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## *City of Alameda*

# *STATUS REPORT ON PRIORITY TRANSPORTATION PROJECTS, PLANS & PROGRAMS*

*Period: May to August 2019*

*Published: September 2019*

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# Introduction

The Transportation Choices Plan, which was approved by City Council in January 2018, requires an annual review of progress toward meeting the City's transportation improvement needs. In April 2019, the City Council provided priority setting recommendations for 2019 and 2020. The status reports provide a status of work completed between the Annual Reports to give a snap shot of work in progress or completed. This status report is for the time period between May and August 2019. The Climate Action and Resiliency Plan also is closely tied to transportation since 70 percent of greenhouse gas emissions in 2020 are expected to come from the transportation sector in Alameda.

## Quick Transportation Facts

All the below transportation indicators show that Alamedans are more apt to walk, bicycle, take transit, car share and purchase electric vehicles.

### Alameda Loop Shuttle Ridership

As of October 31, 2017, two new shuttle buses operate with a 30-minute frequency and a rebranded service resulting in increased ridership (Table 1). The cost of the shuttle is under \$20 per trip, which is the required maximum specified by Alameda County Transportation Commission.

**Table 1: Alameda Loop Shuttle Boardings**

	<b>2017/18</b>	<b>2018/19</b>
Tuesday (West End)	2,341	4,071
Wednesday (East End/Bay Farm)	2,037	2,715
Thursday (Central)	1,777	2,503
Total	6,155	9,289
Monthly Average	513	774
Cost per trip	\$20.83	\$16.67

### Bikeway Mileage

In the Fall of 2019, the City will construct 3.4 miles of new bikeways, and also upgrade 0.6 miles of standard bike lanes to buffered bike lanes, through new projects and restriping projects as part of the city's annual repaving program (Table 2).

**Table 2: Miles of Bikeways**

Year	Total Miles of Bikeways	Class I (Multi-use Path)	Class II (Bike Lane)	Class III (Bike Route)	Class IV (Protected Bike Lane)	Upgrade (Standard Bike Lane to Buffered Bike Lane)
As of 2017	<b>44.1</b>	16.1	15.6	10.3	2.2	0
Added in 2018	<b>1.4</b>	0.7	0.4	0.3	0	0.2
To be added in 2019	<b>3.4</b>	0.8	2.3	0.3	0.1	0.6
<b>Totals</b>	<b>48.9</b>	<b>17.5</b>	<b>18.2</b>	<b>10.9</b>	<b>2.3</b>	<b>0.8</b>

**Bus Ridership – AC Transit**

Overall average boardings for AC Transit bus lines operating in the City of Alameda are increasing by 4.4 percent. Table 3 provides a breakdown by bus line and a summary is as follows:

- Spring 2018: 18,398 weekday; 10,051 Saturday; 7,955 Sunday
- Spring 2019: 19,198 weekday; 10,043 Saturday; 8,109 Sunday

**Table 3: Weekday Boardings by Line Operating in the City of Alameda**

Line	Spring 2018	Spring 2019	% Change
19	742	684	-7.8%
20	2,614	2,667	2.0%
21	1,725	1,617	-6.3%
51A	8,481	9,241	9.0%
96	1,304	1,379	5.8%
O	1,783	1,883	5.6%
OX	639	571	-10.6%
W	559	574	2.7%
356	8	14	75.0%
631	153	181	18.3%
663	67	60	-10.0%
687	200	209	4.4%
851	123	119	-3.3%
Alameda	18,398	19,198	4.4%
AC Transit	162,982	171,351	5.1%

Source: AC Transit – bus operator

**EasyPasses – Bulk Rate Bus Passes**

The City is expanding the EasyPass program for discounted bus passes in coordination with the Alameda Transportation Management Association (Alameda TMA) and the Alameda Housing Authority. As of July 2019, the Alameda TMA has an EasyPass contract with AC Transit for about 1,300 bus passes, which is averaging about 160 users, 157

weekday boardings and 78 weekend boardings. Table 4 shows increasing boardings as new users are added to the Alameda TMA program.

**Table 4: Boardings by EasyPass Users – Alameda TMA**

	Average Daily Users	Total Boardings	Average Weekday Boardings	Average Weekend Boardings
2017	19	4,240	15	3
2018	34	7,261	25	6
2019 (1 <sup>st</sup> 7 months)	130	22,118	122	59

The Alameda Housing Authority also has been adding to the number of EasyPasses that they provide their residents with the assistance of City paratransit monies from Measures B and BB (Table 5).

**Table 5: Boardings by EasyPass Users – Alameda Housing Authority**

	Average Daily Users	Total Boardings	Average Weekday Boardings	Average Weekend Boardings
2018	12	366	7	4
2019 (1 <sup>st</sup> 7 months)	21	3,308	17	11

**Electric Vehicles**

Alamedans continue to purchase electric vehicles (EV) at a steady rate as shown below with the charger permits issued and the EVs that have received rebates (Table 6). EV charger permits issued by the City's Permit Center

- 2017: 15 residential
- 2018: 74 residential except 2
- 2019 (1st 6 months): 56 residential and 5 commercial

**Table 6: California Clean Vehicle Rebate Statistics for Alameda**

Year	BEV	PHEV	FCEV	Yearly total	Cumulative total
2011	22	0	0	22	22
2012	18	26	0	44	66
2013	54	55	0	109	175
2014	87	80	0	167	342
2015	145	61	0	206	548
2016	93	50	1	144	692
2017	108	52	3	163	855
2018	178	79	4	261	1116
2019 (thru March)	41	21	0	62	1178
<b>Total</b>	<b>746</b>	<b>424</b>	<b>8</b>	<b>1178</b>	

Source: <https://cleanvehiclerebate.org/eng/rebate-statistics> - California Air Resources Board Clean Vehicle Rebate Project

BEV: All-battery electric vehicle; PHEV: Plug-in hybrid electric vehicle (electricity and gasoline); FCEV: Fuel-cell electric vehicle

### Emergency Alerts

For the AC Alert emergency response system, more people in Alameda have subscribed as the City transitions from the Nixle system, which has been rolled over to the new AC Alert system and has a total of 9,000 Alameda subscribers.

- January 2019: 1,400 Alameda subscribers to AC Alert
- August 2019: 2,150 Alameda subscribers to AC Alert

Subscribe to AC Alert here: <https://www.acgov.org/emergencysite/>

### Ferry Ridership

Ferry ridership is increasing for the Alameda/Oakland and Harbor Bay services and has declined for the South San Francisco service, which operates out of the Main Street ferry terminal (Table 7).

**Table 7: Ferry Boardings for Services Operating in the City of Alameda**

Total Passengers	Alameda/Oakland	Harbor Bay	South San Francisco
June 2019	139,376	30,097	11,575
June 2018	135,342	28,047	12,531
Percent change	2.98%	7.31%	-7.63%
Fiscal Year 2018-19	1,384,300	355,713	142,479
Fiscal Year 2017-18	1,311,041	332,283	144,735
Percent change	5.59%	7.05%	-1.56%

Source: Water Emergency Transportation Authority (WETA) – ferry operator

### **Getaround Usage**

- Members in Alameda: 2,087 (as of August 2019)
- Average monthly trips: 119 (in 2019 – first six months)

### **Gig Usage**

- Members in Alameda: 940 (April-June 2019) and previously at 477 (April-June 2018)
- Number of trips ending in Alameda: 2,419 (April-June 2019) and at 787 (April-June 2018)
- Median trip length in miles from Alameda: 4.3 (April-June 2019) and 3.1 (April-June 2018)

### **Taxi Subsidy Programs**

The City of Alameda – through Mastick Senior Center – provides discounted taxi services for older adults and people with disabilities for trips within Alameda County. Table 8 shows that the usage has slightly dropped for the medical return service and has increased substantially for the premium service, which is for all different types of trips.

**Table 8: Taxi Subsidy Trips**

<b>Taxi Subsidy Programs</b>	<b>2017/18</b>	<b>2018/19</b>
Medical Returns (MRTIP)	364	333
Premium (All Trip Types)	1,820	2,252
Total	2,184	2,585
Monthly Average	182	215
Monthly Average Wheelchair Lift	13	15
Cost per trip	\$20.97	\$23.48

# Status of Priority Actions for 2019 and 2020

To continue to make strides toward achieving the ten year goals of the Transportation Choices Plan, the City staff, Transportation Commission and City Council approved the following objectives for the second and third years of Plan implementation. It should be recognized that the community's ability to achieve these objectives will depend upon several factors, including available staff resources, availability of design and construction funds, and competing city work priorities.

## Streets, Roads, and Sidewalks Maintenance

In 2019 and 2020, the City of Alameda should continue to invest in the maintenance and improvement of the existing transportation network. If the City continues its current level of funding of maintenance and improvements, the City should accomplish the following in the next two years:

- Maintain and rehabilitate approximately 16 miles of streets and trails,
- Mitigate and repair over 2,500 trip and fall hazards on City sidewalks due to uplift from City street trees,
- Install two new traffic signals on Harbor Bay Road at A Street and Penumbra,
- Upgrade signal controllers at 8 signals to improve functionality and reliability,
- Install 50 bicycle racks throughout the city, and
- Replace up to 6 bus shelters, install up to 10 bus benches and improve ADA compliance at bus stops.



**Status for May-August 2019:** In March, the Transportation Commission received a presentation on the three-year paving plan, which performs maintenance and rehabilitation on about three miles of streets in 2019. In addition to upgrading the roadway surfaces, the following striping improvements have been designed and will be completed in Fall 2019:

- Pacific Avenue (Main Street to Fourth Street): Repave and restripe the roadway as a three-lane road with buffered bike lanes, and provide daylighting at intersections,
- Santa Clara Avenue (Grand Street to Oak Street): Crack-seal the pavement, add bike lanes, daylighting at intersections, high visibility crosswalks and a new stop sign at Willow Street,
- Broadway (Buena Vista Avenue to Blanding Avenue): Repave and re-establish bike lanes with minor enhancements,

- Fernside Blvd (High Street to Thompson Avenue, Central Avenue to Encinal Avenue): Restripe to add buffered bike lanes similar to the restriped section by Thompson Avenue with additional daylighting,
- Main Street (Pacific Avenue to the Main Street Ferry Terminal): Provide a road diet from four- to three-lane road with bike lanes, and
- Miller Sweeney Bridge: Joint project with Alameda County and Oakland to restripe and add bike lanes on the bridge and to extend bike lanes and sharrows onto Tilden Way to the Blanding/Fernside intersection.

City staff prepared work plans for new bike racks to be installed along Park Street and ordered the racks, in preparation for bike rack installation in Fall 2019.

## **Bus Service and Facility Improvements**

Alameda Point Service: In partnership with AC Transit, Alameda Point property owners, and the Alameda TMA, implement frequent bus service from Site A to Downtown Oakland.

**Status for May-August 2019**: Coordinating with AC Transit staff and Site A/Alameda Point developers as well as Alameda Landing developers to increase the frequency of Line 96 as part of the new development Transportation Demand Management requirements instead of a private shuttle, and altering the route of the new Line 96 service runs to provide a more direct service between Alameda Point, Alameda Landing and downtown Oakland/BART. AC Transit held public hearings on July 31 in Alameda and on August 7 at AC Transit with AC Transit Board approval on September 11. Other discussions include potential bus stop and layover locations in Site A. AC Transit staff also are leading –with City staff involvement – a long-term planning effort to add a cross town bus route to serve Alameda Point and Seaplane Lagoon ferry terminal, and are creating citywide AC Transit goals and objectives to help formulate a proposal on how to proceed.

Crosstown Service: In partnership with AC Transit and the Alameda TMA, identify funding for a new “cross alameda” bus route or “free shuttle” that would provide direct connections from east Alameda and Park Street to Alameda Point, and would serve the ferry terminals, shopping districts, and Alameda Unified School District facilities.

**Status for May-August 2019**: Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements, and creating citywide AC Transit goals and objectives to help formulate a proposal on how to proceed.

Easy Pass Program Expansion: Continue to expand Citywide Easy Pass Program to include additional projects in Northern Waterfront, Alameda Landing, Marina Village, Webster Street area and Park Street commercial areas.

**Status for May-August 2019**: Coordinating with Alameda Point Collaborative (APC) and the Alameda TMA to provide bulk rate bus passes from Alameda TMA to the APC residents using the City’s Measure B/BB paratransit monies. In July, the City Council approved a new hotel at the Park Street/Clement Avenue intersection, which is required to purchase EasyPasses for their employees.



Appezatto Bus Lanes: Develop design for final City Council approval for bus lanes and/or bus queue jump lanes on Ralph Appezatto Parkway from Webster Street to Main Street.

**Status for May-August 2019:** On hold until progress with AC Transit staff coordination for Alameda Point and citywide service improvements.

## **Ferry Service and Facility Improvements**

Seaplane Lagoon Ferry Passenger Terminal: Begin construction in 2019. Complete construction 2020.

**Status for May-August 2019:** With all Federal, State and City permits in place, construction of the Seaplane Lagoon Ferry Terminal officially commenced on July 27, and is anticipated to be completed in March 2020. The Groundbreaking Ceremony was on September 12.

Ferry Service Expansion: Secure funding for additional ferry services to San Francisco and to Oakland beginning in 2020 in the event that Regional measure 3 (RM3) funds are delayed due to lawsuits.

**Status for May-August 2019:** For RM3, a judge dismissed a lawsuit in early April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase. WETA is expected to begin ferry service at Seaplane Lagoon ferry terminal in August 2020, which should be after the appeals phase. WETA is beginning a Hovercraft Feasibility Study to consider operating hovercraft on the San Francisco Bay. WETA issued a request for proposals from consultants in June, which were due on August 2, and approved the AECOM contract on September 5. Hovercrafts have the potential to make current trips faster and more direct due to their reduced wakes and dredging needs.

Main Street Ferry Terminal Facility and Parking Improvements. Replace existing Main Street ferry terminal float. Develop design for near-term improvements to parking areas, and secure local and BCDC approval for those improvements. Begin work with WETA on plan for long-term terminal, parking, and open space improvements with car pool parking.

**Status for May-August 2019:** Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for City Council consideration on September 3, which helped direct staff on how to move forward with enforcement expansion of public sector staff.

Alameda Point and Harbor Bay Parking Management Plan: Develop plan for City Council approval for parking management and fees at both Alameda Point ferry terminals and adjacent public lots. Establish Harbor Bay Ferry Parking Fee program, and secure BCDC approval to add public parking on Harbor Bay Parkway or Adelpian Way.

**Status for May-August 2019:** Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for City Council consideration on September 3, which helped direct staff on how to move forward with enforcement expansion of public sector staff.

Alameda Landing Dock. In partnership with Alameda Landing property owners, complete construction of Alameda Landing dock to serve future water shuttle or small vessel ferry services.

**Status for May-August 2019:** Staff are working with the developer to ensure the future dock is ADA accessible and will be flexible enough to serve expected water shuttle vessel types.

Water Shuttle Operations: Secure private and regional funding for operation of a pilot water shuttle service between West Alameda and Jack London Square for pedestrians and bicyclists.

**Status for May-August 2019:** Staff continued to evaluate operational and funding possibilities.

### **Active Transportation (Bicycle and Pedestrian) Plan Update:**

Prepare draft update to Bicycle Plan and Pedestrian Master Plan in consultation with community and Transportation Commission for City Council adoption.

**Status for May-August 2019:** In response to an April 2019 Request for Proposals (RFP) for development of an Active Transportation Plan to update the City's Bicycle and Pedestrian Master Plans, the City received four proposals in May. A selection panel, which included a Transportation Commissioner, evaluated and interviewed consultants and recommended the selection of Toole Design Group. The City Council awarded the consultant contract in July 2019, and the City kicked-off the project in August.

### **Corridor Safety and Traffic Calming Improvements:**

#### Cross Alameda Trail:

Complete construction and open trail for public use from Seaplane Lagoon in Alameda Point to Jean Sweeney Park.

1. Secure grant funding to install lighting along trail from Main Street to Webster Street.
2. Construct improvements at east end of Jean Sweeney Park Sherman Street crossing, including enhanced mid-block pedestrian and bicycle crossings.
3. Acquire right of way from Sherman Street to Entrance Road. Secure supplemental private and regional funding for segment construction.
4. Develop final design for City Council approval and begin construction for segment from on Clement Avenue between Grand Street to Broadway and from Broadway to the Miller Sweeney Bridge.

#### **Status for May-August 2019:**

1. Major construction activities took place on the segment of the Cross Alameda Trail between Main and Webster Streets (along Ralph Appezato Memorial Parkway), during this period, with grading and new soil caps almost completed, and the base layer for the walking and bicycling pathways being installed. Completion of

this section, plus the improvements along Atlantic Avenue from Webster Street to Constitution Way, are expected to be completed in late fall 2019. (Project web page with further info: [www.alamedaca.gov/cat](http://www.alamedaca.gov/cat)). The Site A developer is constructing the Cross Alameda Trail between Main Street and the Seaplane Lagoon with completion expected in early 2020.

2. The City's joint application with Eden Housing for an Affordable Housing Sustainable Communities grant, which included trail lighting, unfortunately was not successful. The City is pursuing other funding sources for the trail lighting.
3. Jean Sweeney segment at Sherman: Bicycle/pedestrian safety improvements, including a rectangular rapid flashing beacon and new bike crossing, were installed in July 2019 (see inset).
4. No Actions.
5. For the Clement Avenue section between Grand Street and Broadway, the City staff/consultant team analyzed alternative concepts and held a workshop on June 3. On July 24, the Transportation Commission endorsed the staff/consultant team recommended design for a protected two-way bikeway, sidewalk and intersection improvements including "sharrow" shared lane markings in the eastbound motor vehicle travel lane. The staff/consultant team plan to bring the project concept to the City Council for approval on September 17, with construction expected in 2020.
6. For the Clement Avenue/Tilden Way section, the City's eminent domain process continued, and a consultant team provided City staff with the final draft soil analysis study. The consultant began work with the regulatory agency, which will evaluate and approve the soil remediation approach.



Main Street Safety Improvements. Complete Main Street restriping and bike lane safety improvements between the Ferry Terminal and Pacific Avenue in 2019. Secure grant funding to widen and improve Main Street west-side multi-use trail between Pacific Avenue (at terminus of Central Avenue project) and West Atlantic (at Cross Alameda Trail), and make walking and bicycling intersection improvements at both ends.

**Status for May-August 2019:** The Main Street restriping has been bid and awarded by City Council on June 18, and will be completed in Fall 2019. The City's joint application with Eden Housing for an Affordable Housing Sustainable Communities grant, which included the west-side multi-use trail and the intersection improvements, unfortunately was not successful. The City will look for other funding sources for these projects.

Central Avenue Safety Improvements: In partnership with Caltrans, develop final design for City Council approval.

**Status for May-August 2019:** The consultant team is finalizing the Caltrans required Project Initiation Document, and preparing for the next phase, which will require City Council approval – targeted for a fall meeting – to begin the project approvals and environmental document. In August, the California Transportation



Commission approved the federal allocation of monies for the next phase of the project. Caltrans will need to approve the next phase before work can begin.

Encinal Avenue Safety Improvements: Support Caltrans project to restripe and improve State Route 61 (Encinal Avenue) between Sherman Street and Broadway.

**Status for May-August 2019:** Caltrans is analyzing the traffic impacts of a four to three lane street conversion, which would include bike lanes.

Otis Drive Safety Improvement Project: Develop final design for City Council approval for segment of Otis Drive between Westline Drive and Willow Street. Initiate high priority, low cost calming strategies.

**Status for May-August 2019:** In May, the Transportation Commission approved the Otis Drive concept with three motor vehicle travel lanes and Class II bike lanes. In June, the City Council approved the concept except with a Class IV parking protected bikeway by Rittler Park.



Stargell Improvement Grant Application: Apply for grant funds to construct bicycle and pedestrian trail and bus queue jump lanes adjacent to Stargell Avenue between Fifth Street and Main Street.

**Status for May-August 2019:** Staff are monitoring grant funding opportunities.

Traffic Calming. Implement traffic calming improvements at top priority locations based upon analysis of collisions, police citations, and speeding data.

**Status for May-August 2019:** City staff and a consultant reviewed a citywide collision analysis and potential improvements for Lincoln Avenue, Park Street and Buena Vista Avenue, which would be implemented once a traffic engineer is hired by Public Works.

West End Bicycle and Pedestrian Crossing Feasibility and Design Study Funds: Secure outside funding for detailed Feasibility Study, including an estimate of projected usage.

**Status for May-August 2019:** Staff coordinated with the A's on a gondola feasibility study to analyze the ability to connect a gondola system between west Alameda and Jack London Square. The A's are still reviewing the final draft study. Staff secured funding to create a travel demand model to determine bicycling and walking demand for west-side estuary crossings via different infrastructure opportunities; consultant work began in September. Staff secured funding for a detailed bridge feasibility study, which also began in September. While staff provided input to Schiller Bikes, a private company working to start a pilot shared water bike service on the Estuary, in early 2019, this project did not launch in the summer, as expected. The company is still refining its product.

Miller Sweeney Bridge - Multimodal Lifeline Bridge Funding and Near Term Bicycle Improvements In partnership with Alameda County, secure regional funding for rehabilitation or replacement of the Alameda County-owned Miller-Sweeney Bridge to meet a "lifeline" standard to withstand a major earthquake. In partnership with Alameda County, complete re-striping of Miller-Sweeney Bridge and approaches to add bicycle lanes in 2019.

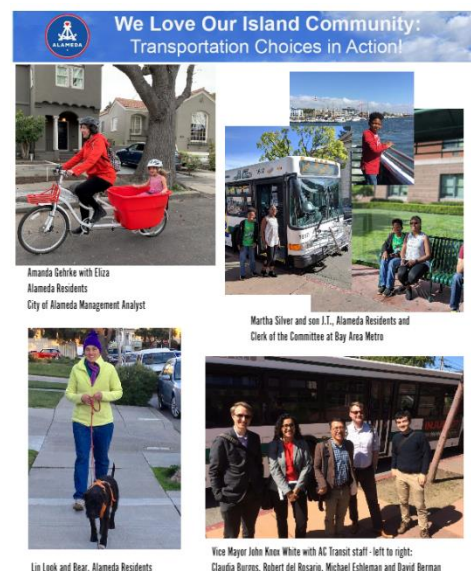
**Status for May-August 2019:** Coordinating with County staff to prepare a grant application to repair or replace the bridge. In March, the Transportation Commission approved a re-striping concept for Miller-Sweeney Bridge to add bicycle lanes. The concept design was updated to lengthen the bicycle lanes into Alameda, and provide a curb cut for those who prefer to ride on the sidewalk, along with other suggested design enhancements. Final draft designs were reviewed by the County and Oakland staff. The design is being finalized and will be provided to Alameda County to implement in Fall 2019.

### **Shared Mobility and Transportation Awareness:**

Electric Scooter, Electric Bicycle, and Car Share Programs: Develop a shared electric scooter and shared electric bicycle permit program for City Council approval. Extend Gig Car Share pilot and evaluate in 2020.

**Status for May-August 2019:** As part of the Annual Report, the City Council approved an extension to the Gig Car Share pilot until May 2020. The City is looking to move the Getaround car share parking spot in the parking lot by the Alameda Theatre to the parking structure to allow for more bicycle parking.

Transportation Awareness Campaign: Disseminate press releases and news on an ongoing basis working with partners to improve citywide awareness of transportation options. Promote Bike to Work and



School Day, and Walk and Roll to School Day. Continue bicycle safety education programs.

**Status for May-August 2019:** AC Transit, City staff and community members are working on a pilot program to promote AC Transit's Line 19, which began in April and continued through August (see inset). City staff created posters of well-known and well respected Alamedans riding their bikes, walking and taking transit that are displayed in the City Council chambers (see inset above). An Awareness Campaign Advisory Group met on August 1 to discuss tsunami awareness and electric vehicle adoption. Bike to Work and School Day was celebrated on May 9th, with five energizer stations around Alameda and nine schools participating. A total of seven City and grant funded bicycle safety education classes occurred in the second quarter of 2019.

**RIDE THE**  
**Alameda BART Shuttle**

Ride **AC Transit Line 19** to BART at least once a week for one month!

- Super convenient
- Quick direct line through Alameda
- Use your EasyPass or Clipper Card
- Catch BART in both directions

actransit.org

# Transportation Choices Plan

## Project and Program Tracking

### Near-Term Completion (1-3 Years) Projects and Programs

TCP Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (May to August 2019)
1	Alameda Shuttle Exploration	High	Identify and secure funding sources.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	Begin work in 2019. Adopt plan in 2020.	Council awarded a consultant contract to Toole Design Group in July 2019 for an Active Transportation Plan to update the Bicycle and Pedestrian Plans, and develop a Vision Zero Action Plan. The consultant began work in August.
3	Bus Stop Improvements	High	Install up to ten benches; replace up to six bus shelters; ensure ADA compliance at bus stops. Improve safety at bus stops.	Coordinating to install one bench at a new bus stop in Alameda Point on W. Pan Am at W. Tower and to replace a bench on Willow Street at Shore Line Drive. Notified adjacent properties of a recommendation to switch the westbound Line 19 bus stop to the far side of Buena Vista Avenue at Grand Street.
4	EasyPass Expansion	High	Add Eagle Housing (22 residential units) and other Alameda Housing Authority residents and Alameda Point employees and Site A Phase 1. Transition Island High School pilot to countywide program. Consider for retail employees pending parking meter revenue increases and approvals.	Coordinated with Alameda Point Collaborative (APC) and the Alameda TMA to provide bulk rate bus passes from Alameda TMA to the APC residents using the City's Measure B/BB paratransit monies. In July, the City Council approved a new hotel at the Park Street/Clement Avenue intersection, which is required to purchase EasyPasses for their employees.
5	Harbor Bay Ferry Terminal Access and Parking Management Improvements	High	Establish plan for parking fees. Improve Harbor Bay Parkway and Adelpia Way for ferry riders. Consider preferential parking for carpools.	Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources that City Council considered in September.
6	Main Street Ferry Terminal Access and Parking Management Improvements	High	Restripe Main Street and add bike lanes. Plan for parking fees to fund access improvements. Begin interim parking improvements. Consider preferential parking for carpools.	For the restriping of Main Street, a contract was awarded and the project will be completed in Fall 2019. Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources

TCP Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (May to August 2019)
7	Parking Management	High	Increase parking fees where appropriate (to meet 85% occupancy standard) to fund transit and parking improvements. Install 50 additional bike parking spaces. Establish preferential parking for carpools.	that City Council considered in September. Staff is working with parking experts to develop a parking management plan for Alameda Point, which includes an assessment of parking management resources for City Council consideration in September.
8	Parking Policies for New Development	High	Ongoing.	Staff is researching best practices.
9	Pedestrian Master Plan and Design Guidelines Update	High	Begin work in 2019. Adopt plan update in 2020.	Council awarded a consultant contract to Toole Design Group in July 2019 for an Active Transportation Plan to update the Bicycle and Pedestrian Plans, and develop a Vision Zero Action Plan. The consultant began work in August.
10	Transit Signal Priority	High	Activate Park Street signal upgrades. Transit signal priorities to be included in Central Avenue Improvements (#30A), Clement Avenue Improvements (30B) and Otis Drive Improvements (#30E).	City staff is processing a request to City Council to finalize the Park Street signal upgrades, and is working to fund transit signal priorities for the Otis Drive Safety Improvement Project.
11	Transportation Awareness Campaign	High	Focus on transportation awareness news and materials and continued bicycle safety education classes and workshops.	AC Transit, City staff and community members are working on a pilot program to promote AC Transit's Line 19, which began in April and continued through August. City staff created posters of well-known and well respected Alamedans riding their bikes, walking and taking transit that are displayed in the City Council chambers. An Awareness Campaign Advisory Group met on August 1 to discuss tsunami awareness and electric vehicle adoption. Bike to Work and School Day on May 9 <sup>th</sup> was a success. A total of seven City and grant funded bicycle safety education classes occurred in the second quarter of 2019
12	Transportation Partnerships with Existing Businesses and Residences	High	Partner with: Alameda Point businesses (EasyPass) Site A residential (EasyPass) Alameda Housing Authority (EasyPass)	City staff worked with Google to not use the High Street bridge. City staff distributed a community advisory announcing tsunami awareness meetings on September 19 (boating community) and October 30 (citywide) and targeted critical care facilities to ensure responsiveness.



TCP Projects and Programs		Priority	Next Steps (2019 and 2020)	Quarterly Report Status (May to August 2019)
13	Bike Share	Medium	Continue, evaluate and improve program. Add electric shared-use dockless bikes.	Worked with Friends of the Alameda Animal Shelter (FAAS) on improving emergency response for animals. The Lime Bikes program ran from October 2017 to March 2019. The City is exploring other bike share options.
14	Casual Carpool Additional Pickup Locations	Medium	No actions planned.	No actions.
15	Constitution Way Carpool Lane	Medium	No actions planned.	No actions.
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	WETA service between Main Street and Jack London Square to increase to 8 runs in AM and 8 runs in PM back to Alameda. Construct dock at Alameda Landing. Secure funding for pilot water shuttle program between Alameda Landing and Jack London Square.	<b>WETA:</b> WETA is beginning a Hovercraft Feasibility Study to consider operating hovercraft. WETA issued a request for proposals from consultants in June, and approved the AECOM contract in September. Hovercrafts have the potential to make current trips faster due to their reduced wakes and dredging needs. <b>Alameda Landing:</b> Staff are working with Alameda Landing developer to ensure the future dock is ADA accessible and will be flexible enough to serve expected water shuttle vessel types
17	Westline Drive Bus Lane	Medium	No action planned.	No actions.
18	Shared Ride Service for Seniors and People with Disabilities	Medium	Initiate improvements as needed.	City staff continue to explore the potential to serve seniors and people with disabilities using Uber and Lyft shared services.

## Mid-Term Completion (3-8 Years) Projects and Programs Summary

Projects and Programs			Priority	Next Steps (2019 and 2020)	Quarterly Report Status (May to August 2019)
19	Alameda Point Bus Rapid Transit Service	High	Hire consultant for outreach, planning and design of Appezzato Pkwy bus lanes. Initiate additional bus service to/from Alameda Point.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements. The bus lane project is on hold until the service plan is developed.	
20	Bicycle and Pedestrian Corridor Improvements	High	Restripe Miller-Sweeney Bridge to improve bike safety (#20G). Finalize Oakland-Alameda Access Project concept for bike/ped crossing improvements (#20J). Complete construction of Cross Alameda Trail from Seaplane Lagoon to Jean Sweeney Park. (#20K).	<p><b>Miller-Sweeney Bridge Restriping:</b> The Transportation Commission endorsed re-striping concept for Miller-Sweeney Bridge to add bicycle lanes was refined and reviewed by Alameda County and Oakland staff.</p> <p><b>Cross Alameda Trail:</b> In February, the City began constructing the Cross Alameda Trail between Main Street and Constitution Way with completion expected in fall 2019. The Site A developer is constructing the Cross Alameda Trail between Main Street and the Seaplane Lagoon with completion expected in early 2020.</p> <p><b>Jean Sweeney/Sherman:</b> Bike/pedestrian safety improvements, including a rectangular rapid flashing beacon, were installed in July 2019.</p>	
21	Citywide Safe Routes to School Audits and Improvements	High	Continue expanded bicycle safety education efforts. Via Safe Routes to Schools program, prepare audit for Ruby Bridges School. Update Safe Routes to Schools maps for remaining schools.	A total of seven City and grant funded bicycle safety education classes occurred in the second quarter of 2019. The City participated in a School Safety Assessment of Edison Elementary, with the Countywide Safe Routes to Schools program. The City began updating School Route maps for five schools.	
22	Crosstown Express Bus Service	High	Identify and secure funding sources.	Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements, and creating citywide AC Transit goals and objectives for the City of Alameda to help formulate a proposal on how to proceed.	

			<b>Quarterly Report Status (May to August 2019)</b>	
<b>Projects and Programs</b>	<b>Priority</b>	<b>Next Steps (2019 and 2020)</b>		
23 Increase Frequency and Span of Service for Ferry Service	High	Ensure operational funds exist to run Seaplane Lagoon ferry service, and to increase frequencies for Alamedans taking the ferry to Oakland and returning in the afternoon/evenings.	<p><b>Seaplane Lagoon Service:</b> WETA is expected to begin ferry service at Seaplane Lagoon ferry terminal in August 2020, which should be after the appeals phase.</p> <p><b>Exelixis Service:</b> In Harbor Bay, the WETA Board approved a one-year extension of the Tideline Marine Group private charter ferry service paid for by Exelixis and for Exelixis employees, which has averaged 12 round trip passengers per day.</p> <p><b>Hovercraft Study:</b> WETA is beginning a Hovercraft Feasibility Study to consider operating hovercraft, and has issued a request for proposals from consultants in June, and approved the AECOM contract in September. Hovercrafts have the potential to make current trips faster and more direct due to their reduced wakes and dredging needs. Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements. AC Transit held public hearings on July 31 in Alameda and on August 7 at AC Transit with AC Transit Board approval on September 11.</p>	
24 Increase Frequency and Span of Service for Local Bus Routes	High	TBD.	<p>For RM 3, a judge dismissed a lawsuit in early April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase. The first bus into the reopened Salesforce Transit Center was on August 11 – Line O from Alameda.</p>	
25 Increase Frequency and Span of Service for Transbay Bus Service	High	Increased frequencies are expected if Regional Measure 3 (RM3) monies can be used pending a lawsuit.	<p>Coordinating with County staff to prepare a grant application to repair or replace the bridge.</p>	
26 Miller-Sweeney Multimodal Lifeline Bridge	High	Submit grant application to replace or retrofit the Miller-Sweeney Bridge.	<p>With all Federal, State and City permits in place, construction of the Seaplane Lagoon Ferry Terminal officially commenced on July 27, and is anticipated to be completed in March 2020. The Groundbreaking Ceremony was on September 12. Service is expected to begin in August 2020.</p>	
27 New Seaplane Lagoon (SPL) Ferry Terminal & Service	High	Begin construction in 2019 and complete by February 2020.	<p>Coordinating with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements, and creating citywide AC Transit goals and objectives to help formulate a proposal on how to proceed.</p>	
28 Regional Transit Hub Connector Bus Service	High	Identify and secure funding sources.		

			<b>Quarterly Report Status (May to August 2019)</b>	
<b>Projects and Programs</b>	<b>Priority</b>	<b>Next Steps (2019 and 2020)</b>		
29	TDM Ordinance Update	High	TBD.	
30	Vision Zero Safety Improvements and Traffic Calming	High	<p>Central: Complete PID and seek approval for Webster Street area concept and complete final design (#30A).  Clement: Concept approval, design and construction in 2020 (#30B).  Tilden/Clement: Acquire right of way and approve concept plan (#30B).  Main Street: Restripe Main Street with bike lanes in 2019 (#30D).  Otis: Phase I concept approval, design (2019) and construction (2020) (#30E).  Stargell: Apply for grant funds to construct bicycle and pedestrian trail and bus queue jump lanes adjacent to Stargell Avenue between Fifth Street and Main Street (#30F).  Lincoln Avenue/Pacific Avenue feasibility study for three-lane street with bike lanes (#30G)</p> <p><b>Central:</b> The consultant team is finalizing the Caltrans required Project Initiation Document, and preparing for the next phase, which will require City Council approval – targeted for a fall meeting – to begin the project approvals and environmental document. In August, the California Transportation Commission approved the federal allocation of monies for the next phase of the project. Caltrans will need to approve the next phase before work can begin.  <b>Clement:</b> The City staff/consultant team analyzed alternative concepts and held a workshop on June 3. On July 24, the Transportation Commission endorsed the staff/consultant team recommended design for a protected two-way bikeway, sidewalk and intersection improvements. The staff/consultant team plan to bring the project concept to the City Council for approval on September 17, with construction expected in 2020.  <b>Tilden/Clement:</b> Eminent domain proceedings and soil analysis continued. The City began working with the regulatory agency that will approve a soil remediation plan.  <b>Encinal:</b> Caltrans is analyzing the traffic impacts of a four to three lane street conversion, which would include bike lanes.  <b>Main Street:</b> The Main Street restriping contract was awarded and will be completed in Fall 2019.  <b>Otis:</b> In May, the Transportation Commission approved the Otis Drive concept with three motor vehicle travel lanes and Class II bike lanes. In June, the City Council approved the concept except with a Class IV parking protected bikeway by Rittler Park.  <b>Stargell:</b> Staff are monitoring grant funding opportunities.  <b>Lincoln Ave/Pacific Ave:</b> City staff is finalizing the design for Pacific Avenue three-lane street with bike lanes to be installed after resurfacing in fall 2019. City staff and a consultant reviewed a citywide collision analysis and potential improvements for Lincoln Avenue and</p>	

Projects and Programs	Priority	Next Steps (2019 and 2020)	Quarterly Report Status (May to August 2019)
31 Bikes in Buses through Webster/Posey Tubes	Medium	TBD.	Park Street, which would be implemented once a traffic engineer is hired by Public Works. No actions.
32 Citywide Transportation Management Association	Medium	Expand Alameda TMA to include: Alameda Landing Downtown Business Association West Alameda Business Association South Shore Shopping Center Marina Village Alameda Housing Authority Alameda Point Collaborative	Working with the Alameda Housing Authority and Alameda Point Collaborative to add as members.
33 Faster Line 51A Bus Service	Medium	TBD.	No actions.
34 New Technologies and Innovations	Medium	Expand electric charging station locations. Implement electric shared-use dockless scooter program. Extend Gig Car Share pilot and evaluate in 2020.	City staff have formed an Electric Vehicle (EV) Working Group, and presented an overview of EV Adoption to the Transportation Awareness Advisory Group on August 1. Received City Council approval to extend Gig Car Share pilot to Spring 2020.

## Long-Term Completion (8+ Years) Projects and Programs Summary

Projects and Programs	Priority	Next Steps (2019 and 2020)	Quarterly Report Status (May to August 2019)
35 BART to Alameda	n/a	BART to begin feasibility study.	BART and Capitol Corridor are partnering to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco. Now in very early planning, the project will evaluate a 21-county megaregion for demand through 2050, and will define a project to meet future demand that supports the regional economy and preserves quality of life. The project will double the transbay capacity of BART, reduce train and station crowding, make the rail system more flexible and resilient, offer new connections to passenger rail systems, and serve new markets in East Bay communities and in San Francisco. This multi-billion dollar project will involve extensive engagement with the public, advocates and partnering transportation agencies. No decisions on location, scale, funding or operator have been made. BART intends to take a contract to the Board of Directors in June for consideration of approval. The contract is for Strategic Advising and Program Management, with a maximum term of 10 years and a maximum value of \$50 million.
36 Comprehensive Congestion Management, (Citywide Easy Pass Expansion, Increase Frequency to 15-minute Maximum for Local Bus Routes, Congestion Pricing)	n/a	TBD.	No actions.
37 New Transit/Bike/ Pedestrian Lifeline Tube	n/a	TBD.	No actions.
38 Webster/Posey Multimodal Lifeline Tubes	n/a	TBD.	No actions.
39 West End Bicycle/ Pedestrian Crossing	n/a	Secure funding for detailed feasibility study, cost estimates, Oakland landing design options, and estimates of anticipated use. Secure conceptual approval by Oakland for Oakland landing. Pursue funding for next phase Project Study Report and position project to be eligible to receive construction funding in future.	Funding was secured for both a travel demand study for several bike/ped estuary crossing infrastructure options, and also for a detailed feasibility study for a bike/ped bridge. City staff began meeting regularly with City of Oakland staff to develop support for the bridge and to discuss designs for the Oakland-side bridge landing.