity for local public agencies to address community resilience issues such as climate change, water resource management, housing, and mobility.

Staff also partnered with Community Action for Sustainable Alameda (CASA) to host two college and three high school summer interns in 2022. Interns worked on sea level rise adaptation education and governance and youth advocacy as well as existing building electrification.

BUDGET AND FUNDING NEEDS

As stated in the adopted CARP, "to implement GHG and resilience strategies, Alameda will need to use a mix of federal, regional, state, and local dollars and grants." Staff continues to communicate with other agencies and organizations to identify and selectively pursue grant opportunities and to streamline effort. The Capital Improvement Plan (CIP) is a key source of funding for prioritized projects in the near-term. In the coming months, staff will have more clarity on federal infrastructure dollars and related programs that can further help support CARP implementation.

Staff will seek council direction and budget support for the following CARP activities in the FY 2023-25 budget. Additional budget requests related to stormwater, green infrastructure, waste, and transportation are included in their respective departmental budget requests for FY 2-23-25 and CIP process, which supports CARP implementation.

- \$124,000 for two CivicSpark Fellows to support CARP implementation in each of the 2023-24 and 2024-25 service years. Each Fellow cost \$31,000 per year.
- \$24,000 for CASA support/interns in 2023 and 2024. Intern stipends for CASA interns are \$6,000.
- \$50,000 for community engagement and education for building decarbonization.
- \$25,000 for an updated greenhouse gas inventory in 2023.
- \$200,000 for 5-year CARP update, including additional groundwater analysis in 2024.
- \$133,250 for equitable building decarbonization implementation funded from the Energy Efficiency and Conservation Block Grant Program (EECBG) in the 2021 Bipartisan Infrastructure Law.

In 2023, staff may seek additional grant funding for high priority adaptation projects as feasible as identified in the Adaptation Funding Strategy (**Appendix C**)

APPENDIX A: UPDATE ON 2022 PRIORITIES

Staff identified 15 priorities for CARP implementation in 2022. The following table summarizes the progress made towards those actions.

2022 CARP PRIORITY	PROGRESS
1. Develop an equitable existing buildings energy efficiency and electrification roadmap.	Staff developed an Equitable Building Decarbonization Plan with community input for Council consideration that lays out the process for shifting natural gas use in existing buildings toward clean, energy efficient all-electric buildings in accordance with the City's climate and equity goals. The plan provides a phased approach that includes new policies and programs, financing options, expanded rebates, and community education and outreach. The plan aligns with other citywide efforts to create affordable, safe, healthy and resilient housing and prepare the City to leverage grants and funds as they become available. The plan was recommended for Council adoption by the Planning Board and Public Utilities Board and is available at https://www.alamedaca.gov/BuildingDecarb .
2. Expand public EV charging availability.	Staff is working with a vendor to install Level 2 and DCFC EV chargers in public parking locations across the city with funding from various federal, state and regional programs.
3. Encourage owners to seismically retrofit residential buildings.	Staff completed a cost-benefit analysis of a typical soft-story seismic retrofit and scope of work in preparation for applying for a FEMA hazard mitigation grant in the next funding cycle to provide financial support to soft-story building owners to complete a retrofit of their building. Staff has also been conducting outreach to the public to encourage participation in the California Brace and Bolt program which provides \$3,000 grants for seismic retrofit of single-family homes. Households with incomes under \$72,080, may also qualify for a supplemental grant that could help pay 100% of the cost of a seismic upgrade.
4. Increase compost application.	Staff secured a grant for \$115,019 to help the City comply with SB 1383 and increase compost application in the City and began implementation of SB 1383, the state's Short-Lived Climate Pollutant Reduction Law, to reduce methane emissions from landfills and increase recovery of edible food. City Council approved a plan for Fiscal Year 2022-23 to increase compost use in the City and comply with SB 1383. The City has utilized over 1,000 cubic yards of compost for calendar year 2022. Staff is working to finalize an agreement with two organizations to develop a compost hub to help distribute compost to the public. Staff will return to Council with options and a proposed approach to continue to increase compost and mulch application and comply with SB 1383.
5. Develop strategy to phase-in sustainable purchasing requirements.	To comply with SB 1383, the City updated its procurement guidelines to ensure City purchases of paper and paper products include minimum 30% of recycled content for paper and paper products. The City also established a higher standard for white copy paper of 100% recycled content. Staff is continuing to develop a strategy to phase-in additional sustainable purchasing requirements.
6. Complete Doolittle Community Solar Project.	The Doolittle Community Solar Project is a proposed 2.0-megawatt photovoltaic solar facility on an 11-acre portion of the former Doolittle Landfill in the northeastern area of Bay Farm Island. In May 2022, the solar provider NextEra provided notice of a 24 percent price increase to the power purchase agreement (PPA). The increase is primarily driven by inflationary impacts to materials and construction costs. At the July 2022 PUB meeting, AMP staff recommended pausing the project due to the price increase. Staff is evaluating new funding sources from the Inflation Reduction Act that may make the project more cost-effective in the future and plans to update the PUB again in a year.
7. Advance San Leandro Bay/Oakland-Alameda Estuary Adaptation Working Group.	The Estuary Working Group continues to meet quarterly with City of Alameda staff as lead. A San Leandro Bay/Doolittle Drive subarea working group meets monthly and a steering committee was formed that also meets monthly. The Working Group had a field trip to the MLK Jr. Shoreline in May and to the Oakland Airport Perimeter Levee project in September. The Working Group is currently seeking funding as described below.

2022 CARP PRIORITY	PROGRESS
8. Launch development of a citywide adaptation pathway master plan.	The City, on behalf of the Estuary Working Group was awarded \$840,000 in grant funding from the National Fish and Wildlife Foundation and the San Francisco Estuary Partnership to develop a vision and long-term adaptation pathway master plan for the entire San Leandro operational landscape unit, including the City of Alameda. The project will kick-off in 2023.
9. Identify funding for priority adaptation projects identified in CARP.	The City has secured \$3.3 million in funds for sea level rise adaptation projects in 2022. The City was awarded a \$1.5 million FEMA grant funding with a \$500,000 local match to develop 100% design for Veterans Court and Lagoon System 1 Outfall adaptation projects as well as develop long-term adaptation pathways for the Bay Farm Island shoreline. The project will kick-off in 2023. In partnership with the City of Oakland, Alameda was awarded \$500,000 in funding from Caltrans for concept design and community engagement for adaptation of the Alameda shoreline area near Posey and Webster tubes and Jack London Square area of Oakland. The project will kick-off in 2023. The City was awarded \$800,000 from the San Francisco Bay Restoration Authority (SFBRA) Measure AA grant to conduct a Master Plan process for De-Pave Park with broad community outreach. The park is intended to create a tidal ecology system that adapts to sea level rise through inundation and includes public access and environmental education. In 2023, staff will conduct an extensive and inclusive public input process to determine what design, amenities and activities the broader community wants from De-Pave Park.
10. Consider applying for the Cool City Challenge.	In partnership with CASA and the Alameda Marketplace, staff launched an Alameda pilot of the Cool Block Program in five Alameda neighborhoods. The pilot ran in Summer and Fall 2022. In 2023 the City and CASA will evaluate the program to determine if it should be continued and expanded.
11. Develop climate communication and engagement strategy.	Staff intended to include a section on climate communication and engagement in a forthcoming RFP for a citywide communication plan, however the citywide RFP was not released in 2022. Staff will continue to prioritize communication and engagement for specific CARP related projects in 2023.
12. Consider placing a climate revenue measure on the ballot.	Staff recommended placing an infrastructure bond on the ballot at the May 10, 2022 Council Meeting, however Council decided to not place an infrastructure bond on the ballot in November 2022.
13. Update Urban Forest Plan.	Selected contractor and kicked-off development of an updated and expanded Urban Forest Plan to be completed in October 2023.
14. Complete Active Transportation Plan.	The City updated the Active Transportation Plan with community input and the plan was approved by the City Council on December 20, 2022.
15. Complete Zero Waste Implementation Plan Progress Report.	Staff is currently developing the Zero Waste Implementation Plan Progress Report with the goal of completing it by summer 2023.

APPENDIX B: PRIORITY CLIMATE ADAPTATION AND HAZARD MITIGATION STRATEGIES

The priority climate adaptation and hazard mitigation strategies were adopted in the 2022 Climate Adaptation and Hazard Mitigation Plan. These strategies align with those in the General Plan Safety and Climate Conservation Elements. This appendix serves as the annual report for the plan, as required by FEMA.

Climate Adaptation and Hazard Mitigation Strategies

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
Buildings				
B1. Solar Panels. Encourage installation of solar panels and energy storage equipment in existing and new development and on public property such as the former Doolittle Landfill.	Earthquake Ground Shaking Wind/Storms	AMP	General Plan Policy CC-14	Starting November 1, 2022, AMP began waiving the \$300 interconnection fee for residential customers installing new PV systems or new PV systems with battery storage in buildings built before January 1, 2020. This fee waiver does not apply to commercial solar projects or installations greater than 50 kilowatts. The City also launched a new streamlined solar permitting process using SolarApp+ in December 2022 that works in conjunction with the building department's new expedited same day permitting process for electrical service upgrades, heat pumps and EV chargers. With the new online permitting program, the time to get a solar permit in Alameda will be reduced from a month or more to about an hour. The City also received a \$60,000 CEC implementation grant. AMP is working on installing a 2 MW solar project at Doolittle Landfill.
B2. Water Efficiency and Conservation. Minimize water use in existing and new construction and landscaped areas to make Alameda more resilient to drought and generate less wastewater.	Drought	Planning, Building and Transportation Public Works Recreation and Parks	General Plan Policy CC-16	Completed conversion of City Hall's lawn to drought tolerant landscape. Planning conversion at City Hall West.
B3. Rising Groundwater. Prepare for the impacts of rising groundwater levels on private and public property.	Sea Level Rise	Planning, Building and Transportation Public Works	General Plan Policy CC-23, HS-35	Staff is evaluating needed building code updates to respond to rising groundwater and incorporating groundwater considerations into shoreline adaptation projects. Staff is evaluating the need to update its groundwater data and modeling and planning to incorporate it into a CARP update in 2024. .

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
B4. Seismic Retrofit for Private Buildings. Require owners of vulnerable structures, to the extent feasible, to retrofit existing structures to withstand earthquake ground shaking, and require retrofitting when such structures are substantially rehabilitated or remodeled	Earthquake Ground Shaking Earthquake Liquefaction	Planning, Building and Transportation	General Plan Policy HS-13, Municipal Code Section 13-80.1 to 13-80.16 and 13-70.1 to 13-70.6	Staff completed a cost-benefit analysis of a typical soft-story seismic retrofit and scope of work in preparation of applying for a FEMA hazard mitigation grant in the next funding cycle to provide financial support to soft-story building owners to complete a retrofit of their building. Staff has also been conducting outreach to the public to encourage participation in the California Brace and Bolt program which provides \$3,000 grants for seismic retrofit of single family homes. Households with incomes under \$72,080, may also qualify for a supplemental grant that could help pay 100% of the cost of a seismic upgrade.
B5. Flood Insurance. Continue the City's participation in the National Flood Insurance Program and the Community Rating System as a Class 8 community. Identify ways to increase Alameda's Community Rating to reduce flood insurance costs.	Flooding Sea Level Rise	Public Works	General Plan Policy HS-14, Municipal Code Section XX - Floodplain Management	The City continued to participate in NFIP and recertified its CRS status as a Class 8 community in 2022.
B6. Flood Proofing for Existing Buildings. Implement programs to encourage flood-proofing retrofits to existing buildings and redevelopment in flood-prone areas.	Flooding	Planning, Building and Transportation	General Plan Policy HS-19	Staff is evaluating needed building code updates for flood mitigation.
B7. Design for Flooding. Implement programs and amend regulations to require and incentivize flood-proofing retrofits to existing buildings in flood-prone areas, and require all new development to design for sea level and associated groundwater rise based on the most current regional projections.	Flooding Sea Level Rise	Planning, Building and Transportation	General Plan Policies HS-22, LU-30, CC-20, CARP	Staff is evaluating needed building code updates for flood mitigation.
B8. Building Codes for New Development. Encourage existing properties to minimize the risks of fire and include adequate provisions for emergency access and appropriate firefighting equipment.	Earthquake Caused Fires Earthquake Ground Shaking	Planning, Building and Transportation	General Plan Policy HS-29	The City adopted the 2022 California Building Code with local amendments requiring fire sprinklers in new and substantially modified buildings and requiring that new and substantially modified buildings be all-electric with no gas hookups to reduce the risk of fires following earthquakes, as well as meet GHG reduction goals.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
B9. Fire Prevention in Existing Properties. Encourage existing properties to minimize the risks of fire and include adequate provisions for emergency access and appropriate firefighting equipment.	Earthquake Caused Fires	Fire	General Plan Policy HS-29	The City adopted the 2022 California Building Code with local amendments requiring fire sprinklers in new and substantially modified buildings and requiring that new and substantially modified buildings be all-electric with no gas hookups. Staff also developed an Existing Building Decarbonization Plan which recommends exploring policies requiring electrification of existing buildings to reduce greenhouse gas emissions and prevent fires following earthquakes.
B10. Building and Infrastructure Standards. Maintain up-to-date building codes and encourage or require new and existing buildings and infrastructure to be designed or retrofitted for timely restoration of service (functional recovery) following an earthquake, with particular attention on the effects of liquefaction on buildings and infrastructure.	Earthquake Ground Shaking Earthquake Liquefaction	Planning, Building and Transportation	General Plan Policy HS-10	The City adopted the 2022 California Building Code and is evaluating needed building code updates for earthquakes and functional recovery standard.
B11. Cool/Green Buildings. Incentivize and consider requiring the installation of cool roofs, green roofs, and/or other energy-efficient cool building methods to mitigate heat impacts and reduce runoff.	Heat	Planning, Building and Transportation	General Plan Policy CC-34	City Council approved revisions to the Design Review ordinance in 2019 exempting green roof, cool roofs, and similar roof treatments from design review, provided the installation does not require modifying the existing roof form or pitch
B12. Sea Level Rise Protection. Reduce the potential for property damage and loss, and loss of natural habitat resulting from sea level rise.	Flooding Sea Level Rise	Planning, Building and Transportation Public Works	General Plan Policy CC-19	Launching Bay Farm Island adaptation project and Estuary adaptation project and seeking funding for development of a comprehensive shoreline vision and adaptation pathways (see descriptions above)
Infrastructure				
I1. Critical Public Assets. Ensure resilience and long-term functionality of critical public assets threatened by earthquakes, sea level rise or rising groundwater.	Earthquake Ground Shaking Liquefaction Flooding Sea Level Rise	Public Works AMP	General Plan Policy CC-22 and HS-12	Launching Bay Farm Island adaptation project and Estuary adaptation project and seeking funding for development of a comprehensive shoreline vision and adaptation pathways (see descriptions above). Also seeking funding for pump station upgrades and green infrastructure improvements to respond to sea level rise.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
12. Water Retention. Develop and maintain large and small areas to retain water within the city that may serve as areas of “retreat” during large storm events.	Flooding Sea Level Rise	Public Works	General Plan Policy CC-24	Staff has been awarded \$1.5 million grant from the EPA San Francisco Bay Water Quality Improvement Fund for green infrastructure projects associated with paving projects across the city.
13. Urban Forest. Take actions to maintain and expand the number of trees in Alameda on public and private property to improve public health, reduce pollution, and reduce heat island effects.	Heat	Public Works Recreation and Parks	General Plan Policy CC-26, CARP	Selected contractor and kicked-off development of an updated and expanded Urban Forest Plan to be completed in October 2023.
14. Lagoons. Continue to preserve and maintain all lagoons as natural habitat as well as an integral component of the City’s green infrastructure network and flood control system.	Flooding	Public Works	General Plan Policy CC-32	Seeking funding for lagoon maintenance and adaptation projects to address sea level rise.
15. On-Island Generation. Support development of on-island solar power generation and on-island wind power with appropriately sized generation, storage, and microgrid distribution infrastructure to be able to provide power for a range of uses, including essential functions. Permit renewable energy generation facilities by right in zones with compatible uses and remove financial disincentives associated with the installation of clean energy generation and storage equipment.	Earthquake Ground Shaking Wind/Storms	AMP	General Plan Policy CC-4	AMP is working on installing a 2 MW solar project at Doolittle Landfill.
16. Public Infrastructure Priorities. Identify public transportation, streets, electric facilities, stormwater and wastewater facilities, open space, shoreline assets, and other public assets vulnerable to sea level and groundwater rise and flooding hazards, and prioritize projects for adaptation funding.	Earthquake Ground Shaking Flooding Liquefaction Sea Level Rise	Planning, Building and Transportation Public Works	General Plan Policy HS-17, CARP	Launching Bay Farm Island adaptation project and Estuary adaptation project and seeking funding for development of a comprehensive shoreline vision and adaptation pathways (see descriptions above).

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
17. Green Infrastructure. Require the use of “green infrastructure”, landscaping, pervious surfaces, green roofs, and on-site stormwater retention facilities to reduce surface runoff and storm drain flooding during storm events.	Flooding Sea Level Rise	Public Works	General Plan Policy HS-23, CARP	Seeking funding for pump station upgrades and green infrastructure improvements to respond to sea level rise. Continue planning and permitting development project oversight to promote inclusion of Green Infrastructure project features in public and private projects
18. Underground Utilities. Require new development to underground utilities to minimize disruption by fire or other natural disasters.	Earthquake Caused Fires	AMP	General Plan Policy HS-30, Underground Utility District Policy	AMP plans to award a construction contract for undergrounding a 1.1-mile section along Otis Drive and Broadway. AMP plans to recommend that the City Council approve additional undergrounding projects from the list of recommendations received from the District Nominating Board (DNB). This list includes the following areas: - Webster Street - all crossings - Central Avenue to Pacific Avenue including Eagle Avenue - West of Constitution Way; and along Central Avenue from Eighth Street to Webster Street. - Broadway - Buena Vista Ave to Clement Ave - Fernside Boulevard from Encinal Avenue to High Street, - Park Street - San Jose Avenue to Otis Drive.
19. Lifeline Standard Estuary Crossing. Work with Caltrans, Alameda County, and other regional agencies to retrofit and improve at least one estuary crossing to meet a lifeline standard to ensure access to the larger region for emergency access, equipment supplies, and disaster response and recovery shortly after a major seismic event.	Earthquake Ground Shaking Liquefaction	Public Works	General Plan Policy HS-11	As a first step, the City is working with the US Coast Guard to seek funds for a feasibility study to potentially demolish or move the adjacent former rail bridge that is at risk of collapse in an earthquake.
110. Collaboration. Work collaboratively with other jurisdictions and agencies to reduce fire hazards in Alameda, such as post-earthquake fire hazards, with an emphasis on mutual aid agreements.	Earthquake Caused Fires	Fire	General Plan Policy HS-27	Owners of identified soft-story buildings were required to install an earthquake-actuated gas shut-off valve on the building to reduce the likelihood of natural gas fire ignitions in earthquakes. Automatic gas shut-off valves are required any time a permit is issued for gas piping, whenever a property is sold or has a transfer of title. To date, approximately 2,794 permits have been issued for gas shut-off valves in the city. Alameda has purchased two water tenders to use Bay water for firefighting. New tenders should be purchased every 8-10 years.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
Land Use				
L1. Groundwater Rise. Review remediation timelines for contaminated sites based on a groundwater model with projected sea level rise impacts. Work with applicable agencies to adjust remediation, as applicable.	Sea Level Rise	Public Works	General Plan Policy HS-35	Published "The Response of the Shallow Groundwater Layer and Contaminants to Sea Level Rise in Alameda" report in 2020. Implementing priority actions in the report.
L2. Land Development. Require that new development reduce the potential for property damage, and loss of natural habitat, which results from groundwater and sea level rise.	Sea Level Rise	Planning, Building and Transportation	General Plan Policy CC-20	Floodplain ordinance requires special design requirements for new construction in the floodplain and in coastal high hazard areas. 2040 General Plan recommends following California's Ocean Protection Council 2018 Sea-Level Rise Guidance. Green Infrastructure Plan includes requirements for low impact development. Future Actions Future updates of the General Plan will explore and consider more fully this 50-year climate scenario and its implications for Alameda.
L3. Resilient Rights-of-Way and Open Spaces. Design street rights-of-way, parks, other public spaces, street trees and landscaping to be resilient to temporary flooding.	Flooding	Planning, Building and Transportation	General Plan Policy HS-19	Seeking funding for green infrastructure improvements at intersections when completing paving projects.
L4. Easements. Require the creation and maintenance of easements along drainage ways necessary for adequate drainage of normal or increased surface runoff due to storms.	Flooding	Planning, Building and Transportation Public Works	General Plan Policy HS-23	No update
Emergency Response				
E1. Heat and Wildfire Smoke Emergencies. Create a network of clean air and cooling emergency shelters throughout Alameda.	Heat Wildfire Smoke	Library Public Works Recreation and Parks	General Plan Policy CC-25, CARP, Emergency Operations Plan	West End Library was upgraded in 2021 with new A/C and air filtration to serve as a Cooling and Clean Air Center in addition to the Main Library and Mastick Senior Center. No further centers have been determined to be needed at this time.
E2. Emergency Preparedness. Maintain emergency management and disaster preparedness as a top City priority.	All Hazards	Fire	General Plan Policy HS-1	Completed Environmental Emergency Plan Annex draft. Draft plan added as an Annex to the Basic Emergency Operation Plan (EOP). EOC training exercises on a City, County, Regional and State level. Training for emergency repair, traffic control, evacuations, shelter in place, crowd control, emergency medical aid, grant reimbursement, etc. Education of City Employees about personal emergency preparedness and mitigation

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
E3. Tsunami Preparedness. Prepare Alameda for tsunamis and prepare for a timely evacuation with a focus of access and functional needs populations.	Tsunamis	Fire Planning, Building and Transportation	General Plan Policy HS-20	Hired a consultant to help with tsunami evacuation planning. The work scope includes creating evacuation scenarios and meeting with stakeholder partners to improve coordination. Staff is expected to complete the tsunami evacuation planning and partner coordination by spring 2023. Staff will continue with tsunami awareness. The next step is for the City to become a designated Tsunami Ready Community, which will be possible with the City's planned on-going mitigation, preparedness, and response steps. www.AlamedaCA.gov/DisasterPreparedness
E4. Emergency Coordination. Coordinate local emergency preparedness efforts with the Federal Emergency Management Agency, California Office of Emergency Services, Coast Guard, United States Maritime Administration Ready Reserve Fleet, the San Francisco Bay Area Water Emergency Transportation Authority, Alameda County, East Bay Municipal Utility District, the Port of Oakland, adjacent jurisdictions, CalWARN, the Alameda Unified School District, the various private schools in Alameda, local hospitals, housing facilities for seniors or individuals with disabilities, and other local and regional police, fire and public health agencies in preparation for natural and man-made disasters, and ensure that the City's disaster response communication technologies are compatible with other agency communication technologies.	All Hazards	Fire	General Plan Policy HS-3	Alameda Municipal Power is a signatory on two mutual aid agreements: California Utility Emergency Association (CUEA) and Northern California Power Agency (NCPA) Maintain agreements with adjoining jurisdictions for cooperative response to fires, floods, earthquakes, and other disasters. Working Relationships and Lifeline Committee Meetings with Caltrans, County, Coast Guard, Ready Reserve, Port of Oakland, San Leandro, Utilities, FEMA, and Other Agencies. Membership in CalWARN Mutual Aid for City-run and independent utilities that provide water and wastewater.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
E5. Wildfire Smoke. Prepare for future wildfire smoke events.	Wildfire Smoke	Fire	General Plan Policy HS-61	Adopted and implemented new air quality / smoke response protocols for City staff and employees. West End Library was upgraded in 2021 with new A/C and air filtration to serve as a Cooling and Clean Air Center in addition to the Main Library and Mastick Senior Center. Utilize AC Alert to notify residents about unsafe air quality. Ensure equitable access from all neighborhoods and populations, especially the homeless, elderly, disabled.
E6. Emergency Response and Disaster Preparedness. Preserve access for emergency response vehicles to people and property and for evacuation.	Earthquake Ground Shaking Liquefaction Tsunamis	Planning, Building and Transportation Public Works	General Plan Policy ME-9	Coordinated with AC Transit on the locations of vulnerable populations in the City of Alameda including skilled nursing facilities, adult day care and child care facilities. Participated in Bay Area Urban Areas Security Initiative trainings. Continue working with the United States Army Corps of Engineers (Army Corps) to address the public safety hazard posed by the adjacent abandoned Fruitvale rail bridge. Draft letter to Alameda County requesting upgrade to Miller-Sweeney Bridge. Continue coordination with WETA and AC Transit, and will participate in Bay Area emergency response training exercises.
Communication, Community and Coordination				
C1. Public Communication. Maintain and promote community programs to train volunteers, support vulnerable community members like seniors and individuals with disabilities, coordinate with food banks and other local aid organizations, and assist police, fire, and civil defense personnel during and after a major earthquake, fire, or flood.	All Hazards	City Manager's Office Fire Police	General Plan Policy HS-4, Emergency Operations Plan	The City of Alameda in partnership with Alameda County Office of Emergency Services (OES) uses AC Alert as the County-wide mass notification system to alert community members of weather-related issues, as well as posting to social media, and the city website. The City encourages the public to opt-in to AC Alert and follow the City on social media. Resilience Hub pilot with the MakerFarm at Alameda Point is underway.
C2. Air Quality Alerts. Continue to partner with BAAQMD to enhance awareness of air quality index alerts and related outreach and education to protect the health of residents.	Wildfire Smoke	Fire	General Plan Policy HS-65	The City encourages residents to sign up for AC Alert to receive emergency notifications

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
C3. Regional Partnerships. Actively participate in regional discussions on groundwater and sea level rise mitigation, infrastructure improvements, and adaptation strategies.	Drought Sea Level Rise	City Manager's Office Planning, Building and Transportation Public Works	General Plan Policy HS-16	Convened the San Leandro Bay/Oakland Alameda Estuary Adaptation Working Group with neighboring jurisdictions, agencies and community-based organizations to coordinate San Leandro Bay/Oakland-Alameda Estuary flood and adaptation projects to protect and restore water quality, habitat, and community resilience. Sub groups are focusing on adaptation of Doolittle Drive and Northern Shoreline near Posey/Webster Tubes. Seeking funding for development of a coordinated and inclusive future-looking subregional organizational structure and action plan with shared vision and needs assessment to accelerate sea level rise adaptation.
C4. Collaboration. Work collaboratively with other jurisdictions and agencies to reduce fire hazards in Alameda, such as post-earthquake fire hazards, with an emphasis on mutual aid agreements.	Earthquake Caused Fires	Fire	General Plan Policy HS-27	Maintain agreements with adjoining jurisdictions for cooperative response to fires, floods, earthquakes, and other disasters.
C5. Neighborhood Resilience Coordination. Consider piloting building electrification, water conservation and other climate initiatives at a block or neighborhood level to more cost effectively transition to climate friendly energy, water, and resource use.	All Hazards	City Manager's Office	General Plan Policy CC-15	In partnership with CASA and the Alameda Marketplace, staff launched an Alameda pilot of the Cool Blocks Program with a group of about 10 cool block leaders. The pilot will run until November and the City and CASA will evaluate the program in 2023 to determine if the program should be continued and expanded.
C6. Social Vulnerability. Prioritize the needs of frontline communities when prioritizing public investments and improvements to address climate change.	All Hazards	All Departments	General Plan Policy CC-2	City uses BCDC Community Vulnerability Analysis to prioritize funding for transportation projects and equity is centered in shoreline adaptation planning through the Estuary Working Group.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2022 STATUS
Studies and Plans				
S1. Adaptation Pathway Master Plan. Develop an adaptation pathway master plan that includes additional vulnerability studies as needed, economic analysis, groundwater rise studies, and other data collection as needed to identify the range of shoreline protection, groundwater management and adaptation strategies over time from short- to long-term as well as land use, building and infrastructure design standards needed to help Alameda adapt to rising sea and groundwater levels.	Sea Level Rise	City Manager's Office Community and Economic Development Planning, Building and Transportation Public Works	General Plan Policy CC-21, CARP	The City, on behalf of the Estuary Working Group was recommended for a \$300,000 grant from SFEP and submitted a \$540,000 proposal to National Fish and Wildlife Foundation to establish a formal group structure and develop a long-term adaptation pathway master plan for the entire San Leandro operational landscape unit, including the City of Alameda.
S2. Rising Groundwater. Prepare for the impacts of rising groundwater levels on private and public property.	Sea Level Rise	City Manager's Office Planning, Building and Transportation Public Works	General Plan Policy CC-23, HS-24, Groundwater Study	The City is evaluating recommended building code amendments to address groundwater rise and seeking funding for green infrastructure projects that can mitigate groundwater rise. Sites will consider current and future groundwater levels in the design.
S3. Flood Hazard Maps. Prioritize the review and publishing for public discussion the latest and most up to date flood hazard and sea level rise forecasts from all trusted sources.	Flooding	Planning, Building and Transportation	General Plan Policy HS-15	The most up to date FEMA flood hazard maps are published and the General Plan includes guidance on planning for sea level rise, following the Ocean Protection Council's guidance.

APPENDIX C: ADAPTATION FUNDING STRATEGY

Since Alameda is constrained by limited financial resources, staff has prioritized projects using the following nine criteria based on CARP and General Plan goals.

1. **The project is grounded in existing policies or listed in adopted plans**
 - a. *High: The project is already listed as an existing policy or strategy in an adopted plan (i.e., Storm Drain Master Plan, Climate Action and Resiliency Plan)*
 - b. *Medium: The project indirectly advances a policy or strategy in an existing adopted plan*
 - c. *Low: The project has not been previously considered in an existing plan*
2. **The project benefits a community with high social vulnerability, as measured by [BCDC's Community Vulnerability Map](#). Community can refer to a census tract or census block group.**
 - a. *High: The project benefits communities with high or highest social vulnerability.*
 - b. *Moderate: The project benefits communities with moderate social vulnerability.*
 - c. *Low: The project benefits communities with low social vulnerability.*
3. **The project protects critical infrastructure, transportation routes or public spaces that are used by all members of the community.**
 - a. *High: The project protects critical infrastructure, transportation routes or public spaces that are used by all members of the community*
 - b. *Moderate: The project protects infrastructure, transportation routes or public spaces that are not critical or redundant infrastructure.*
 - c. *Low: The project does not protect critical infrastructure, transportation routes or public spaces that are used by all members of the community*
4. **The project addresses near-term sea level rise vulnerability.**
 - a. *High: The project addresses a near-term flooding/ sea level vulnerability (MHHW+12-24").*
 - b. *Medium: The project addresses a medium-term flooding/sea level rise vulnerability (MHHW+36").*
 - c. *Low: The project addresses a long-term flooding/ sea level rise vulnerability (MHHW+48").*
5. **The project provides co-benefits other than reducing flooding or protecting from sea level rise, such as improving recreational opportunity/ access, habitat restoration, water quality, increases community resilience, includes sequestration, transportation safety.**
 - a. *High: The project provides three or more co-benefits*
 - b. *Medium: The project provides 1-2 co-benefits*
 - c. *Low: The project provides no co-benefits*
6. **The project has an identifiable match source to leverage additional funding (through another grant or is identified as a CIP project)**
 - a. *High: The project has an outside grant and been identified as a CIP*
 - b. *Medium: The project has been identified as a CIP*
 - c. *Low: The project does not have a secured match source*

7. The project provides opportunities to incorporate nature-based solutions and/or novel approaches to addressing sea level rise.

- a. *High: The project is incorporating significant nature-based solutions and a novel approach to addressing sea level rise*
- b. *Medium: The project incorporates some nature-based solutions and/or a novel approach to addressing sea level rise*
- c. *Low: The project will include minimal nature-based solutions or is not a novel approach.*

8. Project will contribute to removing structures from the FEMA floodplain

- a. *High: Project will remove structures from the FEMA floodplain*
- b. *Medium: Project contributes to removing structures from the FEMA floodplain, but other projects will also need to be completed*
- c. *Low: Project does not contribute to removing structures from the FEMA floodplain*

RANK SCORING

A rank scoring process was developed as a method of prioritizing adaptation projects. For each project, each of the criteria listed above receives a low, medium, or high ranking. The low ranking corresponds to 1 point, medium corresponds to 2 points, high corresponds to 3 points. The resulting points are summed, with a maximum score of 24 points (3 points for each of the 8 criteria). The resulting scores are ordered in the table below from greatest to least, with the greatest score indicating the highest priority project.

Adaptation Project Priority Ranking

Project Name	1. Identified in existing policies or plans	2. Benefits community with high social vulnerability	3. Benefits critical infrastructure	4. Addresses Near-term Sea Level Rise Exposure	5. Provides co-benefits	6. Identifiable match source	7. Nature-based solutions and/or novel approaches	8. Removes structure from FEMA floodplain	Total Rank Score / 24	Currently funded? If yes, what is the source?
San Leandro Bay/Oakland-Alameda Estuary Working Group and Master Adaptation Plan	High	High	High	High	High	High	High	Medium	23	\$540,000 NFWF \$300,000 SFEP
Critical & High-Use Roadways	High	High	High	High	High	Medium	High	Medium	22	N
Bay Farm Island Adaptation Project	High	Medium	High	Medium	High	High	High	Medium	21	\$1.5 million FEMA; \$500,000 City of Alameda

Project Name	1. Identified in existing policies or plans	2. Benefits community with high social vulnerability	3. Benefits critical infrastructure	4. Addresses Near-term Sea Level Rise Exposure	5. Provides co-benefits	6. Identifiable match source	7. Nature-based solutions and/or novel approaches	8. Removes structure from FEMA floodplain	Total Rank Score / 24	Currently funded? If yes, what is the source?
Oakland-Alameda Estuary Adaptation Project	High	High	High	Medium	High	High	Medium	Medium	21	\$425,000 Caltrans \$75,000 City of Alameda
Storm Drain Pipes and Pump Stations	High	High	High	Medium	High	High	Low	High	21	Water Quality and Flood Protection Fee
Alameda Point Perimeter Levee	High	High	Medium	Medium	High	Low	High	High	20	N
Crown Beach and Bird Sanctuary	High	Low	High	High	High	Medium	High	Medium	20	N
Green Infrastructure	High	High	High	Low	High	Medium	High	Medium	20	N
State Route 61/ Doolittle Drive	High	Low	High	Medium	High	Medium	High	High	20	N
Bay Farm Island bridge touchdown/ Towata Park	High	Low	High	High	High	Medium	Medium	Medium	19	N
Shallow Groundwater Mitigation	Medium	Medium	High	High	High	Medium	High	Low	19	N
Eastshore Drive	High	Low	Low	Medium	High	Medium	High	High	18	N
Lagoon Intake Pipe	High	Low	High	High	High	Medium	Low	Medium	18	N
Bayview Weir and Outfall	High	Low	Medium	High	High	Medium	Low	Medium	17	N
Powell St Seawall	High	Low	High	High	Low	Medium	Medium	Medium	16	N
BFI Homes Along Lagoon	Low	Low	Low	High	High	Low	Medium	High	15	N
Lagoon Interior Outlet Works	High	Low	Medium	High	Low	Medium	Low	Low	14	N
Dredge Sediment in Lagoon #3	High	Low	Medium	Low	Medium	Medium	Low	Low	13	N
Remove Shoreline Drive Outfalls	High	Low	High	Low	Low	Medium	Low	Low	13	N

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CITY OF ALAMEDA

TRANSPORTATION PLANS

2022 ANNUAL REPORT & 2023 WORK PLAN

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1. EXECUTIVE SUMMARY

This Annual Report highlights City of Alameda transportation accomplishments from 2022 and priorities for 2023. It fulfills General Plan Mobility Element requirements for annual public reviews of the transportation system and serves as an annual report for the Transportation Choices Plan (TCP, 2018) and the Vision Zero Action Plan (2021). The Vision Zero Action Plan seeks to eliminate traffic deaths and severe injuries by 2035. The Transportation Choices Plan aims to reduce solo driving and increase other modes while improving safety and equity, and reducing greenhouse gases. The General Plan Mobility Element includes these goals and speaks to providing for the mobility needs of all Alameda community members. The Climate Action and Resiliency Plan (CARP, 2019) includes goals to reduce vehicle miles traveled (VMT) and increase the share of electric vehicles, which are reported in CARP's annual report.

“A well-designed, safe, multimodal transportation system that meets the needs of all community members regardless of income, background, ability, neighborhood, or mode of travel, is essential to a healthy, equitable, and inclusive city and to protect the environment and respond to the climate crisis.”

-- GENERAL PLAN MOBILITY ELEMENT



► **2022 Accomplishments**

CITYWIDE TRANSPORTATION PLANNING

- The City Council adopted the Active Transportation Plan, which created a long-range vision for walking and bicycling in Alameda, as well as an eight-year infrastructure and programs strategy.
- The Transportation Commission and Planning Board endorsed new Street Classifications as an update to the 2021 General Plan (adopted by City Council in January 2023).
- Finalized the Citywide Roundabout Screening Analysis.
- Revised and sought approval for the Smart City Master Plan; City Council voted to remove transportation elements.
- Adopted General Plan Housing Element update and implemented zoning amendments to accommodate required growth along transit corridors and near key services and employment centers to minimize transportation impacts of future development.

TRANSPORTATION PROGRAMS

- Improved parking management by re-starting metered, two-hour parking in Commercial Streets program areas; launching the Alameda Parking Enforcement Service under Public Works; creating a comprehensive parking webpage; and writing the Ferry Terminal Parking Pricing Strategy.
- Provided bicycling safety education to children (in school), teens, families, and adults via contracts with two non-profits: Cycles of Change and Bike East Bay.
- Developed a proposed infrastructure rapid response program after fatal and severe crashes.
- Provided Vision Zero training to all Police Department shift lineups, and provided High Injury Corridor map to all officers.
- Focused traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.
- 17 transportation grants were submitted, totalling over \$71 million in requests (includes multiple applications for the same project). As of January 2023, \$5.9 million in funding has been awarded for 6 projects, with 4 projects still under consideration for over \$18 million in funding. The six awards are:
 - » [Central Ave Safety Project](#): roundabout at Central/4th/Ballena [\$2,325,000]
 - » [Bay Farm Island Flood Protection and Coastal Resilience Project](#): designs for the Veterans Court seawall and Lagoon System 1 outfall and long-term adaptation strategy for the Bay Farm Island shoreline [\$1,500,000]
 - » Green Stormwater Bioretention Areas Project: green infrastructure for resurfacing or street projects at various locations TBD [\$1,500,000]
 - » [Oakland-Alameda Estuary Adaptation Project](#) planning grant [\$425,000]
 - » Grand Street sidewalk gap [\$50,000]
 - » [Grand Street Paving and Safety project](#): matching funds [\$76,000]



PUBLIC TRANSPORTATION

- Transitioned the Alameda Loop Shuttle, a part of the City's [paratransit](#) program, which was underutilized and less cost-effective, to more participants using the free AC Transit bus pass and Uber/Lyft concierge programs.
- AC Transit extended the [pilot Line 78](#) to end the pilot period in August 2023 rather than 2022.
- Developed a partnership with the Water Emergency Transit Authority (WETA), private developers, and business associations to plan for and fund a pilot water shuttle across the Oakland Estuary.

CAPITAL PROJECT PLANNING & DESIGN

- Based on Council-approved concepts, finalized construction drawings for the [Central Avenue Safety Improvement](#) project, so construction can commence in mid-2023.
- Engaged with the community and created the concept for the [Clement Ave Extension/Tilden Way](#), which will create a complete street along the abandoned railroad right-of-way along Tilden Way and the eastern terminus of Clement Avenue, and form part of the Cross Alameda Trail.
- For the Cross Alameda Trail from [Constitution Way to Main Street](#), completed design on crossing improvements at all signalized intersections along the corridor between Main Street and Constitution Way.
- For the Cross Alameda Trail on [Clement Ave](#) from Grand Street to Broadway, completed design for two-way, separated bicycle lanes; restriped auto travel lanes; high visibility crosswalks; and daylighted intersections.
- Developed draft construction plans for four north/south trails to connect to the Jean Sweeney Open Space Park and Cross Alameda Trail.
- City Council approved the final concept for the [Grand Street Resurfacing and Safety Improvements](#) project, which adds safety features such as flashing beacons, high visibility crosswalks, one-way separated bike lanes, and adjusted auto lane striping on Grand from Encinal to Shore Line.
- Conducted public engagement and drafted a concept for the [Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement](#) project, which will include major safety improvements for three miles of this corridor from Broadway to Main.
- The Transportation Commission endorsed the [Mecartney Road / Island Drive Improvement Project](#), which aims to improve this key Bay Farm intersection, bringing it up to current best practice standards for safety, adjacent bus stops and path crossings.

- Hired consultants for and launched the Project Initiation Document phase services for the [Oakland Alameda Estuary Bridge project](#).
- Approved Development Plan and Tentative Map for former Pennzoil site at Grand Street and Clement Avenue which will complete the Clement Street Extension and close a key gap in the Cross Alameda Trail.

CAPITAL PROJECT CONSTRUCTION

- Finished the [High Injury Corridor Daylighting Project](#) on Tiers 1 and 2 High Injury Corridors, increasing safety and visibility by painting red curbs at intersections.
- Completed [pavement resurfacing](#), striping, signage, safety, and visibility improvements on 11 corridors per the resurfacing schedule. This included upgraded crosswalks, new daylighting, and traffic calming at intersections like Shore Line and Grand, and Shore Line and South Shore.
- Implemented Leading Pedestrian Interval (LPI) at all traffic signals with the technical capacity. Updated signal timing to have pedestrian WALK signals granted according to the [Signalized Intersection Equity Policy](#) (2021).
- Commenced construction on the Alameda Point Adaptive Reuse project, including construction of complete streets with bicycle and pedestrian facilities: Pan Am, West Tower, Saratoga, and West Midway.
- Developers completed the Del Monte section of the Clement Street Extension and Cross Alameda Trail from Sherman Street to Entrance Road.
- Caltrans completed Crosswalk Safety Enhancements at six intersections along Route 61 by adding new Rectangular Rapid Flashing Beacons.

► 2022 Transportation Facts

SAFETY

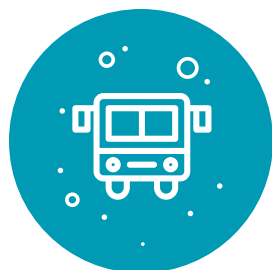


- In 2022, two people died and 13 were seriously injured in traffic collisions on Alameda streets. Compared to the last couple of years, this represents a decrease in fatalities but an increase in serious injuries, specifically among people in motor vehicles.
- In 2022, safety improvements were made at over 113 intersections, nearly 70% of which were on High Injury Corridors. Improvements included rapid flashing beacons, curb extensions, new/upgraded crosswalk markings, and daylighting. An additional set of intersections received signal upgrades like Leading Pedestrian Intervals (now installed at 68 of 89 signals).
- As of 2021, the City's rate of traffic fatalities + severe injuries per 100,000 population was 51% lower than the rate in Alameda County and 66% lower than the California rate.
- In 2022, 76% of APD traffic enforcement stops were on High Injury Corridors, with officers prioritizing efforts on dangerous streets.

BIKEWAYS

Alameda added 1.7 miles of bikeways in 2022. The City now has 53.6 miles of bikeways, including 22 miles of low-stress facilities.





PUBLIC TRANSIT

Bus ridership continued increasing in 2022, and average daily boardings on AC Transit bus lines serving Alameda were 60% higher than in 2020. However, 2022 ridership on these lines was still 45% lower than in 2019, before the pandemic began.

The Alameda Free AC Transit Bus Pass Pilot Program, which serves people with disabilities and low-income people age 65+, had **199 active users taking over 5,900 trips per month by the end of 2022.**

Across its system, WETA's ferry service has achieved 65% of pre-pandemic weekday ridership and 100% pre-pandemic weekend ridership. Ferry ridership on Alameda routes increased 103% over the course of 2022, led by the Seaplane Lagoon terminal.



MOTOR VEHICLE TRENDS

Alameda had 8% fewer registered motor vehicles in 2022 compared to 2017.

Car share usage on Getaround and Gig Car Share increased 45%-60% in 2022 compared to 2021, which had seen a dip in usage.

Alameda County traffic increased: average daily **Vehicle Miles Traveled (VMT) was 7% higher across the County** in 2022 compared to 2019. Despite that, **average traffic delays still were 53% lower than in 2019.**

Bay Bridge motor vehicle volume was 9% lower in 2022 than 2019.

As of 2021, the City's Pavement Condition Index is at the high end of "fair condition," slightly above the Bay Area average and significantly better than the bordering cities of Oakland and San Leandro.



OUTREACH & STAFFING

In 2022, the transportation team organized 14 public events; sent 54 electronic mailings with 83,300 delivered and a 44% unique open rate; and gave at least 78 presentations to City Council, City boards and commissions, community organizations, and ad-hoc committees.

2022 transportation positions were just over 8 FTE in total, but a transportation engineer position remained vacant despite a recruitment effort due to a regional shortage of transportation engineers.

► 2023 Work Plan

CITYWIDE TRANSPORTATION PLANNING

- Complete ADA Self-Evaluation and Transition Plan for public facilities and public right of way.
- Begin Tsunami Evacuation Plan.
- Develop performance metrics and goals for the transportation network.

TRANSPORTATION PROGRAMS

Vision Zero

- Fund and begin implementing the Rapid Response after Fatal Crashes program.
- Create traffic engineering project checklists to use during design and implementation that include specific safety and equity considerations.
- Implement a limited Vision Zero public safety campaign.
- Support the Alameda Unified School District as it works to adopt a policy that supports traffic safety education and Safe Routes to Schools-supportive infrastructure.
- Continue focusing traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.

Safe Routes to Schools and Pedestrian/Bicyclist Safety Education

- Continue offering in-school bicycle safety education as well as classes and workshops for the general public.
- Continue collaborating with Safe Routes to Schools partners on program implementation.
- Support annual Bike Festival.
- Begin Crossing Guard program evaluation.



Trails Maintenance

- Complete a citywide trails inventory, prioritize segments for maintenance, seek funding, and continue maintenance.

Parking Management Program

- Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals
- Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy.
- Improve security in the Civic Center Parking Structure.
- Update the Business District Parking Permit Program.
- Improve curb management & ADA parking on Park & Webster St.



PUBLIC TRANSPORTATION

Bus/AC Transit

- Participate in development of, and support, the AC Transit Recovery Plan.
- Continue the new AC Transit bus pass and Uber/Lyft concierge programs for the City's [Paratransit program](#).
- Support AC Transit's Line 78 evaluation and determination; participate in WETA's Line 78 outreach plan.
- Coordinate Alameda TMA and AC Transit efforts to expand Line 96 and to increase frequency of Line 19 with support from the Alameda TMA.
- Evaluate bus stop bench coverage, plan locations for new bus benches, and begin installation.

Ferry/Water Shuttle/WETA

- Participate in and support the WETA 2050 Business Plan development.
- Pending grant and other funding availability for the Estuary Water Shuttle, plan for service to start by early 2024, to be administered by WETA.
- Begin discussions with WETA regarding timing of termination of City subsidy for Harbor Bay ferry operations.
- WETA to begin construction on the Main Street ferry terminal refurbishment late in the year.

Train/BART

- Participate in and support the [Link 21](#) Train Service Planning (BART, Capital Corridor).

CAPITAL PROJECT PLANNING & DESIGN

- Seek City Council approval of final concept and begin design for the [Clement Ave Extension/Tilden Way](#) (part of the Cross Alameda Trail).
- Develop plans for red curbs on Tier 3 High Injury Corridors as part of the [High Injury Corridor Daylighting Project](#).
- Seek City Council approval of final concept for the [Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement](#).
- Complete a final Project Initiation Document (PID) for the [Oakland Alameda Bicycle and Pedestrian Bridge](#) with adoption expected in early 2024.
- Begin evaluation of near and long-term street designs options for Park Street and Webster Street Safety Improvement.
- Develop Neighborhood Greenway Design and Implementation Guide and start transitioning existing Slow Streets to Neighborhood Greenways.
- Design [Pavement Management & Safety Improvements](#) to be constructed 2024.
- Further develop the [Stargell Avenue Improvements](#).
- Coordinate with Caltrans on its design of Broadway/Otis/Doolittle Resurfacing and Safety Improvements, as part of State Route 61.
- Support development of construction documents for Alameda CTC's [Oakland Alameda Access Project](#).

CAPITAL PROJECT CONSTRUCTION

- Begin construction on [Central Avenue Safety Improvements](#).
- Cross Alameda Trail:
 - » Construct [Clement Safety Improvements](#) from Grand to Broadway
 - » Implement signal upgrades at all intersections along Ralph Appezato Memorial Parkway from [Constitution Way to Main Street](#)
 - » Finalize construction plans and construct four new Jean Sweeney Open Space Park Trail Connectors, connecting to the park and the Cross Alameda Trail.
- Construct flashing beacons & striping improvements at Lincoln/Walnut.
- Complete plans and commence construction on Highway Safety Improvement Program-funded signal and pedestrian improvements at Santa Clara Avenue at Grand Street; Otis Drive at Willow Street; Otis Drive at Park Street; and Fernside Boulevard at San Jose Avenue.
- Complete design and commence construction on the [Grand Street Resurfacing and Safety Improvements](#).
- Update striping, including new color curb zones, on Park Street and Webster Street.
- [Safe Routes to School Infrastructure](#): develop construction plans for improvements at schools that have completed School Safety Assessments and construct first phase of improvements.
- Continue construction on Alameda Point Adaptive Reuse project.
- Support Caltrans' construction of Encinal Ave Pavement Resurfacing and Safety Improvement





► 2023 Grant Application Priorities

In order to conserve staff resources and focus on adopted plan goals, staff identified possible capital projects and programs for grant funding and scored them against criteria to create the below table of priority projects for grant proposals in 2023. The considered projects and programs included those that are in the planning phase and are ready to accept additional funds in the near term, and unfunded transportation projects and programs from adopted plans. Projects were then scored based on how well a project meets each of the adopted General Plan Mobility Element goals, plus whether any funding has been allocated to date. Only projects scoring a ten or higher are included on the list. The applications that are ultimately submitted will depend on how well the projects match the available funding sources, and other (lower scoring) projects may be submitted, if they are a particularly good fit for a funding source.

PROJECT	DESCRIPTION	PHASE
Alameda Point: New Transportation Infrastructure	Reconstruct roadways with complete streets in Alameda Point, including Main Street and Adaptive Reuse Area, as City invests in new utility infrastructure and builds climate resiliency	Design; Plans, Specifications & Estimates (PS&E) and Construction
Estuary Water Shuttle	Operate a pilot water shuttle between West Alameda and Jack London Square, and other points, with public and private partners	Operations
Fruitvale Railroad Bridge Hazard Removal [Army Corps project]	United States Army Corps of Engineers (Army Corps) to prepare disposition study (an analysis of the economic utility of the bridge) to inform their decision on use, transfer, or demolition of structure. [City to support the Army Corps in finding funding, as needed]	Planning
Lincoln/Marshall/ Pacific Ave Corridor Safety Improvement	Major safety improvements for three miles of this corridor from Broadway to Main [unfunded portions]	PS&E and Construction
Neighborhood Greenways	Neighborhood Greenway implementation, as outlined in the Active Transportation Plan	Design, PS&E and Construction
Oakland-Alameda Estuary Bridge	New bicycle/pedestrian connection across the estuary. Work with other partner agencies to secure funding for environmental phase, to be led by a public agency that is yet to be determined.	Project Approval and Environmental Document (PA&ED)
Resurfacing Streets	Secure additional funding to support expanded complete street and green infrastructure elements of street repaving projects	PS&E and Construction
Roundabouts	Implement highest scoring roundabouts	Design, PS&E and Construction
Safe Routes to School Access Improvements	Implement Safe Routes to School Access Improvements at locations with new School Safety Assessments	Design, PS&E and Construction
Safety Improvements at High Crash Intersections	Upgrade and improve locations identified as high crash intersections in the Vision Zero Action Plan; could include roundabouts, signal upgrades, and/or other upgrades	Design, PS&E and Construction
Stargell Ave Safety Improvements	From Main St to Fifth St, add walking/biking trail and potential roundabouts	Design, PS&E and Construction
Street Re-designs for Park/Oak and Webster Streets	Evaluate, design, and construct initial phase improvements for all modes and business districts, per Active Transportation Plan and Commercial Streets program.	Design, PS&E and Construction
Westline Drive/8th St Bus Queue Jump Lane and Bikeways	Add bus queue jump lanes, new bikeways and shared-use trails between Otis St and Central Ave.	Design, PS&E and Construction

2. PERFORMANCE MEASURES

The data in this section provides a snapshot of Alameda's transportation system. The City of Alameda aims to make data-driven decisions when setting transportation priorities, and uses this information as a type of performance metrics to help evaluate actions taken so as to better understand how to proceed in the future.

See the Climate Action and Resiliency 2022 Annual Report for metrics related to Vehicle Miles Traveled and transit passes.

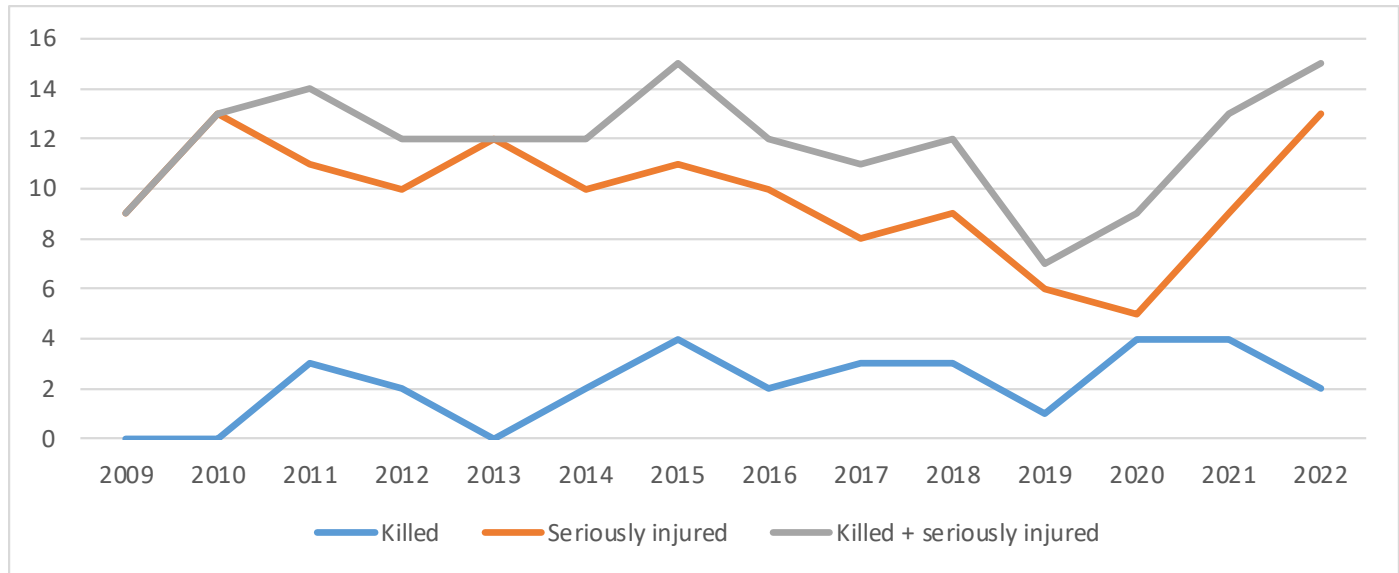
► Traffic Crashes

In 2022, two people lost their lives and 13 were seriously injured in traffic collisions on Alameda streets. Compared to the last couple of years, this represents a decrease in fatalities but an increase in serious injuries, specifically among people in motor vehicles. For details and analysis, see the [Traffic Fatality & Injury Report](#) in Appendix I, Progress toward Zero Traffic Fatalities: Vision Zero Action Plan 2022 Annual Report.

Table 1: Traffic Fatalities and Injuries by Mode of Travel

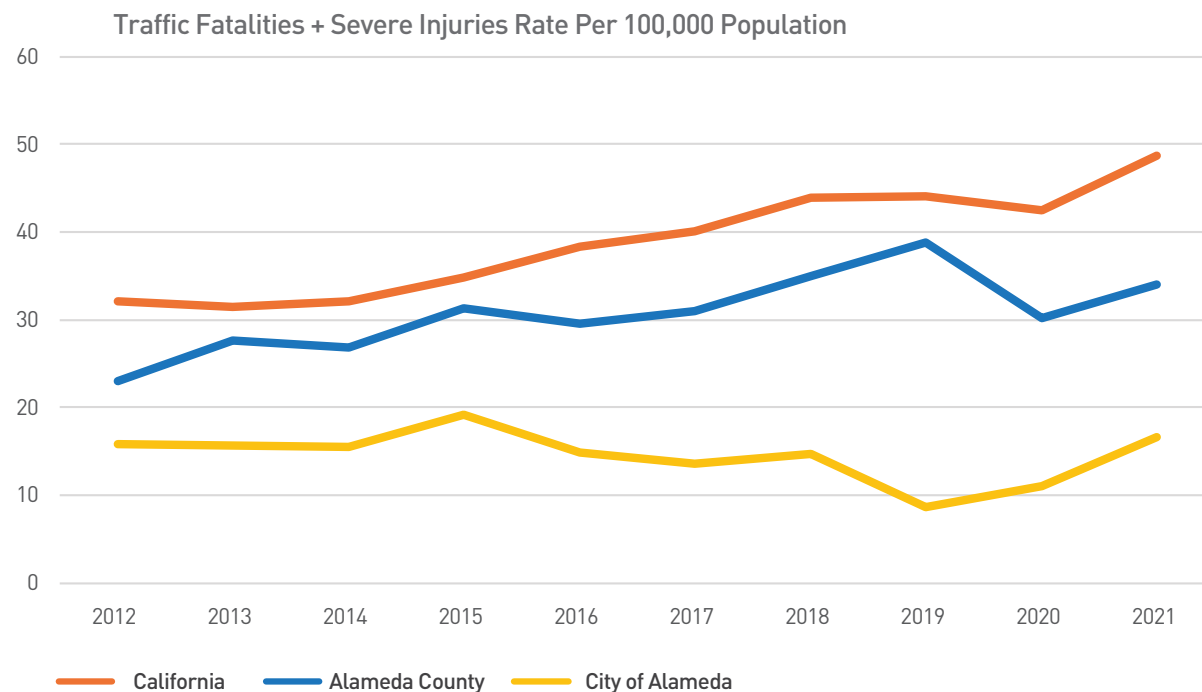
	2019	2020	2021	2022
ALL MODES				
Killed	1	4	4	2*
Severely injured	6	5	9	13
All injuries	273	167	158	175
PEDESTRIANS				
Killed	0	2	2	0
Severely injured	3	2	3	3
All injuries	44	30	29	24
BICYCLISTS				
Killed	0	1	1	0
Severely injured	1	0	2	3
All injuries	29	24	12	25
IN A MOTOR VEHICLE				
Killed	0	1	1	1
Severely injured	2	3	3	7
All injuries	196	109	113	117
RIDING A MOTORCYCLE				
Killed	1	0	0	1
Severely injured	0	0	1	0
All injuries	4	4	4	9

Source: Alameda Police Department. "All injuries" is the total of all crash injuries, including serious injuries. The 2022 fatality total does not include a person who died after a solo crash caused by the driver having a medical emergency that was life-threatening on its own.

Figure 2: Total Traffic Fatalities + Serious Injuries, 2009-2022

Source: TIMS/SWITRS, APD

Comparing rates of traffic fatalities and severe injuries per 100,000 population, the City's rate is lower than the rates in Alameda County and California. From 2015-2019, the City's rate trended generally downward while the County and State trended upwards. In 2021, rates rose for the City, County, and State. As of 2021, the City's rate of traffic fatalities + severe injuries per 100,000 population was 51% lower than the rate in Alameda County and 66% lower than the California rate.

Figure 3: City, County, and State Comparison

Source: Crash data from TIMS/SWITRS & APD; population data from State of California Department of Finance, E-4 Population Estimates.

► Street Safety Improvements & Bikeways

In 2022, safety improvements came to 113 intersections, nearly 70% of which were on High Injury Corridors, not counting an additional set of intersections that received signal upgrades like Leading Pedestrian Intervals. In addition, Alameda added 1.7 miles of bikeways. Most significantly, the separated bicycle lanes behind the Del Monte property, along Clement Avenue between Sherman and Entrance Rd were opened, connecting two segments of the Cross Alameda Trail.

Table 2: Safety Improvements at Intersections, 2022

INTERSECTION OR MID-BLOCK CROSSING IMPROVEMENT TYPE	INTERSECTIONS IMPROVED 2022	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
New Daylighting (new red curb)	71	73%	38%	23%
New Concrete Bulb-outs	3	0%	0%	0%
New Striped Bulb-outs	2	100%	50%	0%
New Marked Crosswalks	17	41%	18%	0%
New/Upgraded High Visibility Crosswalks	33	61%	36%	6%
New Signal Improvements for Safety*	1*	100%	0%	0%
New Rapid Flashing Beacons at crosswalks	9	78%	22%	11%
All Intersections Improved 2022	113	68%	31%	17%

*Data is missing for most signal improvements. Since some intersections get multiple improvements, "all intersections improved" is not the sum of the above.

Table 3: Miles of Bikeways

YEAR	TOTAL MILES OF BIKEWAYS	SHARED-USE PATH	BIKE LANE	BIKE ROUTE	SEPARATED BIKE LANE	UPGRADE (STANDARD BIKE LANE TO BUFFERED BIKE LANE)
<i>As of 2020</i>	49.1	17.5	17.8	11.2	2.6	1.1
<i>Added in 2021</i>	2.7	0	1.1	0.6	1.1	0.2
<i>Added in 2022</i>	1.7	.5	0.1	0.9	0.3	0.5
<i>Totals</i>	53.6	18.0	19.0	12.6	4.0	1.8

Table 4: Bicycle Parking Spaces

YEAR	SPACES IN RACKS	SPACES IN LOCKERS	NOTES
<i>As of 2020</i>	Over 565	114	
<i>Added in 2021</i>	86	8	
<i>Added in 2022</i>	5+	12	New racks and lockers at Bohol Circle Immigrant Park
<i>Totals</i>	655+	134	

► Public Transportation

BUS – AC TRANSIT

Bus ridership continued increasing in 2022, and average daily boardings on AC Transit bus lines serving Alameda were 60% higher than in 2020. However, 2022 ridership was still 45% lower than in 2019, before the pandemic began.

Figure 4: Average Daily Boardings on Alameda Lines

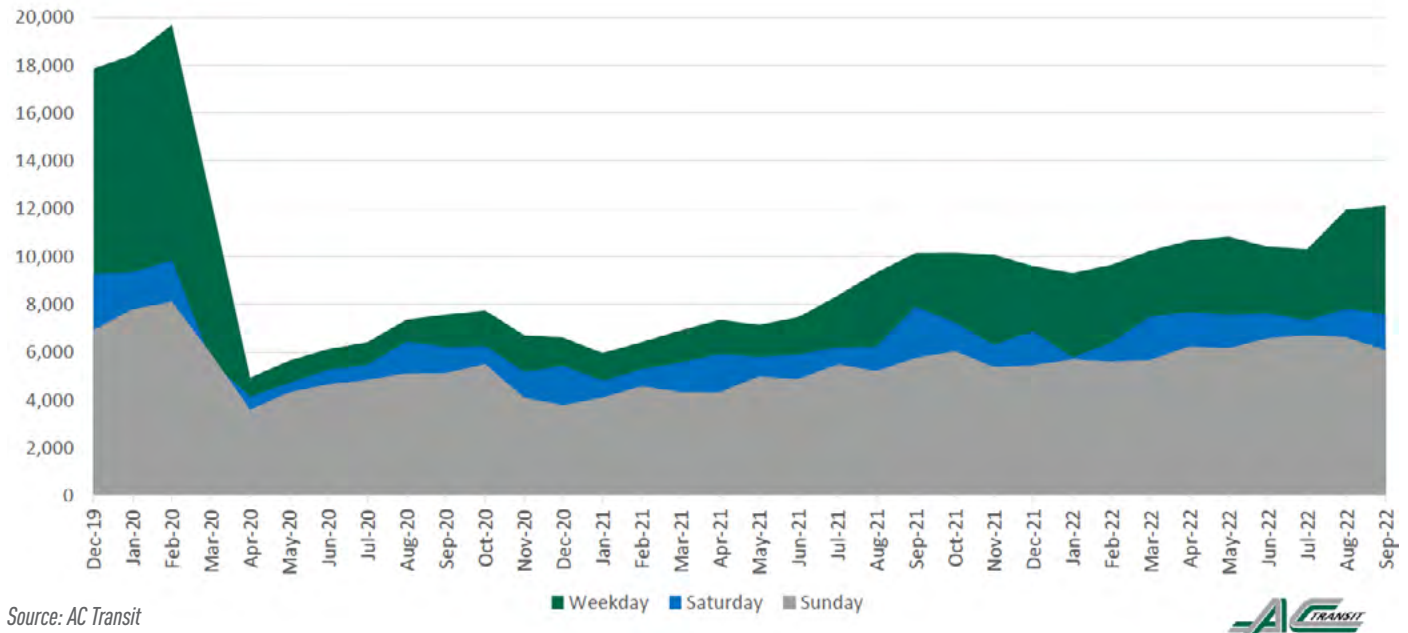


Table 5: Average Daily Boardings by Line

						PRE-COVID VS. CURRENT	COVID START VS. CURRENT
WEEKDAYS IN JULY						2019 TO 2022	2020 TO 2022
LINE	2018	2019	2020	2021	2022	% CHANGE	% CHANGE
19	886	780	314	206	249	-68%	-21%
20	2,635	2,485	1,441	1,344	1,673	-33%	16%
21	1,712	1,689	1,000	1,195	1,211	-28%	21%
51A	8,121	8,815	2,551	4,063	4,967	-44%	95%
78				76	125	NA	NA
96	1,296	1,334	647	728	961	-28%	49%
O	1,842	1,828	431	714	875	-52%	103%
OX	622	840	0		82	-90%	NA
W	520	709	0	46	102	-86%	NA
356	9	16	0	0	0	-100%	NA
851	122	111	43	63	65	-41%	51%
ALAMEDA	17,765	18,607	6,427	8,435	10,310	-45%	60%

Note: Line 19 now only runs every 60 minutes whereas ran every 20 to 30 minutes pre-pandemic.

PARATRANSIT PROGRAMS

In December 2022, there were 199 active users taking over 5,900 trips per month using the Alameda Free AC Transit Bus Pass Pilot Program. Contrast this with April 2019, which was the highest ridership month for the Alameda Free Loop Shuttle, where there were a total of 1,323 boardings. The figure below compares the first seven months of the Free AC Transit Bus Pass Program and the top six months of the Alameda Loop Shuttle boardings from April 2019 – October 2019.

In January 2022, Alameda launched the AIM (Alameda Independent Mobility) Transportation Network Company (TNC) Concierge Pilot Program. As of December 30, 2022, the program has provided 525 rides, which averages 48 rides per month and 16 unique users.

Figure 5: Monthly Boardings Comparison

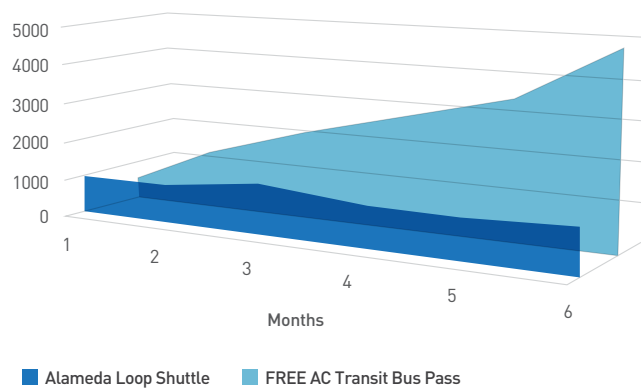
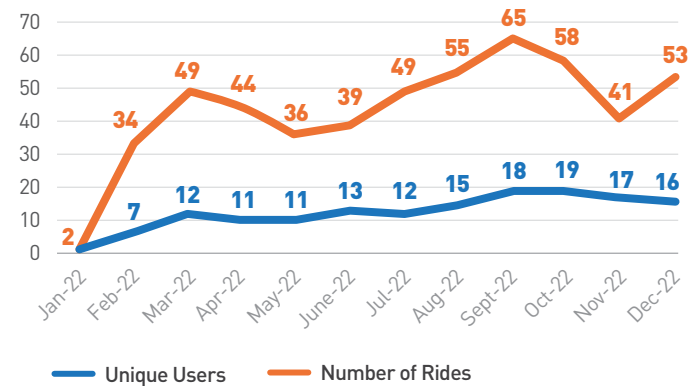


Figure 6: AIM Trends



FERRY – WETA

Across its system, WETA has achieved 65% of pre-pandemic weekday ridership and 100% restoration of pre-pandemic weekend ridership. Ferry ridership on Alameda routes increased 103% over the course of 2022, from an average of 1,599 boardings per day in January to 3,249 boardings in December.

2022 increases in ridership at Alameda ferry terminals:

- Seaplane Lagoon: 162%
- Harbor Bay: 113%
- Main Street: 61%

In WETA's on-board passenger survey conducted in early 2022, up to 14% of Alameda ferry riders said they have been riding for 10 years or longer, making Alameda riders some of the most loyal transit riders in the Bay Area. The top three reasons Alameda riders gave for choosing the ferry were:

1. Avoid parking and traffic
2. Safe & relaxing
3. Better for the environment

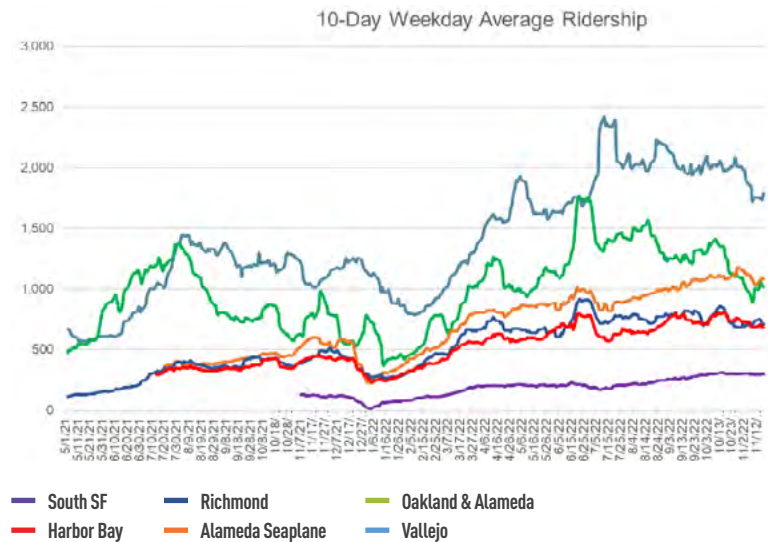


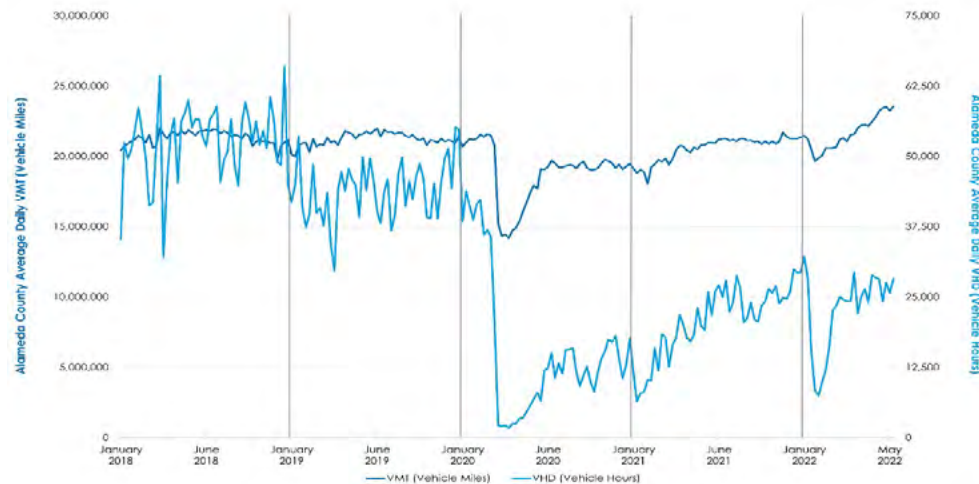
Figure 7: WETA Ridership Trends, May 2021 to November 2022

Source: WETA Monthly Ridership & Recovery Report, January 12, 2023



► Motor Vehicle Traffic Patterns

Traffic has increased in Alameda County as a whole: average daily Vehicle Miles Traveled (VMT) was 7% higher in 2022 compared to 2019. Despite that, countywide traffic delays remain 53% lower than in 2019 (motor vehicle traffic on the Bay Bridge is still 9% lower than 2019). The share of Alameda county residents working primarily from home increased from 18% in 2019 to 35% in 2021. Of the remaining people still commuting, the share of people driving increased, with losses in public transit mode share and a slight gain for active modes.¹



2022 VS. 2019

MILES TRAVELED

+7%

VEHICLE DELAY

-53%

Figure 8: Alameda County Average Vehicle Travel Miles

Source: Alameda County Transportation Commission

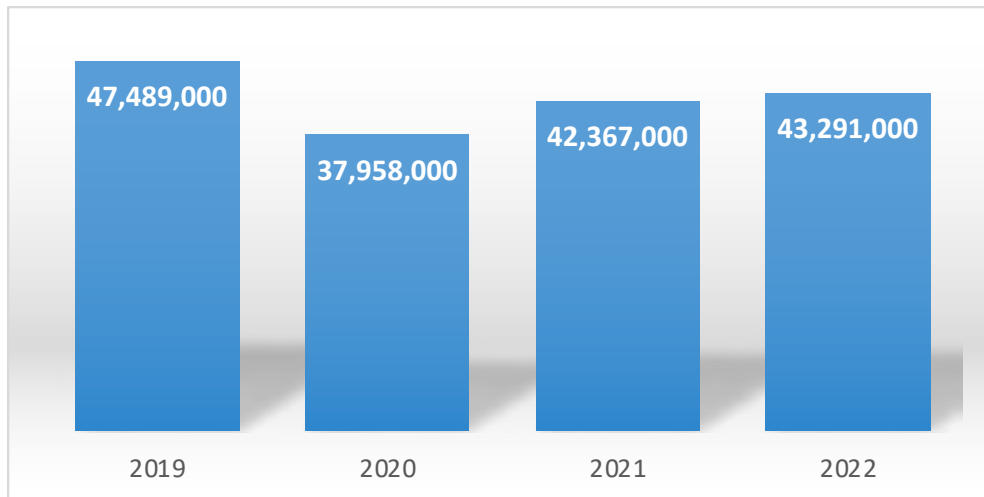
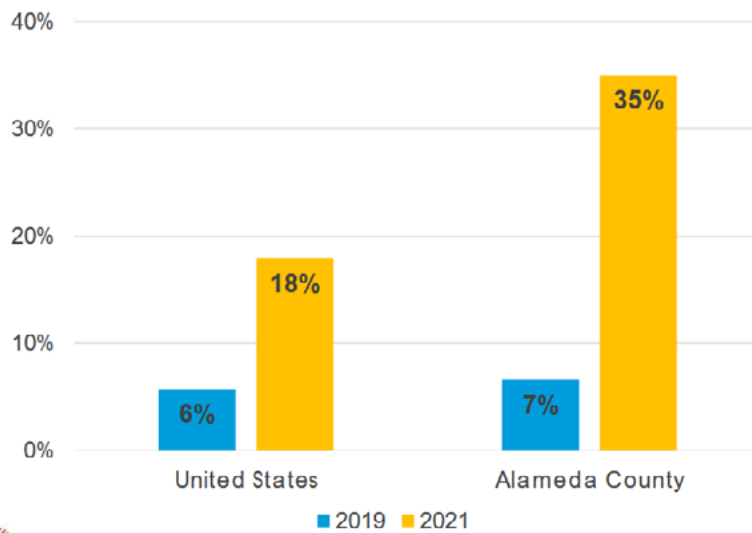


Figure 9: Total Annual Vehicle Volumes, Bay Bridge

Source: Metropolitan Transportation Commission

¹ 2022 Performance Report, Alameda CTC: https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/1788750/5.1_PPLC_CMP_Performance_Presentation_20230213.pdf

Share of Workers Primarily Working from Home



Remote Workers Are More Likely to be...



Asian or White



High income

Impacts on Travel



- 225,600 commuters

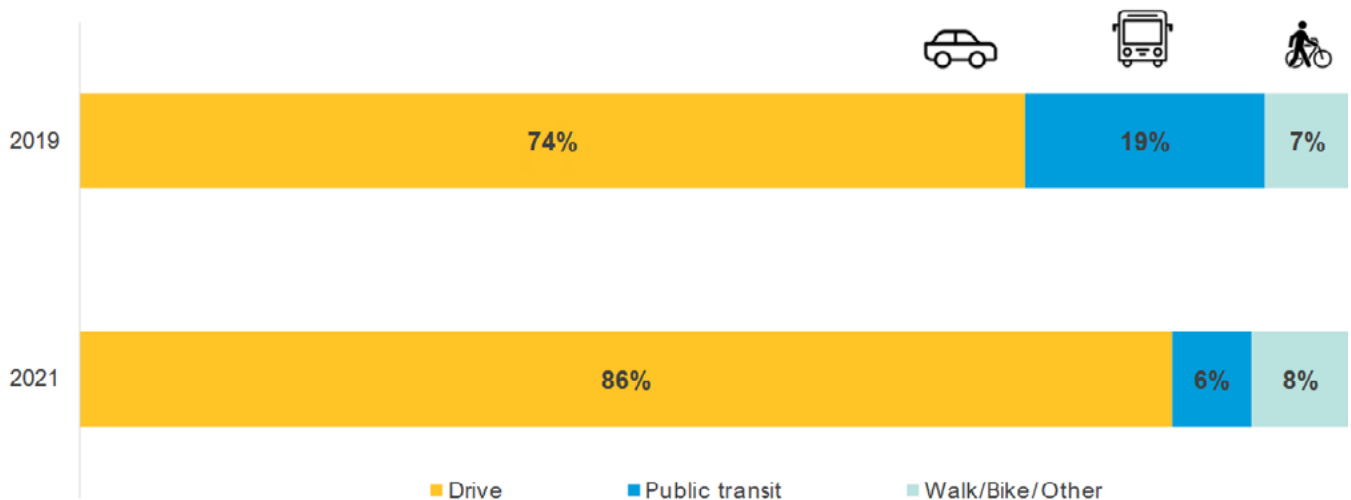


2022 Performance Report

Sources: Telecommuting (ACS 2019 & 2021 1-Year), Remote Worker Disparities (KHN, CA Census Pulse Surveys 2022)

Figure 10: Increased Remote Work in Alameda County

Source: Alameda CTC



2022 Performance Report

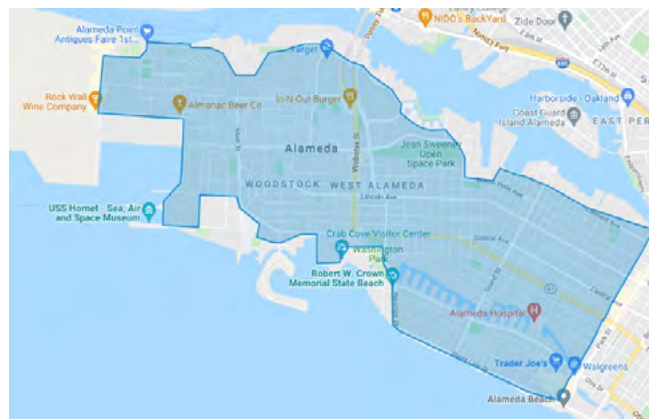
Source: ACS 2021 1-Year, Alameda County

Figure 11: Mode Shift Workers Still Commuting

Source: Alameda CTC

► Car Share

Access to car share reduces reliance on car ownership, and studies show that car share users tend to own fewer vehicles and drive fewer miles. Car share companies also provide the convenience of vehicles for people who might have more difficulty affording car ownership: car share members tend to be younger and have lower incomes than the general adult population. The City of Alameda partners with two car share services who offer contactless car access, free memberships, and no monthly fees. Car share usage in Alameda decreased for both services in 2021, but usage improved 45%-60% in 2022.



Gig Car Share

[GIG Car Share](#), offers a one-way car share service, meaning that people can return vehicles in different locations than they picked them up. Gig currently serves Alameda west of Park St (see inset). Gig is powered by AAA and all vehicles have bike racks to provide flexibility for multimodal trips.

Table 7: Gig Usage

YEAR	AVERAGE MONTHLY TRIPS INITIATED IN ALAMEDA	AVERAGE MONTHLY TRIPS COMPLETED IN ALAMEDA	TOTAL MEMBERS BASED IN ALAMEDA
2020	845	880	1,121
2021	681	694	1,303
2022	994	1,013	1,557

Note that a subset of trips both start and end in Alameda.

Getaround

[Getaround](#) is a round-trip car share company, meaning that people return vehicles to the original location. Getaround utilizes two dedicated spaces in the West End Parking Lot and one dedicated space in the Central Avenue.

Table 8: Getaround Usage

YEAR	AVERAGE MONTHLY ROUND TRIPS	AVERAGE MONTHLY UNIQUE RENTERS	UNIQUE RENTERS
2019	110	72	862
2020	86	58	699
2021	44	30	343
2022	70	40	500

► Vehicle Registration

The City of Alameda has 8% fewer registered motor vehicles in 2022 compared to 2017. Reduced car ownership is associated with reduced vehicle miles traveled, helping the City meet its greenhouse gas reduction goals.

Table 9: City of Alameda Motor Vehicle Registrations

VEHICLE TYPE	2017	2022
Autos	49,554	47,075
Commercial vehicles	3,731	2,249
Motorcycles	1,777	1,528
Trailers	2,037	1,890
Total	57,099	52,742

Source: California Department of Motor Vehicles. 2022 figure is from July 2022.

► Pavement Condition

As of 2021, the City's three-year moving average Pavement Condition Index is 68, which is on the high end of "fair condition." It is slightly above the Bay Area average of 67, but well above bordering cities of Oakland and San Leandro. The City's 2021 score represents an improvement over the City's 2009 score of 62, but a slight dip from the 2016 score of 71.

Table 10: Regional Comparison, Three-Year Moving Average Pavement Condition Index Scores

JURISDICTION	2021 PAVEMENT CONDITION INDEX	BRACKET
City of Alameda	68	Fair condition (60-69)
Oakland	53	At risk (50-59)
San Leandro	55	At risk (50-59)
Piedmont	64	Fair condition (60-69)
Emeryville	75	Good condition (70-79)
Bay Area	67	Fair condition (60-69)

► Emergency Response

The City utilizes multiple formats to alert the public about transportation options during emergencies, including AC Alerts, www.alamedaca.gov/alerts, and Facebook, Twitter, Instagram, and Nextdoor.

Subscriptions to Alameda's AC Alert traffic alerts continued to increase, rising from 4,266 in 2019 to 14,418 in November 2022. Subscribe to AC Alert at www.acalert.org.

Alameda's Community Emergency Response Team (CERT) program also trains community members to provide emergency assistance to their families and neighbors. The Fire Department currently has 307 active CERT members, which is down from 362 in 2019 due to pandemic challenges.

► **Communications & Outreach**

2022 EVENTS FOR TRANSPORTATION PLANS & PROJECTS

- 32 presentations to City boards and commissions, plus 6 City Council hearings
- 14 public events organized by transportation staff to get feedback on plans or projects
- 40 presentations to other organizations (e.g., PTAs and business associations) plus ad-hoc committee meetings (e.g., Vision Zero Advisory Committee)
- Tabled at 8 existing events, like Alameda Pride in the Park, the AUSD Picnic for African American and Multi-Ethnic families, and the Annual Bike Festival

EMAIL MAILINGS TO TRANSPORTATION MAILING LISTS IN 2022

- 54 bulletins sent
- 83,600 delivered
- 36,600 unique email opens
- 44% unique email open rate
- 5,420 unique bulletin link clicks
- Additionally, thousands of notices sent via U.S. Mail

2022 TRANSPORTATION WEBPAGES SUMMARY

- Maintained 25 webpages (including [5 new auto parking webpages](#) launched in May 2022)
- 20,000 unique pageviews
- 37,300 pageviews

TOP 15 TRANSPORTATION WEBPAGES IN 2022

Webpages that received the most unique pageviews, in order:

1. [Active Transportation Plan](#) (all pages)
2. [Parking Citations & Enforcement](#)
3. [Oakland Alameda Estuary Bridge](#)
4. [Transportation](#)
5. [Get Around Alameda](#)
6. [Cross Alameda Trail](#)
7. [Parking FAQs](#)
8. [Vision Zero](#)
9. [Clement Ave/Tilden Way](#)
10. [Paratransit](#)
11. [Building Safer Streets](#)
12. [Lincoln/Marshall/Pacific Project](#)
13. [Mecartney/Island Project](#)
14. [Central Avenue Project](#)
15. [Auto Parking in Alameda](#)

► Funding and Staffing Resources

Alameda's transportation work is funded by a variety of sources. The most significant and stable sources have been from Measures B and BB transportation sales taxes and the Vehicle Registration Fee (VRF). These are combined with competitive grants and General Funds to pay for maintenance, capital projects, programs, and staffing.

The City's overall B, BB, and VRF fund balance was nearly \$10 million as of mid-2022, but the City already used a portion of this for the [paving and safety improvement](#) project constructed in the latter half of 2022, and is reserving funds for major projects slated for construction in 2023, including [Clement Ave](#) and [Central Ave](#). The City will also be programming use of these funds via the upcoming FY 2023-2025 Capital Budget that begins July 2023.

Table 11: Measures B, BB, and VRF Fund Status through June 30, 2022

FUND	REVENUE	EXPENDITURE	BALANCE
<i>Measure B</i>	\$2,391,144	\$2,370,089	\$3,753,408
<i>Measure BB</i>	\$3,743,972	\$1,947,081	\$5,864,298
<i>Vehicle Registration Fee</i>	\$314,674	\$110,555	\$349,790
Total	\$6,449,790²	\$4,427,725	\$9,967,496

Public Works Engineering Division Staffing (4.9 FTE)

- Erin Smith, Public Works Director (part time to transportation)
- Robert Vance, Deputy Public Works Director/City Engineer (part time to transportation)
- Tawfic Halaby, Supervising Civil Engineer, Capital Improvement Program Manager (part time to transportation)
- Trung Nguyen, Project Manager I
- Alan Ta, Assistant Engineer
- Areli Vazquez-Muñoz, Assistant Engineer
- Senior Engineer (vacant)

In addition, the Public Works Maintenance Division, Administration Division, and Construction Inspectors provide resources for maintaining existing infrastructure, managing projects, and construction oversight.

Transportation Planning Unit (3.15 FTE)

- Andrew Thomas, Planning, Building, and Transportation Director (part time to transportation)
- Lisa Foster, Senior Transportation Coordinator
- Gail Payne, Senior Transportation Coordinator
- Rochelle Wheeler, Senior Transportation Coordinator

² Revenues account for investment loss from all three funds totaling -\$154,098.

► Legislative Agenda Status

FEDERAL LEGISLATIVE UPDATE

The Senate passed the National Defense Authorization Act, which includes our provision regarding the Fruitvale Avenue Bridge that repeals language in the 2007 bill that prevented the US Army Corps from demolishing the bridge. The next step is for the Army Corps to do a study to determine the best way to take down the bridge and provide cost estimates.

STATE LEGISLATIVE UPDATE

The following are transportation bills that the City of Alameda supported this year along with their status:

[AB 1713 \(Boerner Horvath\)](#) permits individuals, 18 years of age or older, to treat stop signs at intersections as yield signs when riding a bicycle. The City of Alameda is a Vision Zero City that supports pedestrian and bike safety as well as access improvements throughout the city with an emphasis on enabling residents to get safely to BART, ferries, and other methods of commuting. This bill failed to pass out of the Legislature and is now dead.

[AB 1909 \(Friedman\)](#) makes numerous changes to the rules and restrictions on bicycle operations, aimed at increasing bicyclist safety and ridership. The City of Alameda supports legislation that increases pedestrian and bike safety and promotes and supports active transportation. This bill was signed by the Governor on September 16, 2022.

[AB 1938 \(Friedman\)](#) would authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile. The City of Alameda supports state legislation to develop a new approach to setting speed limits that would provide more control for local jurisdictions and greater flexibility to set speed limits in urban areas. The City also supports legislative efforts that enable local governments to improve road safety, including but not limited to changes to the 85th percentile rule used to set speed limits, allowing localities to set their limits (including under 25 mph), and design guideline standards for low-speed streets. This bill was signed by the Governor on September 18, 2022.

[AB 2000 \(Gabriel\)](#) prohibits the exhibition of motor vehicle speed in a parking lot, if the violation occurs as part of a sideshow. The City of Alameda supports legislation to increase enforcement of speed violations. As a Vision Zero city, Alameda aims to eliminate traffic deaths and serious injuries by 2035 through an action plan that includes reducing motor vehicle speeds and decreasing collisions between people driving, riding a motorcycle, biking, walking, or wheeling. This bill was signed by the Governor on September 19, 2022.

[AB 2147 \(Ting\)](#) prohibits a peace officer from stopping a pedestrian for illegally crossing the street, commonly known as "jaywalking," unless there is an immediate danger of a collision with a moving vehicle. The City of Alameda supports legislation to overcome systemic racial injustice and ensure all California residents enjoy a 21st century standard of living, without regard to their wealth or income. This bill was signed by the Governor on September 30, 2022.

[AB 2336 \(Friedman\)](#) authorizes the cities of Oakland, San Francisco, San Jose, Los Angeles, and two unspecified cities to create a pilot program to install speed cameras. The City of Alameda supports measures to make Alameda safer for pedestrians and bicyclists and increase safety around schools. This bill was held on the Assembly Appropriations Suspense File and is now dead.

SB 922 (Wiener) would expand California Environmental Quality Act (CEQA) exemptions for transit, bicycle, and pedestrian projects, aimed at accelerating sustainable transportation projects in California. The City of Alameda supports measures that further the implementation of the Climate Action and Resiliency Plan and other City transportation efforts to minimize traffic congestion and reduce greenhouse gas emissions. **This bill was held on in the Senate Appropriations Committee on the Suspense File.**

AB 550 (Chiu) creates pilot programs to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries. The City of Alameda supports measures to increase safety around our schools and make Alameda safer for pedestrians and bicyclists and increase safety around schools. This bill was signed by the Governor on September 30, 2022.

3. STATUS REPORTS

► A. Citywide Planning Efforts

ACTIVE TRANSPORTATION PLAN

The City began updating its 2010 Bicycle Plan and 2009 Pedestrian Master Plan and combining them into one new Active Transportation Plan (ATP) in late 2019. After 50 public meetings and workshops, and three years of planning, the Plan to make walking and biking safe, convenient every-day forms of transportation was adopted in 2022.

2022 ACCOMPLISHMENTS:

A draft Plan for public review was developed and released in October. It included a finalized bikeway network, pedestrian priorities, program recommendations, and an 8-year implementation plan, with a Low Stress Backbone Bikeway network. After extensive public engagement, the plan was revised to reflect community and Commission input, approved by the Transportation Commission in November, and adopted by the City Council in December. Implementation of the Plan will now reported on via specific projects and programs.

www.ActiveAlameda.org

ADA TRANSITION PLAN

2022 ACCOMPLISHMENTS:

Entered into a consultant agreement to create the ADA Transition Plan.

2023 WORK PROGRAM:

Complete ADA Transition Plan and plan implementation, including new ADA parking spaces.

CITYWIDE ROUNDABOUTS ANALYSIS

As part of Vision Zero safety, an analysis was conducted by Kittelson consultants to identify top locations for potential roundabouts, to peer review the proposed Central Avenue roundabouts, to consider a roundabout for the Mecartney/Island intersection, to provide roundabout education and to add policies related to roundabouts in the General Plan update.

2022 ACCOMPLISHMENTS:

City staff/Kittelson consultant team completed the citywide roundabout screening, and presented it to the Transportation Commission on May 25, 2022. The analysis identified top locations for potential roundabouts with a focus on high injury corridors and high crash intersections and used the four General Plan goals to prioritize the locations. Based on these results, City staff/consultant team submitted a roundabout grant application to the Alameda County Transportation Commission (Alameda CTC) in June 2022 for three intersections, totaling \$13.5 million, and was partially successful in that Alameda CTC recommended to fund the roundabout at Central Avenue/Ballena Blvd/Fourth Street for \$3.3 million.

2023 WORK PROGRAM:

Continue to develop roundabout concepts and seek funding for outreach, design, and construction.

TRANSPORTATION MONITORING METRICS

This new effort will develop comprehensive, yet realistic, metrics and goals for the transportation network in Alameda, to track the changes to the network and success of projects and programs over time. It will address all modes and build on the work already completed in the Transportation Choices Plan, the Vision Zero Action Plan, and the Active Transportation Plan.

2023 WORK PROGRAM:

Develop metrics and goals for the transportation network.

GENERAL PLAN MOBILITY ELEMENT

The City Council adopted 2040 General Plan Mobility Element in 2021.

2022 ACCOMPLISHMENTS:

The Transportation Commission and Planning Board endorsed new Street Classifications as an update to the 2021 General Plan (adopted by City Council in January 2023).

www.Alameda2040.org

SMART CITY MASTER PLAN

The Smart City Master Plan guides the use of technology to improve community members' lives, and focuses on connecting community members, especially lower-income households and small businesses, and on ensuring City activities are transparent, responsive, equitable, and secure.

2022 ACCOMPLISHMENTS:

In April, the City Council approved the Smart City Plan without the transportation-related recommendations, which still allows the City to move forward with the communications backbone.

2023 WORK PROGRAM:

City staff plans to make progress on the design of the municipal fiber ring, which is the communications backbone, and to seek grant funding for it.

TSUNAMI EVACUATION COORDINATION

2022 ACCOMPLISHMENTS:

The City of Alameda hired a consultant – Kittelson Associates – to help with tsunami evacuation planning. The work scope includes creating evacuation scenarios and meeting with stakeholder partners to improve coordination.

2023 WORK PROGRAM:

Staff is expected to complete the tsunami evacuation planning and partner coordination by spring 2023. Staff will continue with tsunami awareness. The next step is for the City to become a designated Tsunami Ready Community, which will be possible with the City's planned on-going mitigation, preparedness, and response steps.

www.AlamedaCA.gov/DisasterPreparedness

► **B. Transportation Programs**

EMERGENCY PREPAREDNESS

Emergency preparedness priorities for transportation staff include:

- Emergency Plan. City staff will continue to refine the Transportation Annex of the City's Emergency Operation Plan and to participate in regionally sponsored trainings, especially for evacuation planning.
- CERT. For more information on disaster preparedness including training with Alameda's Community Emergency Response Team (CERT) program, please refer to the following City webpage.

www.AlamedaCA.gov/DisasterPreparedness

PARKING MANAGEMENT

Alameda's parking program aims to manage on-street parking, City-managed lots, and the Civic Center Parking Structure to reduce congestion, support economic development, and increase safety. Elements include commercial district parking meters and time limits; loading, disability, and no parking zones; paid parking in ferry terminal lots; a residential parking permit district; and parking and street sweeping enforcement.

2022 ACCOMPLISHMENTS:

- *Launched Public Works parking enforcement program with the City's first-ever full-time parking technicians (2 positions), then hired additional 2 part-time technicians.*
- *Re-established parking management via meters and enforcement on Park and Webster Street.*
- *Created the Ferry Terminal Parking Pricing strategy, which was endorsed by the Transportation Commission*
- *Created new parking logo, webpages, phone number, and mailing list, and began sending parking updates.*
- *Evaluated the Business District Parking Permit program.*

2023 WORK PROGRAM:

- *Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals*
- *Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy.*
- *Improve curb management & ADA parking on Park & Webster St.*
- *Update the Business District Parking Permit Program.*
- *Improve security in the Civic Center Parking Structure.*

www.AlamedaParking.org



PEDESTRIAN & BICYCLIST EDUCATION

The City and many partners work to educate people of all ages on safely walking and biking. The key partner in this work is the Alameda County Safe Routes to Schools (SR2S) program, which provides educational and promotional resources to schools and works with parent volunteers to encourage families to walk, bike, carpool, and take transit to school. In addition, the City contracts with the non-profit Cycles of Change to provide bicycle safety education in multiple schools each year to help the City work toward reaching its target of educating all fifth graders in public and private schools each year. The City also contracts with Bike East Bay, another non-profit, to provide bicycle safety education classes to teens, adults, and families.

2022 ACCOMPLISHMENTS:

- **Alameda County SR2S programming.** 19 AUSD schools were enrolled in the program. Programs offered include pedestrian safety education rodeos and on-campus bicyclist safety education rodeos.
- **Bicyclist safety education.** Cycles of Change provided in-school workshops at 2 schools (Edison and Nea), reaching 137 students. The City began working with Bike East Bay to offer more of their adult, teen, and family classes and workshops in Alameda. Four events were held, serving 82 people.
- **Bike Festival.** After a two year hiatus during the pandemic, the sixth annual Bike Festival was offered at Bay Farm School in May. School parent volunteers, SR2S staff and other partners provided a hugely successful event, with pedestrian safety songs, bike rodeo, bike info booths and activities, prizes, and helmet giveaways.
- **School safety coordination planning.** City, Countywide SR2S, AUSD, and non-profit staff began meeting quarterly to coordinate the many services offered, share resources, and build a more successful program.

2023 WORK PROGRAM:

- **Alameda County SR2S programming.** Continue working with 19 or more schools.
- **Bicyclist safety education.** Continue offering in-school education, and classes and workshops to the general public.
- **Bike Festival.** Contract with TransForm to coordinate and manage the annual event.
- **School safety coordination planning.** Continue holding quarterly meetings with all safe routes to schools partners.
- **Crossing guard program:** Begin program evaluation.

www.AlamedaCA.gov/GetAround

TRANSPORTATION MANAGEMENT ASSOCIATIONS

The City of Alameda has two Transportation Management Associations (TMAs): the citywide Alameda TMA and the West Alameda TMA (Alameda Landing). The TMAs provide transportation services to members and improve transportation services citywide. The Alameda TMA implements the Alameda Point TDM Plan and the TDM plans for a variety of developments along the northern waterfront. The West Alameda TMA is specifically required to implement that Alameda Landing Transportation Demand Management Plan.

2022 ACCOMPLISHMENTS:

The Alameda TMA continued to provide for AC Transit Easy Passes for all the residents and employees in the Northern Waterfront, Alameda Point, and Alameda Housing Authority sites. In addition, the ATMA initiated an electric bicycle rebate program to subsidize the costs of electric bicycle purchase for its members.

The West Alameda TMA continued to provide a free shuttle between Alameda Landing and Downtown Oakland. The shuttle provides limited (every 30 minutes) service for 3 hours in the morning and 3 hours in the afternoon.

2023 WORK PROGRAM:

Alameda TMA:

- *Initiate a transition from an “all AC Transit” easy pass program to an easy pass program that would allow TMA members to have unlimited access to all transit services, including but not limited to AC Transit, BART, WETA, and any other services available on the Clipper Card system.*
- *Work with its partners to fund a summer 2023 free, public water shuttle pilot program between West Alameda and Jack London Square,*
- *Work with AC Transit to develop costs and potential revenue sources to increase AC Transit service on the Line 96 serving Alameda Point and the Line 19 serving the Northern Waterfront*

West Alameda TMA:

- *Replace the private shuttle with AC Transit Passes as required by the Alameda Landing TDM Program*
- *Fund a water shuttle service as required by the Alameda Landing TDM Program.*
- *Join the ATMA to consolidate the two TMAs, as stated in its 2022 Annual Report to the City Council.*

www.Alamedatma.org (West Alameda TMA does not have a website)

VISION ZERO

The Vision Zero Action Plan includes over 50 actions to increase street safety with the goal of eliminating traffic fatalities and severe injuries by 2035.

2022 ACCOMPLISHMENTS:

- *Created a Rapid Response after Fatal Crashes program proposal based on best practices research.*
- *After staff evaluation, the Transportation Commission approved replacing the City's outdated social vulnerability map with the BCDC's regularly updated Social Vulnerability Map.*
- *Provided Vision Zero training to all PD shift lineups, and provided High Injury Corridor map to all officers.*
- *Prioritized traffic enforcement on unsafe behaviors and locations, and utilized speed feedback trailers in areas with significant concerns.*
- *Appropriated the additional \$2 million for street safety approved by City Council in December 2021.*
- *Tabled at 8 events, sent 3 Vision Zero Update mailings, and maintained traffic safety webpages*

2023 WORK PROGRAM:

- *Fund and begin implementing the Rapid Response after Fatal Crashes program.*
- *Implement a Vision Zero public safety campaign with a narrower scope than described in the Vision Zero Action Plan due to lack of grant funding.*
- *Continue focusing traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.*
- *Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.*
- *Organize a Traffic Safety Open House*
- *Conduct evaluation of Vision Zero performance metrics for first [Annual Vision Zero Report](#).*

www.AlamedaVisionZero.org

► C. Public Transportation

BUS SERVICE (AC TRANSIT)

New schedules and route maps are available at actransit.org. All lines have [maps and schedules available online](#). AC Transit's complete listing of bus line timetables is available [here](#) or can be requested at the AC Transit Customer Service Center at 1600 Franklin Street in downtown Oakland. For questions, call Customer Service at 510-891-4777, or use the [online form](#).

2022 ACCOMPLISHMENTS:

In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appenzato Parkway to the ferry terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.

2023 WORK PROGRAM:

- AC Transit will continue to monitor the Line 78 pilot performance, especially following the upcoming implementation of paid parking at the Seaplane Lagoon ferry terminal, and will recommend next steps before the June 2023 conclusion date.
- The agency will continue working to secure the state and federal funding needed to restore service in the near-term but with long-term sustainability concerns.
- AC Transit is launching a system wide network redesign to consider adjustments to transit routes, service span and frequencies to better meet post-pandemic travel needs. Outreach is expected in spring and implementation of the new bus network is targeted for fall 2024.
- AC Transit continues to transition the fleet to zero emission buses with a completion goal by 2040.
- In partnership with AC Transit, Alameda Point property owners, the Alameda TMA and the West Alameda TMA, will coordinate on implementing frequent AC Transit bus service between Alameda Point's Site A/Seaplane Lagoon ferry terminal, Alameda Landing and Downtown Oakland.

BUS STOP IMPROVEMENTS

2022 ACCOMPLISHMENTS:

- City staff updated an inventory of benches at bus stops, and is prioritizing where additional benches could be located using ridership at bus stops and the Active Transportation Plan's priority pedestrian streets.
- 2023 Work Program:
- Purchase approximately 20 benches, and install them based on the finalized prioritization list at key bus stops throughout the city using the City's Measure BB paratransit fund.
- Bus stops will be improved as part of the Central Avenue Safety Improvement Project and the Grand Street Improvement Project, which are expected to begin construction in 2023.

APPEZZATO PARKWAY BUS IMPROVEMENTS

2023 WORK PROGRAM:

City staff is working with AC Transit to improve the Appezzato Parkway/Atlantic Avenue corridor for bus operations, and is considering roundabouts, dedicated bus lanes, priority transit signals, and enhanced bus stops. The City received a grant from the Alameda County Transportation Commission totaling \$9 million to improve bus operations between Alameda Point and Fruitvale BART as a named project in the Measure BB Transportation Expenditure Plan. Out of these monies, an estimated \$1.35 million will be needed for outreach, environmental review, and design with the remaining \$7.65 million for construction. The \$1.35 million for pre-construction phases already is included in the City's Capital Improvement Program for fiscal years 2019-21. This project is on hold until AC Transit determines the existing and proposed bus service on Appezzato Parkway, which includes the recommendation on how to proceed with the Line 78 pilot service and the system wide network redesign.

CITY PARATRANSIT PROGRAM

2022 ACCOMPLISHMENTS:

- **Alameda Loop Shuttle:** Was discontinued on June 30, 2022 due to low ridership. City staff transitioned shuttle riders to the new Free Bus Pass Pilot Program and removed shuttle signs, poles, and schedules.
- **Alameda Independent Mobility (AIM):** In January 2022, Alameda launched the AIM pilot program with Eden I&R serving as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation. Serving low-income EBP members in Alameda, AIM facilitates same day trips within Alameda County. Two letter to EBP members about the AIM program. AIM has a target enrollment of 80 participants, and has 16 unique users and averages 48 rides per month. Eden I&R, as the provider of the 2-1-1 social services help line, also is able to provide assistance to callers for other resources such as food and healthcare.
- **Free AC Transit Bus Passes:** Since 2017, qualifying residents living in Alameda Point Collaborative's 167 units have received free AC Transit bus passes. In January 2020, the City began providing free bus passes to low-income Mastick Senior Center members, which transitioned to the Free Bus Pass Pilot Program. As of June 2022, the pilot program began the first year of a three year pilot program for low-income residents of the City of Alameda who are ages 65+ or are between the ages of 18-64 and have a certified disability. The average ride costs \$1.29, which is free for the user. The program target is 10,000 rides per month, and currently delivers over 5,900 rides per month as of December 2022 with 199 active users.
- **Outreach:** Staff at Mastick Senior Center have an average of 183 transportation contacts per month. The paratransit coordinator led 8 Transportation 101 workshops with 65 participants, and 7 Hop on the Bus with Us! travel training sessions with 23 participants.
- **Group Trips:** The Leisure Club resumed providing transportation to and from 9 meetings, and provided a total of 198 one-way trips for adults with developmental disabilities. Bus transportation was provided for four Mastick Senior Center group trips with a total of 164 round trip rides. Due to COVID, an annual picnic for Skilled Nursing Facility residents was cancelled in 2020-2022, with potential to resume in the second half of 2023.
- **Capital Program:** The City's Measures B/BB paratransit reserve funds paid for the replacement of five shelters at the following locations: W. Midway Avenue at Orion Street, Main Street at Atlantic Avenue, Santa Clara Avenue at Grand Street, Santa Clara Avenue at Walnut Street, and Park Street at Otis Drive.
- **Project Management:** Covers City staff to support program development, administration, and compliance including participation in Alameda CTC meetings. The program oversight ensures that the actions align with proposed and approved program.

2023 WORK PROGRAM:

City staff is recommending the same paratransit program as previous years

- *Free AC Transit bus passes for Alameda Point Collaborative residents and as a pay-as-you-go model for low-income Alameda seniors and people with disabilities. Program cost: \$237,000.*
- *TNC concierge/AIM work with Eden I&R as the concierge service and Uber/Lyft as the transportation providers to increase trips and to reduce costs per trip. Program cost: \$125,000.*
- *Capital expenses: Using the paratransit program reserves, staff will improve access to/from bus stops including sidewalk enhancements, bus benches, curb bulb-outs, and bus islands. Program cost: \$350,000.*
- *Group trips: monthly Mastick trips for seniors, Leisure Club trips for adults with developmental disabilities and an annual picnic for Skilled Nursing Facility residents. Program cost: \$25,000.*
- *Customer service, materials, outreach, and promotions with Hop on the Bus with Us trainings and Transportation 101 workshops. Program cost: \$16,200.*
- *Program management to ensure program oversight. Program cost: \$46,660.*

FERRY SERVICE AND FACILITIES (WETA)

WETA offers ferry service from three ferry terminals: the Seaplane Lagoon and Main Street terminals on Alameda Point, and the Harbor Bay Terminal on Bay Farm.

2022 ACCOMPLISHMENTS:

- *Continued recovery of service, grew ridership indicating success of WETA Pandemic Recovery Program.*
- *Diversified WETA ridership base with more variety of income levels riding system on weekends.*
- *Achieved 100% restoration of pre-pandemic weekend ridership.*
- *Achieved 65% restoration of pre-pandemic weekday ridership.*
- *Developed a Master Plan for electrification of WETA Central Bay services, identifying future investment in electrical infrastructure at Alameda terminals and Central Bay Maintenance Facility.*
- *Launched WETA Service Vision and Business Plan effort.*

2023 WORK PROGRAM:

- *Submit grant to State of Ca for electrical infrastructure improvements at Central Bay Maintenance Facility and Main Street Terminal.*
- *Rehabilitate Main Street Terminal. This will require closing the terminal for up to 60 days in fall 2023, so WETA will inform riders of alternatives at Seaplane and Harbor Bay terminals.*
- *Implement new fare program and continue service changes consistent with Pandemic Recovery Program.*
- *Invest RM3 funding when it becomes available midway through 2023.*
- *Work with City and AC Transit to extend timeframe of Line 78 pilot service to Seaplane Lagoon.*
- *Work towards expansion of the Central Bay Maintenance Facility to make room for future WETA zero emissions fleet.*

ESTUARY WATER SHUTTLE (CITY/WETA/PRIVATE PARTNERS)

Develop and implement a pilot water shuttle service between western Alameda and Oakland, with limited hours and stops that, if successful, can later be expanded to serve more locations, for more hours.

2022 ACCOMPLISHMENTS:

City staff assembled a partnership of transportation agencies and local business organizations on both sides of the Estuary to initiate the long-envisioned public water shuttle service between Alameda and Oakland. The partnership, which continues to grow, has included the City, WETA, the Jack London Square Property Management Company, the Jack London Square Improvement District, Blue Rise Venture (the owners of the Marina Village Business and Research Park), and the Alameda Transportation Management Association, among others. The team agreed on a proposed two year pilot, with substantial private funding, and in June the City applied for a \$1.0 million grant to support the service. The grant determination will be made in spring 2023.

2023 WORK PROGRAM:

Pending the success of the grant application and overall available funds, plan for service to start by early 2024, to be administered by WETA. Partners will also seek to start a limited service in summer 2023.

LINK 21 TRAIN SERVICE PLANNING (BART, CAPITAL CORRIDOR)

2022 ACCOMPLISHMENTS:

BART and Capitol Corridor are collaborating to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco as part of Link21. Link21 is a long-range transportation program to transform the passenger rail network serving the 21-county Northern California Megaregion. Link21 will make it more convenient for people to take BART and Regional Rail (commuter, intercity, and high-speed) throughout the Megaregion. Virtual community meetings were held in the fall to launch Phase 1, which will develop, evaluate, and refine initial concepts to identify projects that will move forward into environmental review. City staff also assisted with a UC Berkeley student project to locate a rail station in Alameda.

2023 WORK PROGRAM:

Link21 project recommendations are expected in 2024.

<https://link21program.org>

► **D. Capital Project Planning & Design**

CROSS ALAMEDA TRAIL (CAT) PLANNING/DESIGN

Over 70% of the 4-mile The Cross Alameda Trail has been constructed. The below segments will be in planning or design phases in 2023.

www.alamedaca.gov/CAT

(CAT) CLEMENT AVENUE/TILDEN WAY

The project uses the abandoned railroad right-of-way along the eastern terminus of Clement Avenue and Tilden Way to extend the Cross Alameda Trail between Broadway and the Miller-Sweeney/Fruitvale Rail Bridges. The project also will consider ways to improve the truck and bus routes in this area.

High Injury Corridor: High Crash Intersection at Tilden Way/Fernside Blvd/Blanding Avenue

2022 ACCOMPLISHMENTS:

City staff/consultant team developed a draft concept with two rounds of public engagement, which included two virtual community workshops, two in-person Open House events, and two online surveys.

2023 WORK PROGRAM:

City staff/consultant team will seek Transportation Commission and City Council approval of the recommended concept, and will secure an approved soils remediation plan from the Department of Toxic Substances Control as well as complete design drawings and cost estimate.

www.alamedaca.gov/ClementTilden

(CAT) CLEMENT AVE EXTENSION (HIBBARD ST TO GRAND AVE)

2022 ACCOMPLISHMENTS:

The owner of the property, Pennzoil, completed its environmental cleanup, and a housing developer, Trumark Homes, was selected. They received approval of their development plans from the Planning Board, including for the construction of the Clement Avenue extension, with separated bicycle lanes on the north side of the street, along with approval of entitlements for 90 townhomes. The approved tentative map includes extending Clement Ave from Hibbard Street to Grand Street and will include construction of the Cross Alameda Trail from Ohlone Street to Grand Street closing the gap between the Marina Shores and Alameda Marina segments.

2023 WORK PROGRAM:

The City will review the developer's detailed site improvement plans and building permit application.

LINCOLN/MARSHALL/PACIFIC AVENUE CORRIDOR

The City identified the Lincoln Avenue/Marshall Way/Pacific Avenue corridor between Main Street/Central Avenue and Broadway as a high priority for safety and operational improvements.

High Injury Corridor: Tiers 1, 2, and 3 HIC and High Crash Intersections at Lincoln Avenue/Webster Street, Lincoln Avenue/Walnut Street and Lincoln Avenue/Oak Street.

2022 ACCOMPLISHMENTS:

City staff/consultant team developed a draft concept with two rounds of public engagement, which included two virtual community workshops, two in-person Open House events, and two online surveys. In June, City staff submitted a grant application to Alameda CTC's One Bay Area Grants (OBAG)/CIP 2024 program for \$9,991,000 to implement a first phase of the project between Main Street and St Charles. The project was ranked high and will be held as a contingency project for OBAG funding, should additional funds become available and also is being considered for other county funding.

2023 WORK PROGRAM:

City staff/consultant team will seek Transportation Commission and City Council approval of the recommended concept, and will complete immediate phase work and concept design for the entire corridor.

www.alamedaca.gov/LincolnMarshallPacific

MECARTNEY ROAD/ISLAND DRIVE

The Mecartney Road/Island Drive Improvement Project aims to improve safety and operations at this busy Bay Farm intersection. The City staff/consultant team considered four options: a roundabout, reduced footprint all-way stop, "do nothing" and traffic signal, and recommended a roundabout. Roundabouts reduce fatal and serious injury crashes by about 90 percent when compared to conventional stop-controlled and signalized intersections.

2022 ACCOMPLISHMENTS:

Completed analysis of the intersection and community outreach, and obtained Transportation Commission approval of the recommended roundabout concept in March.

www.AlamedaCA.gov/MecartneyIsland

NEIGHBORHOOD GREENWAYS

In late 2022, the City Council adopted the Active Transportation Plan (ATP), establishing a new low-stress facility type – Neighborhood Greenways – which are traffic-calmed local streets designed to give priority to people walking and bicycling, where bicyclists and motorists comfortably share the road. They will help to build the City’s 2030 Low Stress Backbone network, outlined in the Plan.

2022 ACCOMPLISHMENTS:

The ATP was adopted with a network of Neighborhood Greenways, and definitions and goals were set for them.

2023 WORK PROGRAM:

Staff will launch the Neighborhood Greenway design planning, and start transitioning existing Slow Streets to Neighborhood Greenways, as follows:

- Install speed cushions along the Orion Slow Street.
- Replace Slow Street barricade assemblies at higher volume intersections with other appropriate, traffic calming devices.
- Develop Neighborhood Greenway program implementation guidance, a design toolkit and design standards.
- Evaluate existing conditions and needs along the Neighborhood Greenways, including at crossings.
- Conduct community outreach.
- Continue to maintain the remaining Slow Streets infrastructure (barricades and flex posts) monthly.

OAKLAND ALAMEDA ESTUARY BRIDGE

The City, in partnership with the City of Oakland, is advancing the implementation of a bicycle and pedestrian bridge to create high-quality multi-modal access between Oakland’s Jack London Square area and west Alameda. A new bicycle and pedestrian bridge will provide a safe and convenient sustainable travel option between commercial districts, the downtown Oakland employment center, the many residents in both cities, and to and from the BART stations that connect people to the rest of the Bay Area region.

2022 ACCOMPLISHMENTS:

Using an Alameda CTC \$1.555 million in grant funding, the City hired consultants to prepare a Project Initiation Document (PID) for the bridge project, which will allow the bridge to become a fundable project. Work was started in the fall, including setting up Technical, Stakeholder, and Equity Advisory Committees, to provide guidance on defining potential corridors and landings, and bridge design characteristics. The PID will also include preparing detailed cost estimates, outlining environmental and permitting requirements, exploring potential ownership and maintenance of the bridge, plus identifying any other major elements that should be investigated. The City continued to work on ensuring the bridge can be funded in the future by making sure it is included in long-term planning documents.

2023 WORK PROGRAM:

Complete a final PID. Staff and consultants will also continue to work with the Advisory Committees, establish a Committee of elected officials, and engage the community on the project. The PID is expected to be adopted by the Alameda and Oakland City Councils in early 2024.

www.AlamedaCA.gov/Bridge

PARK STREET AND WEBSTER STREET SAFETY IMPROVEMENTS

This project brings together multiple efforts to improve the functioning of Alameda's two key commercial corridors for all transportation modes, and for economic health. It includes:

- **Immediate:** Design and implement additional street improvements in response to the changes made to these streets during the pandemic – namely the lane reductions, parking changes, and addition of parklets.
- **Near Term:** Evaluate and design comprehensive transportation and streetscape improvements, using lower-cost materials, to reflect the current needs of these streets, the need to have low-stress bikeways in these corridors (Park or Oak Street, and Webster Street), and the high collision rates.
- **Long Term:** Develop design plans, with permanent materials, to address the same needs described above.

High Injury Corridor: Tier 1 HICs

2022 ACCOMPLISHMENTS:

- Installed intersection daylighting/red curb on Park Street and Webster Street
- A new parklet permit program was implemented, with new requirements and standards.
- Most short-term parking was converted back to 2-hour parking, and enforcement began.
- Updated signal timing and coordination.
- Developed preliminary striping plans for Park and Webster Streets, including with concrete barricades and additional short-term, loading and ADA parking.

2023 WORK PROGRAM:

- Complete striping and implement these "immediate" corridor enhancements on Webster and Park Streets.
- Determine next steps for parklet program, beyond current Council-approved November 2023 endpoint.
- Begin evaluation of the corridors for all modes and for economic health, including for the low-stress bikeways.

www.AlamedaCA.gov/CommercialStreets

PAVEMENT MANAGEMENT & SAFETY IMPROVEMENTS

2022 ACCOMPLISHMENTS:

Public Works selects streets by geographic area with west/central Alameda in 2021 and 2022, and east Alameda in 2023/2024. The 2022 resurfacing project was completed for west/central Alameda.

2023 WORK PROGRAM:

Finalize street selection and develop design plans for the east Alameda area, with construction expected in 2024.

www.AlamedaCA.gov/SaferStreets#section-5

SAFE ROUTES TO SCHOOL INFRASTRUCTURE

City will complete improvements at, and around, eight schools that have participated in School Safety Assessments with Alameda Countywide Safe Routes to School program. These improvements will create calmer streets and safer crossings in the school vicinities for those traveling on foot or bike. The schools include Academy of Alameda, Earhart Elementary School (ES), Edison ES, Franklin ES, Love ES, Maya Lin School, Nea Community Learning Center, and Wood Middle School.

High Injury Corridor: All schools are within ¼ mile of an HIC.

2022 ACCOMPLISHMENTS:

Evaluated improvements for the school sites to determine the scope of work for the final design.

2023 WORK PROGRAM:

Finalize design and begin construction.

www.alamedaca.gov/schoolstreets.

STARGELL AVENUE SAFETY IMPROVEMENTS

The project along Stargell Ave, between Main and Fifth Streets, will build separate walking and bicycling paths in the vacant right-of-way north of the roadway, plus make intersection safety and access improvements at the crossings at either end of the project and at the internal crossings.

2022 ACCOMPLISHMENTS:

Conducted community engagement and refined concept plan to construct bicycle and pedestrian trail between Fifth Street and Main Street. Submitted grant to construct the project, which was unsuccessful.

2023 WORK PROGRAM:

Staff will further develop the concept plan and initiate preliminary planning and environmental review, including soils investigation.

www.AlamedaCA.gov/Stargell

TRAILS MAINTENANCE

Building on the existing work done in the ATP, staff will inventory all of the shared-use trails to determine needs for maintenance and upgrades, and ownership and maintenance responsibilities. Using the prioritization tools in the adopted ATP, staff will then prioritize trail segments for improvements, and maintain and upgrade them.

2022 ACCOMPLISHMENTS:

The ATP was adopted, which included a partial trails inventory.

2023 WORK PROGRAM:

Complete inventory, prioritize segments for maintenance, seek funding, and continue maintenance.

CALTRANS: BROADWAY/OTIS/DOOLITTLE

In spring 2025, Caltrans will begin construction of the pavement resurfacing, and currently is considering safety improvements to be included in this project, which extends along CA Route 61 from Broadway at Encinal Avenue to Doolittle Drive in Oakland.

2022 ACCOMPLISHMENTS:

City staff reviewed draft Caltrans plans and requested Caltrans to restripe Otis Drive as a road diet with a bikeway and to consider sea level rise adaptation measures on Doolittle Drive.

2023 WORK PROGRAM:

Staff will continue advocating for enhancements to the resurfacing plans.

ALAMEDA CTC: OAKLAND ALAMEDA ACCESS PROJECT

Alameda CTC, the project sponsor, and Caltrans are working in partnership with the cities of Oakland and Alameda to plan and build freeway access and local roadway improvements between I-880, I-980, and the Posey/Webster Tubes connecting the two cities

2022 ACCOMPLISHMENTS:

The 35% construction plans were completed and circulated to the cities for input. Several grant applications were submitted to help fill the project's funding gap.

2023 WORK PROGRAM:

Alameda CTC will develop the 65% and 95% construction documents, with final design expected in 2024. They will continue to work to secure the remaining funds needed to build the project. Construction will begin in 2025 and is expected to be completed in late 2027.

www.OaklandAlamedaAccessProject.com

ARMY CORPS: FRUITVALE RAIL BRIDGE HAZARD REMOVAL

City staff is working with the United States Army Corps of Engineers (Army Corps) to address the safety hazard posed by the abandoned, Army Corps owned, rail bridge. The structure is likely to collapse from a seismic event. In 2020, the Army Corps submitted a funding request to prepare an analysis of the economic utility of the bridge. This report would inform the Corps' decision on use, transfer, or demolition. A subsequent funding request to execute that decision would then be submitted. City staff considered retrofitting the bridge; however, the costs would exceed the City's financial abilities.

■ Projects not under City purview

► E. Capital Project Construction

ALAMEDA POINT ADAPTIVE REUSE

2022 ACCOMPLISHMENTS:

Construction began on the \$31M contract for the Alameda Point Reuse Area Infrastructure Replacement Phase 1 and Phase 2.

2023 WORK PROGRAM:

Construction is in progress and expected to continue through 2024.

CENTRAL AVENUE IMPROVEMENTS

The project improves safety for all modes with a center two-way left turn lane, a bikeway, higher visibility pedestrian crossings, accessible on-street parking, bus stop enhancements, and roundabouts.

High Injury Corridor: Tiers 2 and 3 HIC and High Injury Intersections at Central Avenue/Webster Street and Central Avenue/Third Street.

2022 ACCOMPLISHMENTS:

City/consultant team completed the Caltrans project approvals phase and is completing the design. City staff/consultant team submitted a grant application to the Alameda CTC in June 2022, with the roundabout at Central Avenue/Fourth Street/Ballena Blvd. intersection as the highest priority for this funding request. Alameda CTC recommended approval of this \$3.3 million additional roundabout, which MTC is expected to approve in January 2023. Caltrans required the City to request parking restrictions on the state highway in a resolution, which City Council approved in September. In December, City Council approved an amendment to the consultant agreement for construction support, roundabout design and continued Caltrans coordination.

2023 WORK PROGRAM:

Final design is expected in early 2023 with construction to begin in mid-2023.

www.AlamedaCA.gov/Central

CROSS ALAMEDA TRAIL (CAT) CONSTRUCTION

Less than 30% of the 4-mile The Cross Alameda Trail remains to be constructed. The below segments will begin construction in 2023.

www.AlamedaCA.gov/CAT

(CAT): CLEMENT AVENUE SAFETY IMPROVEMENTS

The project constructs the Cross Alameda Trail in the street right-of-way on Clement from Grand to Broadway.

High Injury Corridor: Tier 3 HIC and a High Crash Intersection at Clement Avenue/Park Street

2022 ACCOMPLISHMENTS:

City/consultant team completed the 100 percent design drawings, specifications, and cost estimate, and requested authorization to proceed with construction to Caltrans.

2023 WORK PROGRAM:

Construction is expected to begin in spring 2023.

www.AlamedaCA.gov/Clement

(CAT): DEL MONTE CLEMENT EXTENSION (SHERMAN ST TO ENTRANCE RD)

2022 ACCOMPLISHMENTS:

Construction continued by the Del Monte housing developer, and the City accepted the Clement Avenue extension including sidewalks and separated bicycle lanes, between Sherman Street and Entrance Road.

2023 WORK PROGRAM:

Complete traffic signal improvements at the Sherman and Buena Vista intersection and accept all public improvements from the developer.

(CAT): JEAN SWEENEY OPEN SPACE PARK TRAIL CONNECTORS

2022 ACCOMPLISHMENTS:

Developed design plans for four new multi-use connector trails to this segment of the CAT from the following streets: 8th Street, Wood Street, Challenger Drive, and Triumph Drive.

2023 WORK PROGRAM:

Finish design in early 2023 and construct in 2023

(CAT): MAIN STREET TO CONSTITUTION WAY

2022 ACCOMPLISHMENTS:

The City designed intersection signal upgrades for all five intersections in this corridor, which will make bicycling and walking safer and more convenient.

2023 WORK PROGRAM:

Finish design in early 2023 and construct in 2023

GRAND STREET PAVEMENT RESURFACING AND IMPROVEMENTS

The City has identified Grand Street between Shore Line Drive and Encinal Avenue as a high priority for pavement improvements. The project also includes safety improvements such as high visibility crosswalks, curb extensions, flashing beacons at Wood School and at the Grand Street/San Antonio Avenue intersection, more separated bike lanes, enhanced bus stops by Shore Line Drive and Wood School, and narrower travel lanes to encourage slower vehicle speeds.

High Injury Corridor: Tiers 1 and 2 HIC

2022 ACCOMPLISHMENTS:

Completed final concept and received approval to proceed with final design.

2023 WORK PROGRAM:

Finalize design plans and begin construction phase.

www.AlamedaCA.gov/GrandStreet

HIGH INJURY CORRIDOR DAYLIGHTING

Public Works staff will paint red curbs at intersections along the City's High Injury Corridors to improve visibility for motorists, bicyclists, and pedestrians. The existing condition allows vehicles to be parked near the intersection, resulting in blind spots and increased collisions.

High Injury Corridor: Intersections along HICs

2022 ACCOMPLISHMENTS:

Construction completed at

- *Lincoln Avenue, Paru Street to Fountain Street*
- *Park Street, Shore Line Drive to Blanding Avenue*
- *Santa Clara Avenue, Park Street to Grove Street*
- *Webster Street, Central Avenue to Stargell Avenue*
- *Oak Street, Powell Street to Blanding Avenue*

2023 WORK PROGRAM:

Develop plan for addressing the Tier 3 High Injury corridors and evaluate the intersections designated for daylighting.

www.AlamedaCA.gov/HICDaylighting

SIDEWALK MAINTENANCE

2022 ACCOMPLISHMENTS:

The City continued sidewalk cutting as part of a multi-phase effort to address potential trip hazards, and mitigated more than 6,000 trip and fall hazards and replaced 12,400 square feet of damaged sidewalk due to uplift from City street trees. Developed designs and secured funding for completing the sidewalk gap on the eastern side of Grand St, between Clement Ave and Eagle Ave.

2023 WORK PROGRAM:

Continue sidewalk cutting to address potential trip hazards and replace sidewalks damaged due to uplift from City street trees. Construct sidewalk gap on Grand St.

SIGNALIZED INTERSECTION SAFETY & EQUITY

2022 ACCOMPLISHMENTS:

- Implemented Leading Pedestrian Interval (LPI) at all traffic signals with the technical capacity (68 out of 89 signals).
- Per [Signalized Intersection Equity Policy](#) (2021), updated and deployed signal timing within a quarter mile of Community Commercial land use and within 600 feet of parks to have a pedestrian WALK signal granted at every cycle 7:00 - 7:00 pm. Also updated and deployed signal timing within 600 feet of schools to have a pedestrian WALK signal granted at every cycle at start/stop times of school.
- The City continued to replace traffic signal controllers, cabinets, and video detection equipment to improve functionality and reliability

2023 WORK PROGRAM:

- Complete plans and commence construction on Highway Safety Improvement Program -funded signal and pedestrian improvements at Santa Clara Avenue at Grand Street; Otis Drive at Willow Street; Otis Drive at Park Street; and Fernside Boulevard at San Jose Avenue.
- See also [Cross Alameda Trail](#) signal improvement construction along Ralph Appezzato Memorial Parkway from Main to Constitution.

SLOW STREETS SELECTED ENHANCEMENTS

In response to the pandemic and to provide safer opportunities for being active, the City launched Slow Streets Alameda in 2020. There are five Slow Streets across the island, totaling 4.7 miles that are closed to through traffic to allow people to safely walk, bike and roll. In late 2021, the City Council voted to extend the program until the Active Transportation Plan (ATP) was adopted and any recommendations for these streets are implemented.

2022 ACCOMPLISHMENTS:

The Slow Streets network infrastructure was maintained monthly. New un-movable flexible delineators were installed next to the barricades. Daylighting was done along some sections of Pacific Avenue, as part of the resurfacing program. The ATP was adopted in December 2022, and it included transitioning Pacific, Versailles, and San Jose to Neighborhood Greenways. Council further directed staff to maintain the Santa Clara Slow Street until the Central Avenue project is completed (expected 2024), and to make improvements to Orion so that it would operate similarly to a Slow Street.

2023 WORK PROGRAM:

This project will be merged with the new Neighborhood Greenways project. See that section for more details.

www.SlowStreetsAlameda.org

CALTRANS: ENCINAL AVENUE PAVEMENT RESURFACING AND SAFETY IMPROVEMENTS

City staff is supporting this Caltrans project to restripe and improve State Route 61 (Encinal Avenue) between Sherman Street/Central Avenue and Broadway. City staff requested Caltrans to restripe Encinal Avenue as a road diet with a bikeway.

High Injury Corridor: Tiers 2 and 3 HIC

2022 ACCOMPLISHMENTS:

Caltrans began construction in December 2022. Construction will be in phases from west to east along Encinal Avenue with electrical upgrades as first component to be addressed.

2023 WORK PROGRAM:

The construction duration is estimated to be 200 working days with curb ramp upgrades expected to occur in mid-2023 and pavement resurfacing/stripping expected in fall 2023.

CALTRANS: RT. 61 CROSSWALK SAFETY ENHANCEMENTS

2022 ACCOMPLISHMENTS:

Caltrans completed construction on the "Crosswalk Safety Enhancements" project, which includes flashing beacons and striping improvements at the following locations:

- Encinal Avenue/Park Avenue
- Encinal Avenue /Benton Street
- Central Avenue /Page Street
- Broadway/Calhoun Street
- Broadway/San Jose Avenue
- Otis Drive/Versailles Avenue

► F. New Development

ALAMEDA LANDING WATERFRONT

Alameda Landing Waterfront final phase of the redevelopment and reuse of the 77-acre former Fleet Industrial Supply Center (FISC). Included are a 4.5 acre waterfront park, 18.3 acres of maritime commercial uses, 357 residential units with a mix of townhomes, stacked flats, and detached single family homes on the north side of Mitchell Avenue. The project preserves an easement for a potential bicycle and pedestrian bridge connection to Oakland's and includes a new water shuttle dock at the foot of Fifth Street, directly across from Jack London Square.

2022 ACCOMPLISHMENTS:

Construction continued on the residential buildings and residents have moved in. Phase I of the Bohol Circle Immigrant Park and promenade was completed and opened to the public in December. Water shuttle dock and small craft (kayak) launch is largely complete.

2023 WORK PROGRAM:

Phase II of the Bohol Circle Immigrant Park is expected to be completed and opened to the public as construction finishes on adjacent buildings. The water shuttle dock and small craft (kayak) launch is constructed and expected to be in use. The western greenway connecting the Bette Street multi-use path to the waterfront promenade and Bay Trail is expected to open in 2023.

ALAMEDA POINT

Alameda Point includes a combination of developer and City-led projects that will redevelop and reconstruct a significant portion of the transportation infrastructure within the former Navy base.

2022 ACCOMPLISHMENTS:

Construction of Site A, Phase I residents on West Atlantic Avenue continued. Townhome construction on Blocks 6 and 7, nearest Main Street were completed. Seaplane Lagoon Promenade was completed and opened to the public.

City Council approved and updated term sheet for Site A, Phase II in order to make the project and associated infrastructure improvements financially viable and to accommodate a larger share of our new Regional Housing Needs Allocation.

2023 WORK PROGRAM:

The 220 unit Block 11 at the corner of West Atlantic and Pan Am Way is ready to begin construction but has not pulled final permits due to changing economic conditions and costs of construction. Design review applications are expected for initial blocks of Site A, Phase II. Development plan negotiations and review are ongoing for the West Midway project, an approximately 782 unit project which would tie into the infrastructure Site A would complete. It would also provide infrastructure needed for the Alameda Point Collaborative and their partners to move forward with the RESHAP project, rebuilding 267 units of housing for formerly homeless residents.

NORTHERN WATERFRONT

The Northern Waterfront is a designated Priority Development Area with regional agencies and consists largely of the former Del Monte warehouse site, Encinal Terminals, and Alameda Marina.

2022 ACCOMPLISHMENTS:

Construction of the 360 unit Del Monte warehouse adaptive reuse project continued. The developer completed the Clement Street extension from Entrance Road to the newly configured Atlantic/Sherman/Clement intersection, which includes a new Bay Trail and Cross Alameda Trail segment connecting to Sweeney Park.

The Alameda Marina project continued construction of The Launch, a 360 unit apartment building at the western end of the site, and Alameda Marina and Land Sea Homes began construction of Alameda Marina, Phase II, a 182 unit townhome project and associated Bay Trail, Waterlife Park, kayak launch and pedestrian bridge over the former graving dock.

In February, City Council approved a Tidelands swap and amended Master Plan and Density Bonus Application in order to facilitate the future development of up to 589 dwelling units, Bay Trail segments, water shuttle dock, and small craft launch on the Encinal Terminals site across from the Del Monte Warehouse.

2023 WORK PROGRAM:

Wood Partners is expected to complete roadway improvements at the intersection of Buena Vista Avenue and Sherman Street associated with the Del Monte project. Alameda Marina is expected to complete waterfront improvements including the Bay Trail and park improvements.

HOUSING ELEMENT PROGRAMS

Zoning changes implementing the City's 2023-2031 Housing Element to accommodate 5,353 new housing units went into effect January 5, 2023. In addition to Alameda Point and Northern Waterfront Priority Development Areas, the changes rely on existing shopping center sites and the Park Street and Webster Street transit corridors to absorb significant numbers of new housing units. Shopping centers that are identified as housing opportunity sites include South Shore Center, Alameda Landing, Marina Village, and Harbor Bay Landing. Staff anticipates the first applications in these areas in 2023 and will monitor and report on those developments and associated infrastructure improvements in future status reports.

4. TRANSPORTATION CHOICES PLAN STATUS

The Transportation Choices Plan, adopted in 2018, is a living document that leaves room for adaptation over time to address changing transportation needs.

Near-Term Actions (2018-2019)

#	NEAR-TERM TCP ACTION	PRIORITY	2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
1	Alameda Shuttle Exploration	High	In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezzato Parkway to the ferry terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.	Recommend next steps for Line 78 before the June 2023 conclusion date. Coordinate on AC Transit's Service Recovery Plan.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	Released draft Active Transportation Plan and City Council adopted final Plan in December.	Implement Active Transportation Plan
3	Bus Stop Improvements	High	City staff initiated an analysis of benches at bus stops, which includes updating the inventory of existing benches at bus stops and prioritizing where additional benches could be located using ridership at bus stops and the Active Transportation Plan's priority pedestrian streets.	Purchase approximately 20 benches, and install them based on the finalized prioritization list at key bus stops throughout the city using the City's Measure BB paratransit fund. Bus stops will be improved as part of the Central Avenue Safety Improvement Project and the Grand Street Improvement Project, which are expected to begin construction in 2023.
4	EasyPass Expansion	High	The Alameda TMA provided EasyPasses to Site A and Northern Waterfront residents. The City provided free bus passes to low-income seniors and people with disabilities as a three-year pilot program in partnership with AC Transit using Measure BB paratransit funds as well as to Alameda Point Collaborative residents. Alameda CTC expanded its free bus pass program to low-income Alameda Unified School District students.	Coordinate with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments. Continue to expand the paratransit free bus passes for seniors and people with disabilities. Alameda CTC plans to continue providing free bus passes to low-income AUSD students.
5	Harbor Bay Ferry Terminal Access and Parking Management	High	Developed a ferry terminal parking pricing strategy for the Harbor Bay and Seaplane Lagoon ferry terminals, and received Transportation Commission endorsement in December.	Begin paid parking at Harbor Bay and Seaplane Lagoon ferry terminals.

#	NEAR-TERM TCP ACTION	PRIORITY	2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
6	Main Street Ferry Terminal Access and Parking Management	High	WETA to replace existing Main Street ferry terminal float.	Finalize and implement parking management plan. Work with WETA to strategize for long-term terminal, parking and open space improvements.
7	Parking Management	High	- Transportation Commission endorsed the Ferry Terminal Parking Pricing strategy developed by staff. - Launched Public Works parking enforcement program with the City's first-ever full-time parking technicians (2 positions), then hired additional 2 part-time technicians. - Re-established parking management and enforcement on Park and Webster Street. - Created new Alameda Parking logo and began using it on uniforms and signage. - Updated webpage so that all parking-related information can be accessed from one place. - Evaluated the Business District Parking Permit program.	- Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals - Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy. - Improve security in the Civic Center Parking Structure. - Improve curb management & ADA parking on Park & Webster St. - Update the Business District Parking Permit Program.
8	Parking Policies for New Development	High	2021: City Council updated zoning code with parking maximum requirements rather than parking minimum requirements.	
9	Pedestrian Master Plan and Design Guidelines Update	High	See TCP #2	See TCP #2
10	Transit Signal Priority	High	Included transit signal priority capabilities when modernizing signal equipment.	Continue to include transit signal priority capabilities when modernizing signal equipment.
11	Transportation Awareness Campaign	High	Provided bicycle safety education safety classes, and updated community members on transportation project/program progress.	Continue bicycle safety education classes for all ages and workshops Ongoing updates to City website, press releases, social media posts, and presentations on transportation projects and programs. Expand on existing campaigns to improve safety, to reduce solo driving and to shift to other modes.
12	Transportation Partnerships with Existing Businesses and Residences	High	Issued new 20-month parklet permits and allowed continued use of private parking lots for commercial purposes, to assist businesses to continue to recover from the COVID pandemic economic downturn. Participated in the Chamber of Commerce Government Relations Committee.	Continue business partnerships and outreach with key stakeholders.

#	NEAR-TERM TCP ACTION	PRIORITY	2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
13	Bike Share	Medium	No Action.	Begin to develop electric shared-use dockless bike and scooter permit program.
14	Casual Carpool Additional Pickup Locations	Medium	No Action.	No action.
15	Constitution Way Carpool Lane	Medium	Worked with Alameda CTC to include it in the Oakland Alameda Access project (OAAP).	Monitor the OAAP and access how to move forward with a carpool queue jump at the Constitution Way/Mariner Square Drive intersection.
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	WETA began the Short-Hop between the Main Street terminal and Jack London Square (JLS) in the Fall. City launched a partnership with public agencies and private entities to plan and operate a pilot estuary water shuttle; City submitted grant application for pilot.	Participate in WETA Board meetings and ongoing coordination efforts. WETA service between Main Street and Jack London Square to run as direct service to Oakland in the AM and direct service from Oakland in the PM to benefit Alamedans commuting to Oakland. Construct dock at Alameda Landing by private developer. Secure funding and plan for pilot water shuttle program between Alameda and Jack London Square to begin in 2024, or sooner.
17	Westline Drive Bus Lane	Medium	Active Transportation Plan adopted with the Westline Drive bikeway to be constructed by 2030. Project would also include/evaluate bus lane.	
18	Shared Ride Service for Seniors and People with Disabilities (City's Paratransit Measure BB transportation sales tax dollars)	Medium	Launched the Uber/Lyft concierge three-year pilot program called Alameda Independent Mobility (AIM): with Eden I&R as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation, which serves low-income EBP members in Alameda offering same day trips within Alameda County. As of December, AIM has enrolled 25 participants and averages 40 trips per month.	Continue AIM – Uber/Lyft concierge program – and work to adjust the payment model to reduce the cost per trip.

Medium-Term Actions (2020-2025)

#	MEDIUM-TERM TCP ACTION	PRIORITY	2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
19	Alameda Point Bus Rapid Transit Service	High	No Action.	On hold until completion of AC Transit's Line 78 recommendation or Service Recovery Plan to better understand the bus service on Appezzato Parkway.
20	Bicycle and Pedestrian Corridor Improvements	High	#20A Alameda Point Bay Trail: Coordinated with East Bay Regional Park District on an adaptation project in the Northwestern Territories of Alameda Point. Constructed Bay Trail segment in Seaplane Lagoon Promenade. #20B Bay Farm Bike/Pedestrian Wooden Bridge Study: Incorporated as part of the Bay Farm Island Adaptation project, which received a federal earmark. #20C Bayview Drive Feasibility Study: No Action. #20D Blanding Avenue: Completed, 2019. #20E Mariner Square Drive trail: No Action. #20F Mecartney Road Bike Lanes: No Action. #20G Miller-Sweeney Bridge: No Action. #20H Neptune Park path: No action. #20I Trail Resurfacing: No Action. #20J: New Webster Tube walkway: To be constructed as part of Oakland Alameda Access Project (2027). #20K Cross Alameda Trail between Main Street and Constitution Way. Completed (2020).	Coordinate with adaptation project partners on #20A and #20B. Develop plans to restripe Miller-Sweeney Bridge to add bikeways and improve bike safety (#20G). Participate in the OAAP plans development to provide direction on the New Webster Tube walkway, which is expected to be constructed in 2027. (#20J)
21	Citywide Safe Routes to School Audits and Improvements	High	School Safety Assessments (SSAs) conducted at Otis Elementary School Continued contract with Cycles of Change for bike safety education for 5th graders in schools. Brought back the annual Alameda Bike Festival, targeted to children and families, after a COVID hiatus.	Finalize design and commence construction on recommendations from the 8 completed School Safety Assessments. Complete 2-3 new SSAs (Ruby Bridges and others TBD). Hold annual Bike Festival.
22	Crosstown Express Bus Service	High	In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezzato Parkway to the ferry terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.	Recommend next steps for Line 78 before the June 2023 conclusion date. Coordinate on AC Transit's Service Recovery Plan.

#	MEDIUM-TERM TCP ACTION	PRIORITY	2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
23	Increase Frequency and Span of Service for Ferry Service	High	WETA increased the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.	WETA will continue to increase the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.
24	Increase Frequency and Span of Service for Local Bus Routes	High	AC Transit extended the Line 78 pilot route, which is timed with the Seaplane Lagoon ferry routes and runs between the Seaplane Lagoon ferry terminal and Fruitvale BART. AC Transit increased the frequency and span of service as the COVID-19 pandemic restrictions eased.	AC Transit will continue to monitor the Line 78 pilot performance, especially following the upcoming implementation of paid parking at the Seaplane Lagoon ferry terminal, and will recommend next steps before the June 2023 conclusion date. AC Transit will continue working to secure the state and federal funding needed to restore service in the near-term but with long-term sustainability concerns. AC Transit is launching a system-wide network redesign to consider adjustments to transit routes, service span and frequencies to better meet the post-pandemic travel needs. Outreach is expected in spring and implementation of the new bus network is targeted for fall 2024. In partnership with AC Transit, Alameda Point property owners, the Alameda TMA and the West Alameda TMA, implement frequent AC Transit bus service between Alameda Point's Site A/Seaplane Lagoon ferry terminal, Alameda Landing and Downtown Oakland.
25	Increase Transbay Bus Service	High	Regional Measure 3 lawsuit is in progress.	Increased Transbay frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit.
26	Miller-Sweeney Multimodal Lifeline Bridge	High	Rail Bridge: The United States Army Corps – as the owner of the former rail bridge – requested federal funds to be authorized that would allow them to evaluate a bridge removal with a feasibility study to properly dispose of the bridge.	Rail Bridge: Army Corps to obtain federal monies to study the removal of the former rail bridge. City staff considered retrofitting the bridge; however, the construction, operation, and maintenance costs exceed the City's financial abilities.
27	New Seaplane Lagoon Ferry Terminal & Service	High	Construction was complete in August 2021. WETA increased the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.	WETA will continue to increase the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.
28	Regional Transit Hub Connector Bus Service	High	In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezato Parkway to the ferry terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.	Recommend next steps for Line 78 before the June 2023 conclusion date. Coordinate on AC Transit's Service Recovery Plan.

#	MEDIUM-TERM TCP ACTION	PRIORITY	2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
29	TDM Ordinance Update	High	No Action.	TBD.
30	Vision Zero Safety Improvements and Traffic Calming	High	#30A - Central: Completed the Caltrans project approvals in December. #30B - Clement: Completed the design drawings and cost estimates, and requested Caltrans to authorize construction. #30B - Tilden/Clement: Initiated the planning/scoping phase with two rounds of outreach: spring and fall, and developed a draft concept that includes a roundabout at Blanding/Tilden/Fernside, a westbound Clement Avenue extension, and the Cross Alameda Trail. #30C - Clement Avenue (Hibbard to Grand extension): Pennzoil demolished structures, cleaned up property, and private developer design plans approved by Planning Board, including new road. #30D - Main Street: Completed bike lanes in November 2019 and implemented signal retiming in 2020. #30E - Otis Drive: Completed construction in 2021, evaluated performance and adjusted signage and striping accordingly. #30F - Stargell: Conducted community engagement and refined concept plan to construct bicycle and pedestrian trail between Fifth Street and Main Street. Submitted grant to construct (pending). #30G - Lincoln Avenue/Marshall Way/Pacific Avenue: Initiated the planning/scoping phase with two rounds of outreach: spring and fall, and developed a draft concept that includes a road diet, bike lanes and two roundabouts. Applied for grant (pending).	#30A - Central: Complete final design and begin construction. Encinal Avenue: Caltrans is expected to complete construction in 2023. #30B - Clement: Begin construction. #30B - Tilden/Clement: Seek approval of the draft concept by the Transportation Commission and City Council. Complete design and secure regulatory approval of a remediation plan. #30C - Clement Avenue (Hibbard to Grand extension): Private developer to commence work (schedule TBD). #30F - Stargell: Further develop concept plan, and initiate soils investigation, to prepare for future grant application. #30G - Lincoln Avenue/Marshall Way/Pacific Avenue: Seek approval of draft concept by Transportation Commission and City Council. Complete immediate phase work and concept design.
31	Bikes in Buses through Webster/Posey Tubes	Medium	AC Transit continues to install front-loading bike racks on buses that accommodate three bicycles.	AC Transit to continue installing front-loading bike racks on buses that accommodate three bicycles.
32	Citywide Transportation Management Association	Medium	In progress.	Expand Alameda TMA to include: Alameda Landing tenants/HOAs Alameda Point's Site A
33	Faster Line 51A Bus Service	Medium	No Action.	Coordinate on AC Transit's Service Recovery Plan.

#	MEDIUM-TERM TCP ACTION	PRIORITY	2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
34	New Technologies and Innovations	Medium	In April, the City Council approved the Smart City Plan without the transportation-related recommendations, which still allows the City to move forward with the communications backbone. City staff – including IT, AMP and the City Attorney’s Office – is reviewing fiber assets to recommend how to proceed with a potential citywide municipal fiber ring. Electric vehicle charging is covered in the CARP Annual Report.	Make progress with fiber design and grant writing for a citywide municipal fiber ring. Electric vehicle charging is covered in the CARP Annual Report.

Long-Term Actions (2026+)

#	Long-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
35	BART to Alameda - New Transbay Rail Crossing	n/a	BART and Capitol Corridor are collaborating to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco as part of Link21. Link21 is a long-range transportation program to transform the passenger rail network serving the 21-county Northern California Megaregion. Link21 will make it more convenient for people to take BART and Regional Rail (commuter, intercity, and high-speed) throughout the Megaregion. Virtual community meetings were held in the fall to launch Phase 1, which will develop, evaluate, and refine initial concepts to identify projects that will move forward into environmental review. City staff also assisted with a U.C. Berkeley student planning project to locate a rail station in Alameda.	Link21 project recommendations are expected in 2024. An annual progress report to the Transportation Commission is expected in March 2023.
36	Comprehensive Congestion Management	n/a	No actions.	No actions.
37	New Transit/Bike/ Pedestrian Lifeline Tube	n/a	No actions.	No action anticipated, due to extremely high cost (\$1.9 billion).
38	Webster/Posey Multimodal Lifeline Tubes	n/a	No actions. Caltrans does not have future plans for seismic upgrades or upgrading the facility other than refurbishment of the ventilation system.	Caltrans has an action plan for quickly evaluating the tubes after an earthquake or other potentially damaging event.
39	West End Bicycle/ Pedestrian Crossing	n/a	Initiated contract with consultant and began developing the Project Initiation Document (PID).	Complete PID.

A person with a backpack is walking across a crosswalk on a city street. The person is wearing a plaid shirt, light-colored pants, and a dark backpack. They are looking down at something in their hands. The background shows a city street with a crosswalk and a yellow graphic element at the top.

CITY OF ALAMEDA

**PROGRESS
TOWARD
ZERO TRAFFIC
FATALITIES**
**ALAMEDA
VISION ZERO**

2022 ANNUAL REPORT

CONTENTS

The Alameda City Council adopted the Vision Zero Action Plan in December 2021. This is the first annual report on the performance metrics outlined in the Plan.

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ACTION PLAN VISION:

 **People of all ages and abilities can travel safely using any mode, and traffic deaths and serious injuries are eliminated by 2035.”**

TRAFFIC FATALITY & INJURY REPORT

In 2022, two people lost their lives and 13 were severely injured in traffic collisions on Alameda streets. Compared to recent years, this represents a decrease in fatalities but an increase in severe injuries, specifically among people in motor vehicles.

► 2022 Fatal & Severe Injury Crashes

With this first Vision Zero Action Plan annual report, the City will begin sharing descriptions of individual crashes while respecting victims' privacy and protecting information related to any criminal investigations. After both of the crashes below, the City convened a post-collision site visit that included Caltrans staff in addition to City transportation planners and engineers and Police Traffic Unit leadership. A third crash in April 2022 on Bay Farm was not included in the Vision Zero program because it was a solo crash caused by the driver having a medical emergency that was life-threatening on its own.

1. Just before 1:00 am on January 15, 2022, a 38 year old man riding a motorcycle at a high speed lost control of his vehicle at the Webster Tube exit. He died after eventually falling off the motorcycle and being struck by an uninvolved driver. Caltrans controls this stretch of roadway.
2. On December 1, 2022, a 37 year old man died after a solo auto crash at 2227 Webster Street at 10:45 pm, also after exiting the Webster Tube. He crashed his compact sedan into a light pole at a high speed. He was alone in his vehicle. The investigation is ongoing. Caltrans controls this stretch of roadway.

Every traffic fatality represents a tragic loss for loved ones and the community as a whole, and serves as a reminder of the importance of work to increase traffic safety.



Table 1: 2022 Traffic Fatalities & Severe Injuries

DATE	LOCATION	EXTENT OF INJURY	SEVERELY INJURED PARTY*	AGE	CALTRANS ROADWAY
1/1/2022	Shore Line Dr/Grand St	Severe injury	Passenger	31	
1/9/2022	Encinal Ave/Broadway	Severe injury	Pedestrian	80	X
1/15/2022	Webster Tube Exit	Fatal	Motorcyclist	38	X
1/24/2022	Park St/Blanding Ave	Severe injury	Driver	66	
3/26/2022	High St/Jackson St	Severe injury	Bicyclist	60	
4/19/2022	Buena Vista Ave/5th St	Severe injury	Pedestrian	16	
5/12/2022	Encinal Ave/Broadway	Severe injury	Bicyclist	55	X
5/15/2022	West Midway Ave/Main St	Severe injury	Driver	54	
7/4/2022	Central Ave/Page St	Severe injury	Bicyclist	22	X

DATE	LOCATION	EXTENT OF INJURY	SEVERELY INJURED PARTY*	AGE	CALTRANS ROADWAY
8/16/2022	9th St/Santa Clara Ave	Severe injury	Driver	29	
9/26/2022	Encinal Ave/Broadway	Severe injury	Passenger	38	X
10/17/2022	8th St/Lincoln Ave	Severe injury	Passenger	23	
11/18/2022	Buena Vista Ave/ Webster St	Severe injury	Pedestrian	24	
11/20/2022	981 Market St	Severe injury	Passenger	32	
12/1/2022	2227 Webster St (after exiting Webster Tube)	Fatal	Driver	37	X

Source: APD

*"Driver" and "passenger" refer to people in motor vehicles (not including motorcycles).

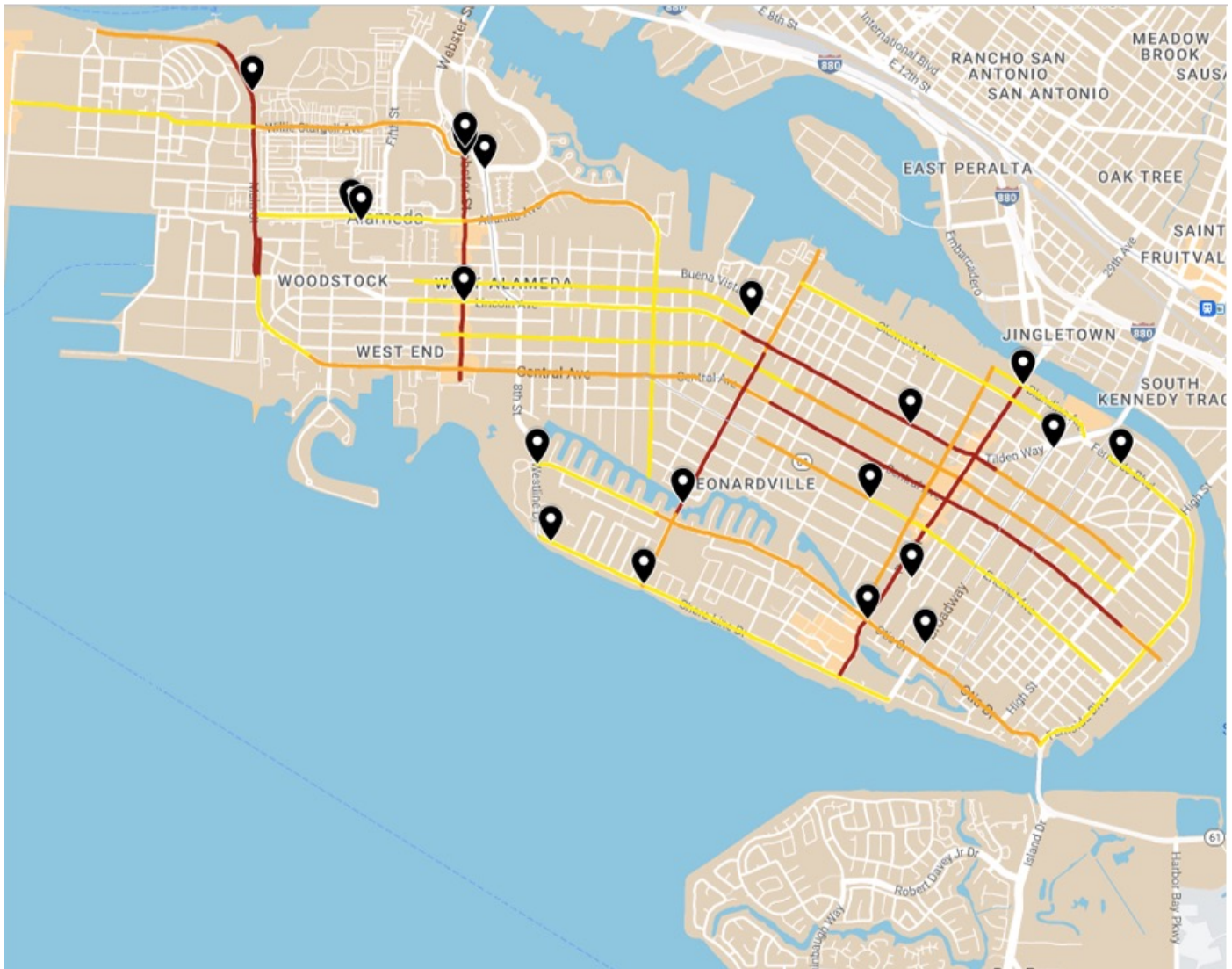


Figure 1: 2019-2021 Fatal and Severe Injury Crash Locations

Source: TIMS/SWITRS. This map will be updated with 2022 crash locations in the future.

► Crash Trends Overview

From 2009-2018, an average of two people lost their lives and 10 suffered severe injuries from crashes in Alameda. Following national and regional¹ trends during the pandemic, in 2020 and 2021 Alameda's traffic fatalities rose while its overall number of injury crashes fell. In 2022, fatalities went back down but severe injuries rose, notably among people in motor vehicles.

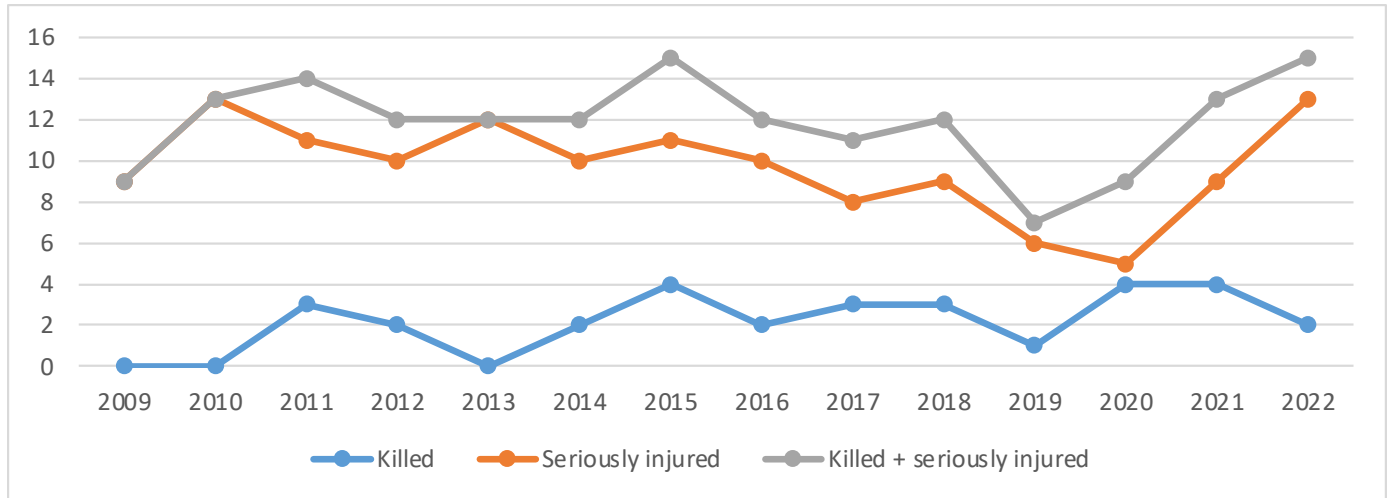
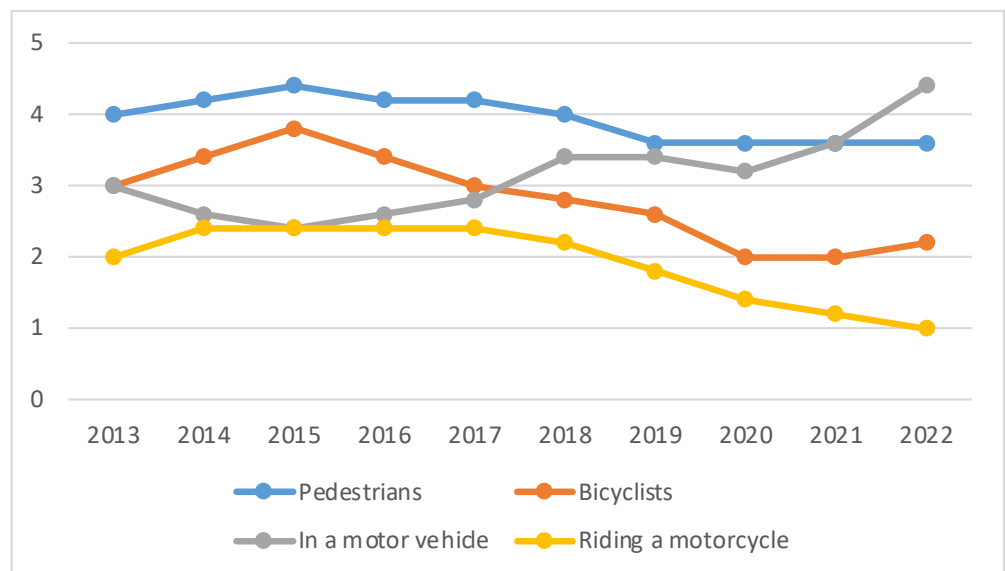


Figure 2: Traffic Fatalities + Severe Injuries, 2009-2022

Because Alameda is a small city with relatively low numbers of deaths and severe injuries, a rolling average analysis can help smooth out noise in the data and help identify trends. Each data point below represents the average of that year and the four prior years, so the 2013 figure is the average of 2009-2013; 2014 is the average of 2010-2014; etc. The analysis with combined traffic fatalities and severe injuries shows most modes generally trending down since 2015, while motor vehicle averages generally increased.

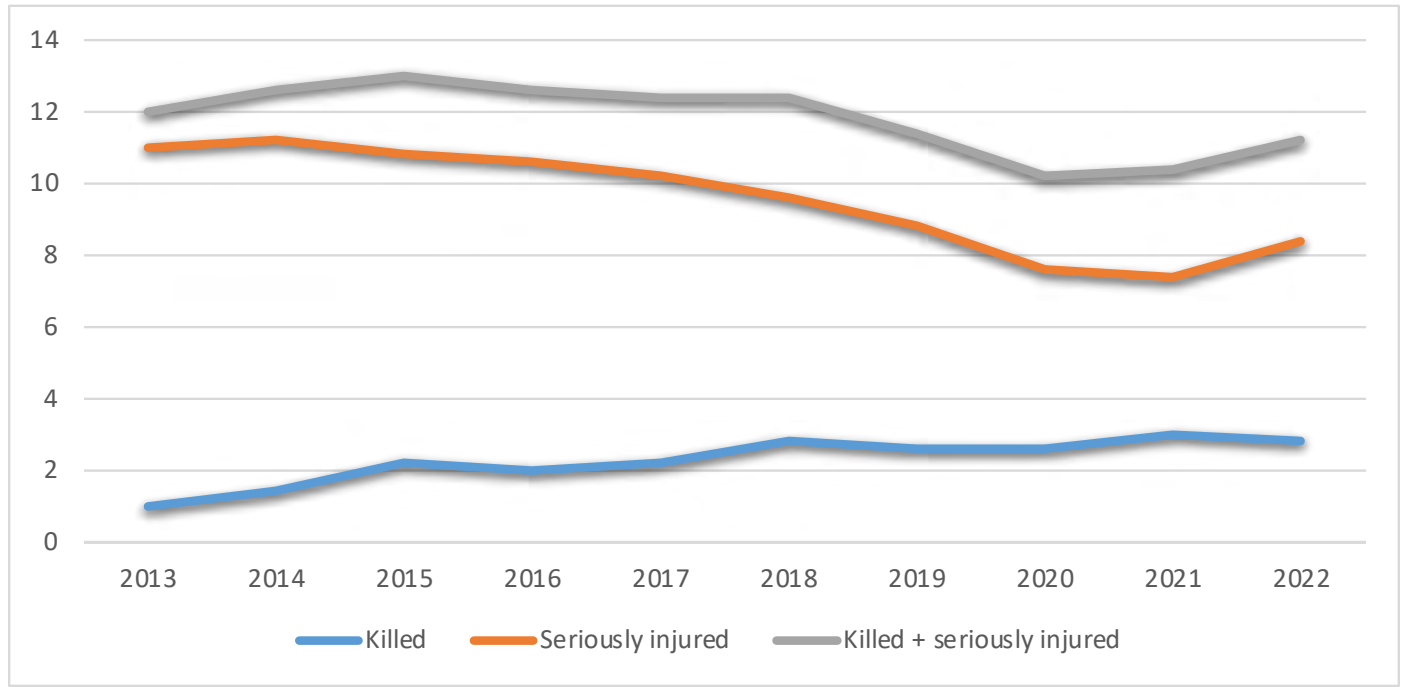
Figure 3: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2009-2022 Data



¹ See slide 20, Alameda CTC 2021 Performance Report: https://www.alamedactc.org/wp-content/uploads/2022/03/2021_Performance_Report_RPT_Final.pdf

Looking at fatalities and severe injuries separately finds fatalities increasing slightly from 2009-2022 while severe injuries were trending downward from 2014-2021.

Figure 4: Rolling Five-Year Averages, Traffic Fatalities and Severe Injuries, 2009-2022 Data



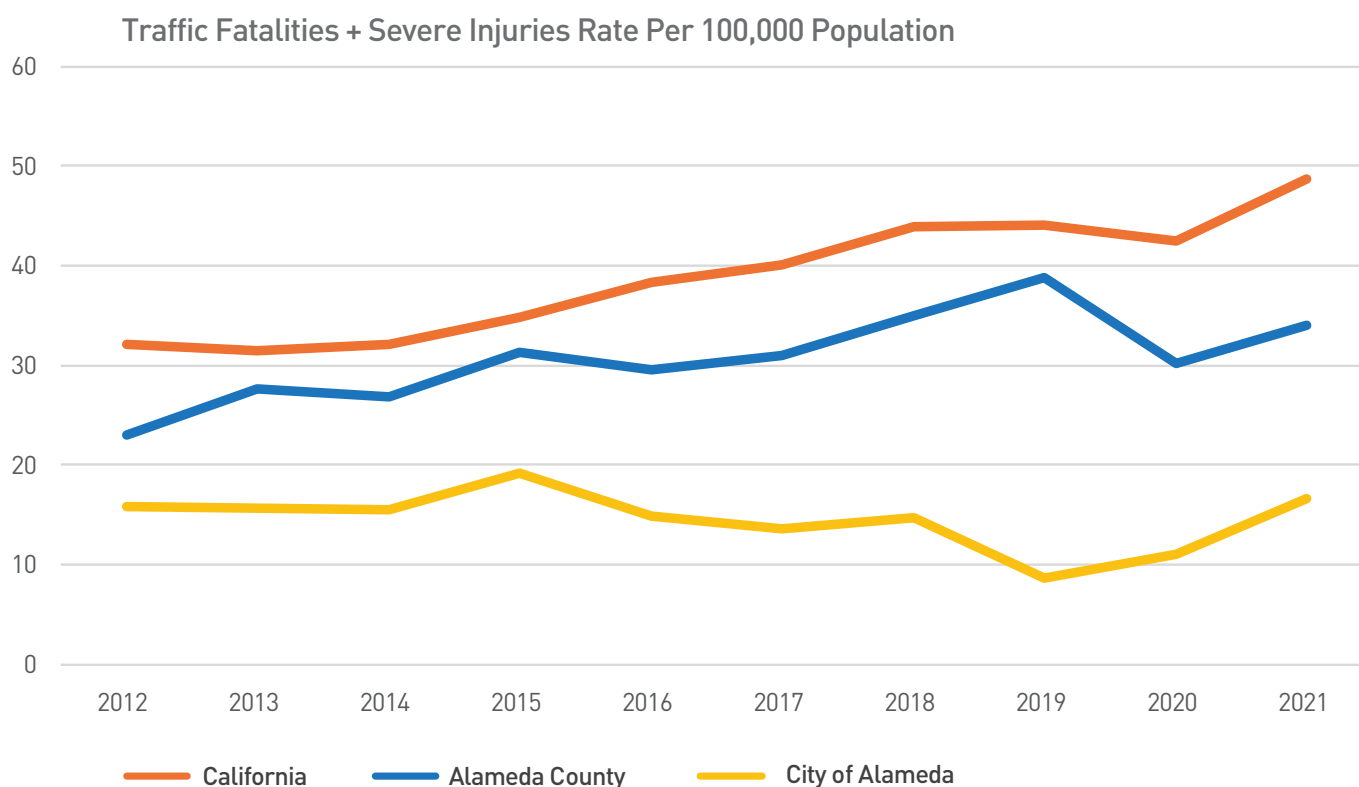
► State, County, and U.S. Comparison

The City's rates of traffic fatalities and severe injuries are lower than those in the county, state, and country. Alameda's fatality rate from 2016-2020 was 45% lower than the median rate for cities with more than 5,000 people, with 3.2 per 100,000 population in Alameda² compared with a U.S. median of 5.87.³

Traffic fatalities across the U.S. increased in 2020 and 2021, as happened in Alameda (four people died each year on Alameda streets in 2020 and 2021, compared to a previous average of two). According to the United States Department of Transportation (USDOT), U.S. fatalities rose 6.8% in 2020 compared to 2019, then increased another 10% in 2021 compared to 2020. Additionally, "early estimates for the first nine months of 2022 indicate deaths will remain near [2021] levels in 2022, while getting worse for incidents involving trucks as well as people walking, biking, or rolling."⁴ In 2022, Alameda had two traffic fatalities, a reduction from the previous two years.

As of 2021, the City's rate of traffic fatalities + severe injuries per 100,000 population was 51% lower than the rate in Alameda County and 66% lower than the California rate. From 2015-2019, the City's rate trended generally downward while the County and State trended upwards. In 2021, rates rose for the City, County, and State.

Figure 5: City, County, and State Comparison



Source: Crash data from TIMS/SWITRS & APD; population data from State of California Department of Finance, E-4 Population Estimates.

² Rate based on crash data from TIMS/SWITRS & APD and population data from State of California Department of Finance, E-4 Population Estimates.

³ *Our Nation's Roadway Safety Crisis*, USDOT, February 2023. <https://storymaps.arcgis.com/stories/9e0e6b7397734c1387172bbc0001f29b>.

⁴ *2023 Progress Report on the National Roadway Safety Strategy*, USDOT, February 2023. <https://www.transportation.gov/sites/dot.gov/files/2023-02/2023-Progress-Report-National-Roadway-Safety-Strategy.pdf>

► 2009-2022 Data: Traffic Fatalities & Injuries

Table 2: Traffic Fatalities and Injuries, 2009-2022

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
All modes														
Killed	0	0	3	2	0	2	4	2	3	3	1	4	4	2
Severely injured	9	13	11	10	12	10	11	10	8	9	6	5	9	13
All injuries	225	198	207	227	228	224	190	261	241	218	273	167	158	175
Pedestrians														
Killed	0	0	1	0	0	2	2	1	0	2	0	2	2	0
Severely injured	4	3	5	3	4	3	2	4	3	1	3	2	3	3
All injuries	34	27	39	30	37	29	32	46	37	23	44	30	29	24
Bicyclists														
Killed	0	0	1	0	0	0	0	1	0	0	0	1	1	0
Severely injured	0	2	4	4	4	2	4	2	2	3	1	0	2	3
All injuries	43	40	46	38	43	43	27	37	33	28	29	24	12	25
In a motor vehicle														
Killed	0	0	0	0	0	0	2	0	3	1	0	1	1	1
Severely injured	4	6	1	3	1	2	3	2	1	3	2	3	3	7
All injuries	141	122	109	148	130	142	122	163	157	155	196	109	113	117
Riding a motorcycle														
Killed	0	0	1	2	0	0	0	0	0	0	1	0	0	1
Severely injured	1	2	1	0	3	3	2	2	2	2	0	0	1	0
All injuries	7	9	13	11	18	10	9	15	14	12	4	4	4	9

Source: 2009-2018, TIMS/SWITRS + APD; 2019-2022, APD.

Notes: All injuries" is the total of all crash injuries, including severe injuries. In 2022, a third crash with fatality was not included in the Vision Zero program because it was a solo crash caused by the driver having a medical emergency that was life-threatening on its own.

► Young People & Older Adults

The Vision Zero Action Plan's 2009-2018 crash data analysis found that older adults and young people were disproportionately vulnerable to fatalities and serious injuries in crashes. In 2022, 26 people aged 65+ were injured in traffic crashes, one of whom was severely hurt while walking. A total of 18 children and youth were injured, two severely: one was walking and the other riding a bike.

Table 3: 2022 Traffic Fatalities & Injuries, Older Adults and Youth

	OLDER ADULTS 65+	CHILDREN & YOUTH <18
All modes		
Killed	0	0
Severely injured	2	1
All injuries	26	18
Pedestrians		
Killed	0	0
Severely injured	1	1
All injuries	4	4
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	1	12
In a motor vehicle		
Killed	0	0
Severely injured	1	0
All injuries	21	2
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

STREET SAFETY IMPROVEMENT PROJECTS

In 2022, the City implemented street design improvements as part of projects like the High Injury Corridor Daylighting Project, striping and pavement maintenance, the Clement Safety Improvement Project, and others. Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. In addition to City work, the maps and chart below includes Caltrans' work installing rapid flashing beacons and crossing improvements at 6 intersections.

For details about street safety projects in Alameda, see the [Alameda Transportation 2022 Annual Report and 2023 Work Plan](#).

Table 4: Safety Improvements at Intersections, 2022

INTERSECTION OR MID-BLOCK CROSSING IMPROVEMENT TYPE	INTERSECTIONS IMPROVED 2022	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
New Daylighting (new red curb)	71	73%	38%	23%
New Concrete Bulb-outs	3	0%	0%	0%
New Striped Bulb-outs	2	100%	50%	0%
New Marked Crosswalks	17	41%	18%	0%
New/Upgraded High Visibility Crosswalks	33	61%	36%	6%
New Signal Improvements for Safety	1	100%	0%	0%
New Rapid Flashing Beacons at crosswalks	9	78%	22%	11%
All Intersections Improved*	113	68%	31%	17%

*Since some intersections get multiple improvements, "all intersections improved" is not the sum of the above

Table 5: Safety Improvements on Corridors, 2022

ROADWAY IMPROVEMENT TYPE	MILES IMPROVED 2022	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
New road diet/roadway reconfiguration	0			
New shared-use path or separate walking/biking paths	0.4	0%	100%	0%
New/upgraded separated bike lanes	0.3	0%	0%	0%
New/upgraded buffered bike lanes	0.54	0%	0%	70%
New bike lanes	0.4	0%	1%	0%
All roadway miles improved	2.24	0%	35%	24%



Figure 6: 2022 Intersection Safety Improvements with High Injury Corridors

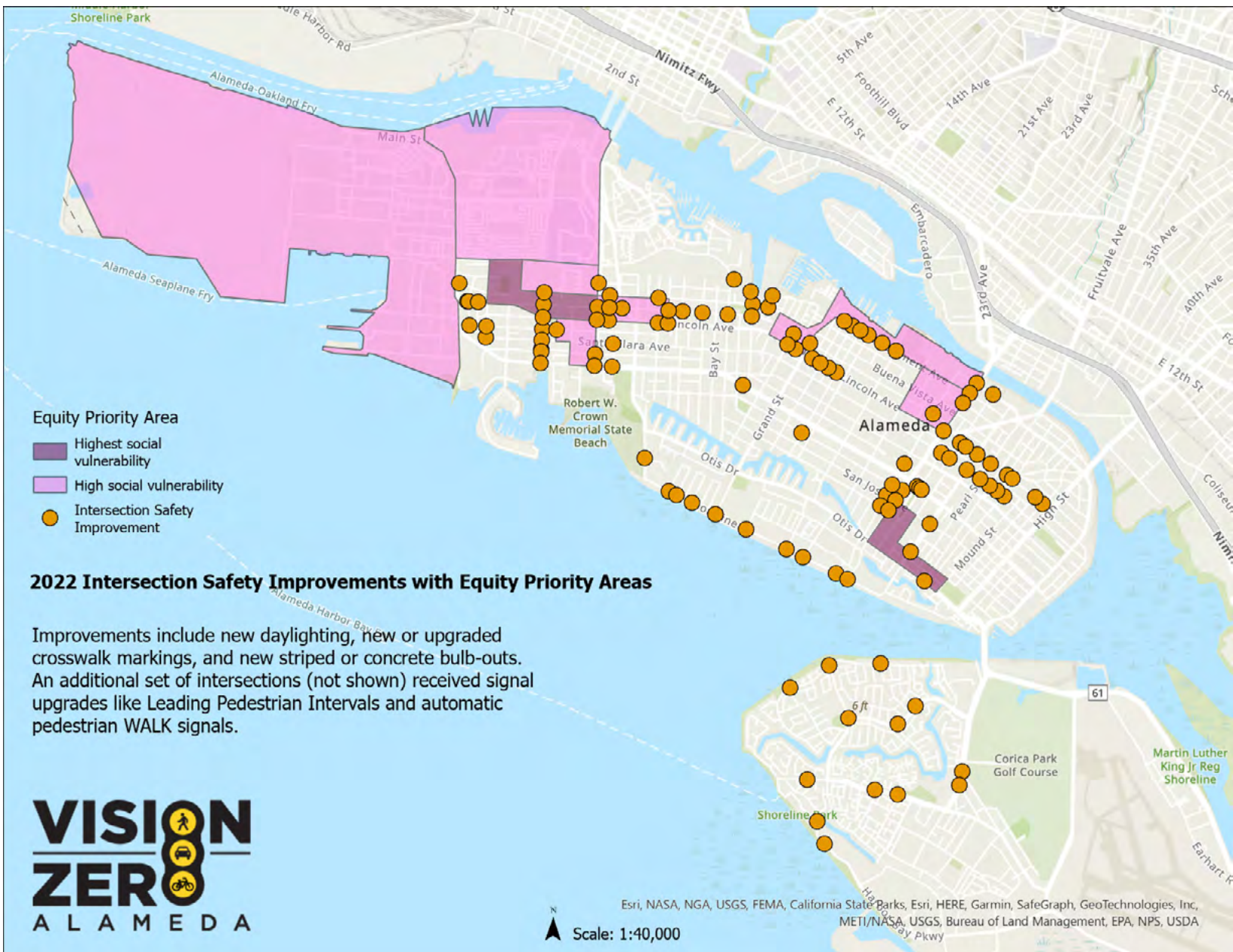


Figure 7: 2022 Intersection Safety Improvements with Equity Priority Areas

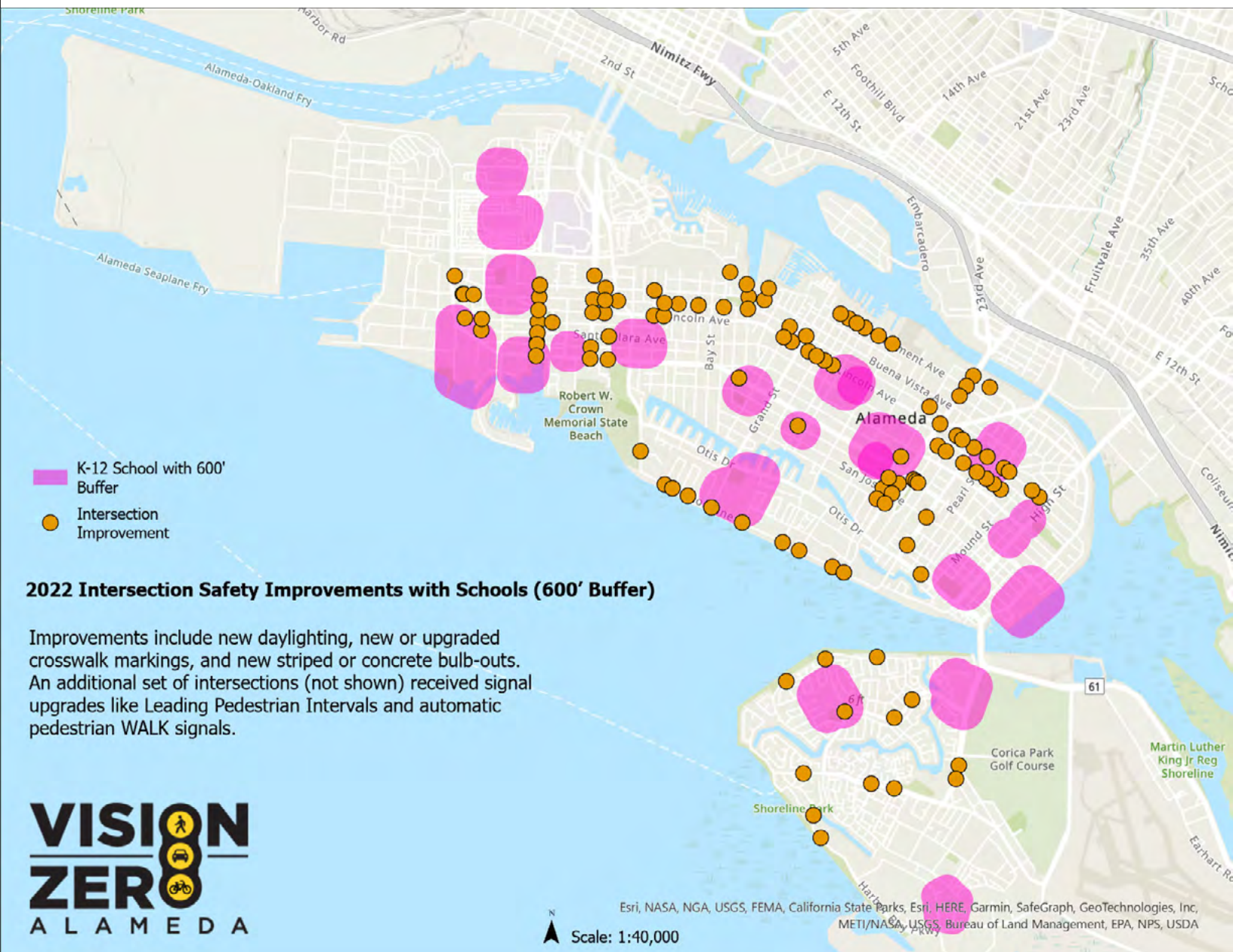


Figure 8: 2022 Intersection Safety Improvements with Schools (600' Buffer)

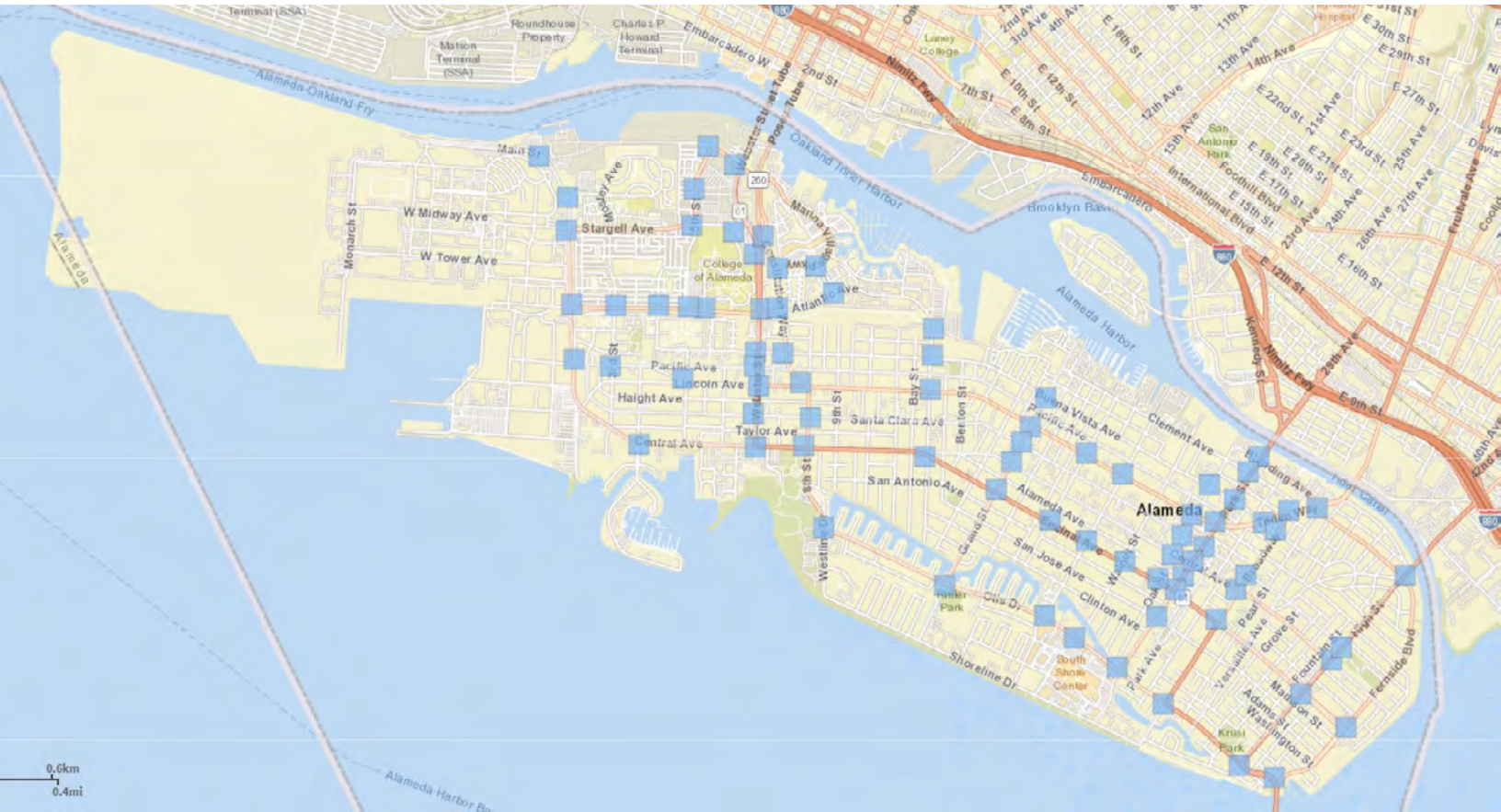


Figure 9:
Leading Pedestrian Interval Locations

As of the end of 2022, 68 of the 89 traffic signals in Alameda have Leading Pedestrian Intervals. The remaining signals do not have the technical capacity for this feature.



POLICE TRAFFIC ENFORCEMENT PRIORITIZATION

Per the Vision Zero Action Plan, the City focuses traffic enforcement on behaviors associated with severe and fatal crashes and along High Injury Corridors.

- Total moving violation citations and warnings: 3,908⁵
- Percent along High Injury Corridors: 76%



Figure10: 2022 Traffic Stops with High Injury Corridors

⁵ Does not include citations given by officers from partner agencies as part of PD's participation in the Alameda County High Impact Traffic Team.

STREET SAFETY CONCERN REPORTS

In 2022, community members submitted 242 reports of ongoing traffic safety concerns and near-miss crashes. The City uses the SeeClickFix app to collect these community reports via the Street Safety Concern category. Self-reported data can favor people with resources and time, but still gives important insights about experiences people have on Alameda's streets. In 2022, staff reviewed all past Street Safety Concern reports along relevant corridors when planning and designing projects such as Pavement Resurfacing & Safety Improvements and projects on Central, Clement, Clement/Tilden, Lincoln/Marshall/Pacific. An interactive map showing all Street Safety Concern reports is available via the Vision Zero webpage.

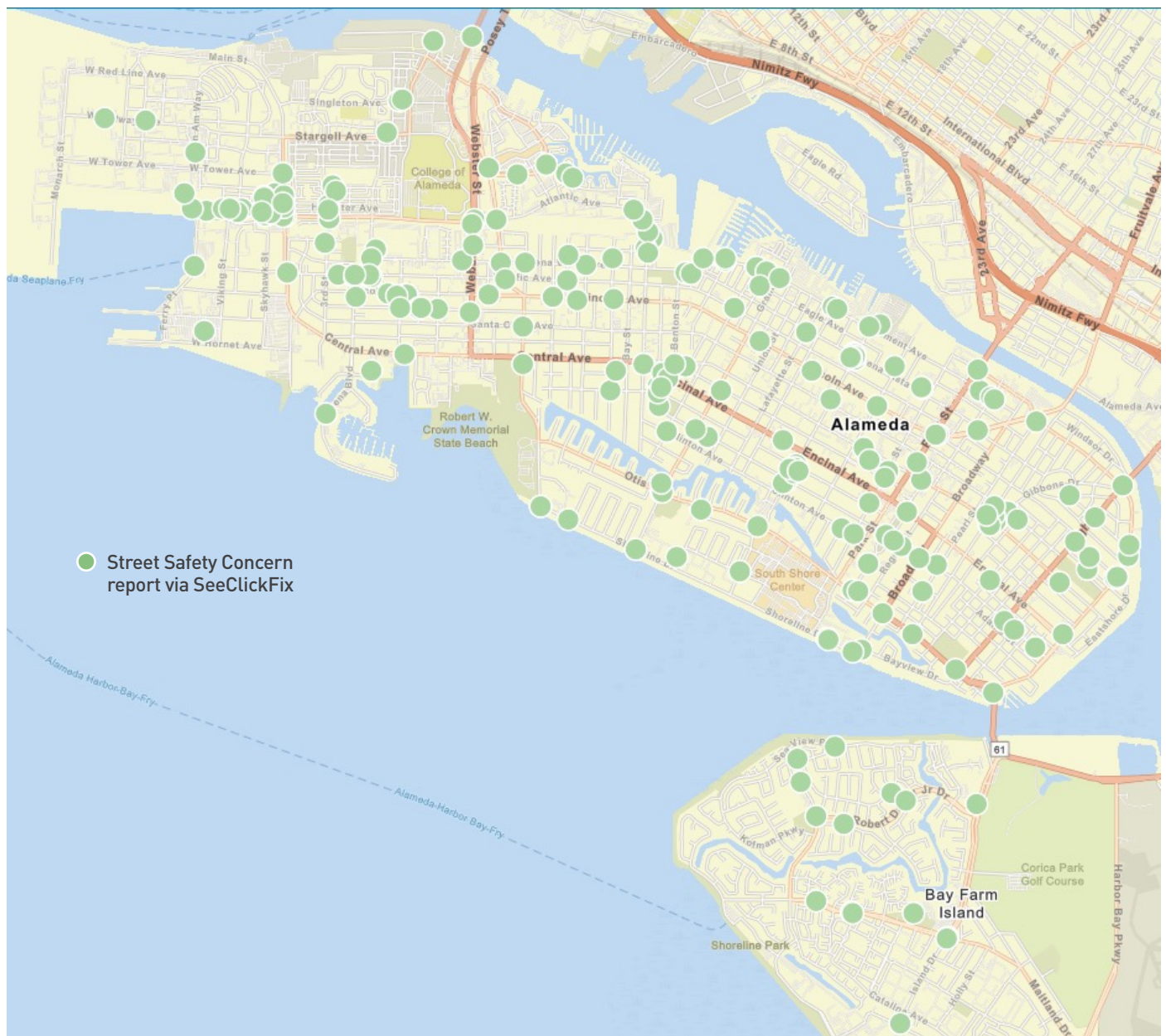


Figure 11: 2022 Street Safety Concern Reports

STATUS OF VISION ZERO ACTIONS

The Vision Zero Action Plan was adopted on December 7, 2021. Action numbering is based on related goals and time periods and does not reflect prioritization. More details about Vision Zero program and projects are in the [Alameda Transportation 2022 Annual Report and 2023 Work Plan](#).

SHORT-TERM ACTIONS (2022-2023)

The City aims to complete these actions in 2022 or 2023 (actions that are ongoing should launch during that time and then continue).

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
1.1	Use the City's most current Socially Vulnerable Populations map (or other disadvantaged community indicators) to prioritize investments, while also engaging with disadvantaged communities or community-based organizations (CBOs) representing disadvantaged groups. (Ongoing)	2022: After staff evaluation, the Transportation Commission approved replacing the City's outdated social vulnerability map with the BCDC's regularly updated Social Vulnerability Map. 2021: City social vulnerability map was a prioritization factor in 2021-2023 Capital Budget project selection.	- Implement projects per the Capital Budget. - Use equity priority community indicators to prioritize other street safety activities.
1.2	Form a Vision Zero Advisory Committee to provide guidance on Vision Zero Action Plan implementation. In addition to multidisciplinary City and partner agency staff members, work to include community members who can speak from the perspectives of equity priority communities, vulnerable road users, youth, older adults, parents of school-age children, local businesses, and traffic violence victim families. Offer seats to representatives of the Commission on Persons with Disabilities, the Social Services and Human Relations Board, and the Transportation Commission. Provide compensation to community members who need it in order to participate. (Ongoing)	2022: Held one Vision Zero Advisory Committee meeting to review the Rapid Response after Fatal & Severe Crashes program proposal. 2021: The Vision Zero Task Force met three times to guide development the Vision Zero Action Plan.	Hold 2-3 Vision Zero Advisory Committee meetings, as needed.
1.3	Ensure that community engagement efforts include tailored messages for vulnerable road users and target all the travel modes people use (walking, biking, wheeling, driving, etc.) Make outreach materials available in accessible formats and multiple languages. (Ongoing)	2021: Public engagement for the draft Vision Zero Action Plan included outreach to groups like Bike Walk Alameda and to groups representing equity priority communities.	Ensure that any outreach materials target all travel modes and offer accessible formats and multiple languages.
1.4	Present annual Vision Zero Status Reports to groups representing equity priority communities. Solicit feedback on the Report's equity analysis, including equity of enforcement-related actions. (Ongoing)	n/a	Bring 2022 Vision Zero report to community groups and boards representing equity priority communities.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
1.5	Through the City Council's legislative agenda, advocate for an income-based graduated traffic fine structure at the state level, so they do not disproportionately impact people with lower incomes. Evaluate whether the City can play a role making sure that Alameda County's program discounting traffic citation fines for people with low incomes is working for Alamedans. (Ongoing)		Include this in the City legislative agenda.
2.1	Through the City Council budget process, propose ongoing, dedicated funding and staffing for Vision Zero implementation and coordination. (Ongoing)	2022: Appropriated the additional \$2 million for street safety approved by City Council in December 2021. 2022: Ran a recruitment process to hire the Transportation Engineer position, but were unsuccessful. 2021: Shifted the former "Traffic Calming" Capital Improvement Plan category to "Street Safety" to focus on safety projects along High Injury Corridors. It has \$500,000 in the 2021-2023 Capital Budget. (Funding for street maintenance and individual street safety projects are separate.) 2020: the City created and hired a two-year Senior Transportation Coordinator position to focus, in part, on Vision Zero efforts.	- Turn the two-year Senior Transportation Coordinator position into an ongoing position. - Fill the open Transportation Engineer position. - Provide funds for Vision Zero efforts in the FY 2024-2025 Capital Budget.
2.2	Continue holding internal, multi-departmental Vision Zero Implementation Team meetings to implement the Vision Zero Action Plan, and coordinate and prioritize traffic safety efforts. (Ongoing)	2022: Invited full Vision Zero Implementation Team group to 3-4 Public Works/Transportation Planning coordination meetings for topics like Halloween traffic safety. 2021: Held regular Vision Zero Implementation Team meetings for the first ¾ of year, then started holding these as a portion of existing Public Works/Transportation Planning coordination meetings.	- Convene the Vision Zero Implementation Team separately from the Public Works/Transportation Planning coordination meeting 2-4 times/year. - Continue to invite the full Vision Zero Implementation Team to Public Works/Transportation Planning coordination meetings when needed.
2.3	Inform City staff and elected officials about Vision Zero and preferred language about crashes (e.g., "crash" instead of "accident"). Create a one-pager for new City Councilmembers. (Ongoing)	2022: Provided this information to two new Transportation Commission members.	Work with City Clerk to provide this information.
2.4	Provide educational and discussion sessions on Vision Zero concepts and best practices to staff who review, design, and implement projects and programs, to integrate Vision Zero principles into their work. (Ongoing)	2022: Staff participated in a three-day intensive Vision Zero Peer Exchange hosted virtually by FHWA, and shared findings. - Ongoing: Some staff joined existing FHWA, Vision Zero Network, and other trainings related to street safety countermeasures and Vision Zero issues.	Alameda was selected to participate in the 2022-2024 FHWA Vision Zero Community Pairing program. Meet with mentor city (NYC) and partner city (Greensboro, NC) at least monthly; participate in quarterly webinars; and participate in FHWA-funded in-person visit to mentor city.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
2.5	Update existing Vehicle and Equipment Use Maintenance Policy to include City driver behavior expectations related to Vision Zero traffic safety.		Hire new fleet manager (starts Feb 2023). Delay policy change to 2024.
2.6	Require Alameda Police officers to participate in the NHTSA's pedestrian training for law enforcement and consider integrating Vision Zero into APD's training for new officers. (Ongoing)		Research scope.
2.7	Require staff who drive for work to review the Vehicle and Equipment Use Maintenance Policy before driving a City vehicle or driving on City business for the first time. Create a flyer highlighting the safe driving elements of this policy and require departments to post it near vehicle sign-out sheets. (Ongoing)		- Make a flyer highlighting general Vision Zero safe driving behaviors and post where drivers will see it. - Consider delaying policy update until 2024 due to staff limitations.
2.8	Integrate Vision Zero traffic safety into existing trainings for commercial drivers. (Ongoing)		Consider delaying until 2024 due to staff limitations.
2.9	Design and place Vision Zero bumper stickers on all City vehicles that spread safety messages. (Ongoing)		Incorporate this into planning for action 3.1
3.1	Develop a citywide safety campaign, based on the City's collision data, to share information with the community about traffic safety for all modes and to increase awareness about Vision Zero. Use social media, yard signs, billboards, PSAs, and giveaways to promote safe roadway behavior. Target messaging (such as billboards, signs, or murals) at access points into Alameda from Oakland. (Ongoing)	2022: Researched available funding and found none offering the flexibility to make locally relevant materials.	Plan a Vision Zero public safety campaign with a smaller scope due to lack of additional funding.
3.2	Develop and distribute educational materials and/or videos demonstrating how to navigate and interact with newer active transportation facilities (e.g. bike boxes, Pedestrian Hybrid Beacons, separated bike lanes, etc.) Include information about the purpose and goals of this infrastructure. (Ongoing)		Plan for public instruction about roundabout usage in conjunction with Central Avenue Safety Improvement Project roundabout construction in 2024.
3.3	In addition to safety campaigns, conduct communications explaining the City's Vision Zero program, prioritization, data, plans, and progress. Maintain a City webpage and a Vision Zero mailing list. Send periodic updates to the mailing list. (Ongoing)	2022: Sent 3 Vision Zero Update mailings, and grew the Vision Zero mailing list to over 1,260 subscribers, and included traffic safety information in new citywide newsletter. 2022: 920 unique pageviews for Vision Zero webpage and 590 for the Building Safer Streets page. 2021: Expanded and organized Vision Zero webpage. 2021: Created the new Building Safer Streets webpage under Public Works and linked it to Vision Zero and Transportation pages.	- Maintain the Vision Zero and Building Safer Streets webpages. - Send Vision Zero Update mailing (or include traffic safety information in the citywide newsletter) at least quarterly

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
3.4	Share preferred language usage for crashes (e.g., “crash” instead of “accident”), with media outlets active in Alameda to encourage balanced reporting of crash situations. (Ongoing)		When fielding media inquiries after crashes, share language preference.
3.5	Develop and follow a crash communications protocol to provide transparent public communications about fatal and severe injury crashes and to provide guidance on language usage (e.g., “crash” instead of “accident”). Assess protocol’s effectiveness as part of the annual Vision Zero Status Report and change as needed. (Ongoing)	2022: As part of the Rapid Response program development, researched best practices for communications after crashes, and developed recommendation to share crash narratives about individual crashes. 2021-2022: Provided pro-active, public updates fatal crashes. Posted fatality and injury data on the Vision Zero webpage. 2020: Developed a working crash communications protocol.	- In the 2022 Vision Zero Annual Report, provide narrative descriptions of fatal crashes and location/age/mode for all severe injury crashes. - Include crash communications protocol in the Rapid Response program.
3.6	Encourage the Alameda Unified School District to adopt a policy that supports incorporating traffic safety education into curriculum and the implementation of Safe Routes to Schools-supportive infrastructure.	2022: Discussed at newly convened Safe Routes to School/AUSD/City working group.	Work with school district on next steps.
4.1	Prioritize street safety investments on high injury corridors. Treatment locations should be guided by findings from crash analyses and supplemented by community feedback. (Ongoing)	2021-2022: Daylighted intersections along Tiers 1& 2 corridors as part of the High Injury Corridor Daylighting Project. 2020: Use HIC map to prioritize 2021-2023 Capital Budget projects.	- Implement street safety projects per Capital Budgets. - Use HIC map to prioritize FY 2024-2025 Capital Budget projects. - Plan daylighting for Tier 3 HIC corridors to complete the High Injury Corridor Daylighting Project. - Use HIC maps, supplemented by community feedback, to prioritize other street safety activities.
4.2	Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.		Create checklists for street resurfacing and corridor projects.
4.3	Use Federal Highway Administration (FHWA) crash reduction factors to decide on best engineering interventions at locations chosen for improvements. (Ongoing)	2020-2022: Used FHWA crash reduction factors to create concepts and designs for projects like Central, Clement, Clement/Tilden, Grand, and Lincoln/Marshall/Pacific.	Continue to use FHWA crash reduction factors.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.4	Focus enforcement on dangerous moving violations, including speeding, reckless driving, failure to yield, and any other moving violations associated with severe crashes as identified through crash analysis. (Ongoing)	2022: On July 19, all officers and many staff working that day received a Vision Zero training comprising an overview, crash data findings, and details about Police-related actions & prioritization in the Vision Zero Action Plan. 2022: PD instituted periodic traffic enforcement focuses led by patrol teams or the traffic division, and including public communications about that traffic safety focus area. - Ongoing: Participated in the Alameda County High Impact Traffic Team days in Alameda to enforce primary collision violations. Hosted 3 days in Alameda in 2022.	- Continue focusing enforcement on moving violations associated with fatal and injury crashes. - Continue to participate in the Alameda County High Impact Traffic Team.
4.5	Conduct targeted enforcement actions along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments. (Ongoing)	2022: 73% of all traffic stops were on HICs. 2022: All officers received a copy of the HIC map for traffic enforcement prioritization. 2022: January traffic enforcement focus was intoxicated driving. - Ongoing: Conducted roaming morning and afternoon patrols at the schools enforce traffic violations, especially for those not yielding to pedestrians in crosswalks and distracted drivers.	- Continue focusing enforcement on HICs. - Continue roaming morning and afternoon patrols at the schools, rotating throughout the city. - Focus on DUI enforcement with designated DUI patrol officers and DUI Checkpoints.
4.6	Conduct citywide intersection study to determine suitability for roundabouts to increase safety by slowing vehicles, eliminating broadside crashes, and decreasing conflicts.	2022: Presented the final citywide roundabout screening analysis, which identified top locations for potential roundabouts, to the Transportation Commission. 2022: Based on screening results, submitted a roundabout grant application to the Alameda CTC for three intersections, totaling \$13.5 million. 2022: Transportation Commission recommended City Council approval of a roundabout concept for Mecartney Road/Island Drive. 2021: General Plan update approved with policies related to roundabouts.	- Utilize roundabout screening when planning intersection improvements. - Begin construction on two roundabouts on Central Ave. - Recommend roundabouts at key intersections in the Lincoln Avenue/Marshall Way/Pacific Avenue corridor.
4.7	Deploy speed-reader trailers and use other messaging devices to discourage speeding and increase traffic law compliance along high injury corridors and other arterials. Use speed-reader trailers or other tools to track motor vehicle travel speeds, including along high injury corridors. (Ongoing)	Ongoing: APD and Public Works speed-reader trailers were moved to locations for special events and areas with significant concerns.	The City will move traffic trailers to strategic locations for high injury corridors, special events, and areas with significant concerns.

#	SHORT-TERM VISION ZERO ACTION (2022-2023)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.8	Aid Alameda Unified School District and other schools in developing and implementing plans to organize and standardize drop-off/pick-up at all public and private schools.		Work with school district on next steps.
5.1	Provide an annual Vision Zero Status Report to the Transportation Commission, City Council, and the public. (Ongoing)	2022: Added Vision Zero Actions tracking table to Annual Report on Transportation published in January 2022.	Provide this 2022 Annual Vision Zero Report to the Transportation Commission, SHHRB, Commission on Persons with Disabilities, Planning Board, Rec and Park Commission, and City Council. Send to transportation mailing lists, post on webpage, and hold a public Traffic Safety Open House that includes report findings.
5.2	Update Police Department crash data database configuration to allow Public Works and Transportation Planning to run up-to-date crash reports.	2021-2022: Worked with Crossroads to develop and populate an iteration of Crossroads for Public Works and Transportation Planning staff. This is meant to include the automatic transfer of approved crash reports stripped of personally identifying data. However, this feature is still not functioning, requiring PD to continue providing crash data to transportation planning staff.	Work with Crossroads to fix problems with the automatic transfer of approved/redacted crash reports to the iteration of Crossroads for Public Works and Transportation Planning staff.



Crosswalk Upgrade: Robert Davey Jr at Puddingstone

MEDIUM-TERM ACTIONS (2024-2026)

The City aims to complete these actions between 2024 and 2026 (actions that are ongoing should launch during that time and then continue). Actions left blank are planned for later years.

#	MEDIUM-TERM VISION ZERO ACTION (2024-2026)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
3.7	Incorporate roadway safety education activities into city-sponsored events, as appropriate. (Ongoing)	2022: Included street safety materials when tabling at eight events, like Pride in the Park, the AUSD Picnic for African American and Multi-Ethnic families, and the Annual Bike Festival.	Table at city-sponsored events, as appropriate.
3.9	Hold an annual Traffic Safety Open House that includes presentations from City staff and time for public comment and discussion. Consider aligning this with the annual Vision Zero Status Report. Optionally, hold an additional two to three virtual town halls to update public on traffic safety activities. (Ongoing)	2022: The transportation team organized 14 public events to get feedback on specific projects and plans, with a major focus on the draft Active Transportation Plan. Staff opted to wait until early 2023 for a Traffic Safety Open House. 2021: Mayor held a virtual Town Hall on traffic safety.	Hold a Traffic Safety Open House in early 2023, including a presentation of 2022 Annual Vision Zero Report findings.
3.11	Provide a comprehensive bicycle safety education program to all public and private schools, targeted to 5th graders. (Ongoing)	2021-2022: Offered in-school bicycle safety education to all 5th grade classes, via contract with non-profit.	Continue to offer and promote program.
4.9	Utilize the high injury corridors analysis in project selection for the City's transportation infrastructure maintenance, project development, and implementation.	2020: Used HIC map to prioritize FY 2021-2023 Capital Budget projects.	Use HIC map to prioritize FY 2024-2025 Capital Budget projects.
4.10	Conduct a best practice scan for guidance on infrastructure rapid response programs that respond to fatal and severe injury crash locations with infrastructure recommendations, and create a program reflecting best practices.	2022: Employed a Goldman School of Public Policy (UC Berkeley) graduate student to conduct this analysis as a master's thesis project. In December, the Transportation Commission discussed the final report, which includes best practice scan and program recommendations.	2023: Include rapid response program in the Street Safety Capital Improvement Plan category, and plan implementation.
4.11	Through the City Council legislative agenda, support state legislation to allow the use of automated enforcement cameras for speed violations.	Included in legislative agenda and supported AB 550, which did not progress.	Include in legislative agenda.
4.12	Conduct studies at signalized intersections along high injury corridors to assess whether signalization strategies such as protected phasing and leading pedestrian/bicycle intervals could be accommodated.	2022: Designed intersection signal upgrades for all five intersections along Ralph Appenzato Memorial Parkway from Main to Constitution (Cross Alameda Trail) 2022: Per policy, updated and deployed signal timing within a quarter mile of Community Commercial land use and within 600 feet of parks to have a pedestrian WALK signal granted at every cycle 7:00 - 7:00 pm. Also updated and deployed signal timing within 600 feet of schools to have a pedestrian WALK signal granted at every cycle at start/stop times of school. 2021: Adopted the Signalized Intersection Equity Policy	- Complete design and construction for the safety improvements at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose for the Traffic Signal and Pedestrian Safety Improvements project. - Complete construction along the CAT between Main St and Constitution Way for the signalized intersections to include bike phases and bike signals.

#	MEDIUM-TERM VISION ZERO ACTION (2024-2026)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.13	Create a program to improve bicycle and pedestrian crossings of arterials and include guidance and thresholds for crossing improvements at unsignalized and signalized crossings.	Adopted the Active Transportation Plan	Develop Neighborhood Greenway design guidance, which will include guidance for crossing improvements at all types of crossings.
1.6	Review and consider adding select visible disability statuses to the crash data form. Review Alameda Police Department's current crash data form and study any existing best practices for this. If feasible and prudent, add this field to the crash data form.		
1.6	With every five-year Action Plan update, use focus groups to develop a nuanced understanding of Alamedans' roadway safety trends and determine whether trends or safety concerns vary across groups, particularly disadvantaged communities and vulnerable road users. If budget is available, consider using polling as well. (Ongoing)		
1.7	Revive the citation diversion program for traffic safety violations for bicyclists and consider extending it to pedestrians.		
2.10	Integrate Vision Zero traffic safety awareness and education into process of contracting with vendors who provide city services and drive on Alameda's streets regularly, e.g., maintenance, etc. (Ongoing)		
2.11	Establish a policy calling for safety features on new City vehicles, as well as phased retrofits to existing vehicles, as feasible. This could include pedestrian/obstacle detection and speed tracking in vehicles of all sizes, as well as large vehicle designs or features that reduce risk of death in collisions with pedestrians and bicyclists.		
2.12	Develop a network of City staff who pledge to support Vision Zero through the dissemination of safety and educational information to their colleagues. (Ongoing)		
3.10	Provide a comprehensive pedestrian safety program to all public and private schools, targeted to appropriate grade level. (Ongoing)		
3.8	Develop campaign materials regarding impaired driving for distribution at Alameda's bars and its wineries, distilleries, and breweries that offer tastings. Work with businesses and business districts to develop.		
4.14	Implement School Zone program with 15 or 20 mph speed limits on as many streets as possible per the provisions of CVC 22358.4.		

LONG-TERM ACTIONS (2027-2032)

The City aims to complete these actions between 2027 and 2032 (actions that are ongoing should launch during that time and then continue).

#	LONG-TERM VISION ZERO ACTION (2027-2032)	2021-2022 ACCOMPLISHMENTS	2023 WORK PROGRAM
4.15	Conduct school safety assessments (SSAs) at all public and private schools; develop implementation plans for improvements up to one-quarter mile from the schools. Implement the plans focusing first on the improvements within 600 feet of the schools. (Ongoing)	SSAs have been completed at 8 schools. The City allocated its own funding, along with grant funds, to implement these 8 SSAs, conducted site assessments and improvement evaluations with design consultant.	Finalize plans and begin construction at 8 schools. Conduct SSAs at additional schools.
4.17	Through the City Council legislative agenda, support state legislation to develop a new approach to setting speed limits, including that which would provide more control for local jurisdictions and allow for greater flexibility of speed limit setting in urban areas.	2021: AB 42 became law.	
2.13	Update the Vision Zero Action Plan every five years. Revise actions to reflect current collision trends, integrate technological advancements and changes in best practices as needed. (Ongoing)		
3.12	Partner with local organizations to create a neighborhood safety ambassador program, traffic safety education kit, and other tools that community groups, schools, business groups, and others can use to promote road safety awareness and Vision Zero. (Ongoing)		
4.16	Prioritize high injury corridors and other arterials for lighting improvements, such as added lighting at signalized and unsignalized crossings, in addition to along roadway corridors. (Ongoing)		
5.7	With every five-year Action Plan update, generate new High Injury Corridor maps and conduct a major crash data analysis per behaviors, movement types, violations, alcohol-involved crashes, age, mode, and more.		

