

City of Alameda

Transportation Plans

**2024 Annual Report &
2025 Work Plan**

DRAFT

City of Alameda, April 1, 2025

Contents

STATUS REPORT ON TRANSPORTATION	3
Top Accomplishments in 2024	4
What to Look for in 2025	6
2024 Transportation Facts	8
2024 ACCOMPLISHMENTS & 2025 PLAN	10
Citywide Planning Efforts	10
Transportation Programs	10
Public Transportation	12
Capital Project Planning & Design	14
Capital Project Construction	16
Other Agency & Developer-Led Transportation Projects	19
STAFFING, FUNDING, AND GRANT PRIORITIES	21
TRANSPORTATION CAPITAL PROJECTS MAP	23
ALAMEDA VISION ZERO 2024 ANNUAL PERFORMANCE METRICS REPORT	24
ACTIVE TRANSPORTATION PLAN 2024 PERFORMANCE MEASURES REPORT	36

STATUS REPORT ON TRANSPORTATION

This report summarizes City of Alameda (City) transportation accomplishments from 2024 and priorities for 2025. It fulfills General Plan Mobility Element requirements for annual public reviews of the transportation system and serves as a combined annual report for the Active Transportation Plan (2022), Vision Zero Action Plan (2021), and Transportation Choices Plan (2018). It also tracks progress on transportation-related actions in the City Council Strategic Plan (2023). These plans set ambitious goals to eliminate traffic deaths and severe injuries; create safe, comfortable, and accessible ways for people of all ages and all abilities to get around Alameda by walking and biking; and reduce solo driving and increase other modes while improving safety, equity, and climate.

2024 BY THE NUMBERS



1.4

Miles New All Ages and Abilities Bikeways



395

Sidewalk Trip Hazards Repaired



89

Intersection Safety Improvements



51,400

Passengers on the Oakland Alameda Water Shuttle



92

New or Upgraded Curb Ramps



205,823

Rides taken by members of the Free Bus Pass Program

TOP ACCOMPLISHMENTS IN 2024

Launched Oakland Alameda Water Shuttle

On July 17, 2024, the City and its public and private partners launched the [Oakland Alameda Water Shuttle](#), a bright yellow vessel lovingly known as “Woodstock.” The two-year pilot service travels between Bohol Circle Immigrant Park (at the foot of Fifth St) in Alameda and Jack London Square (at the foot of Broadway) in Oakland. The service is free, ADA-accessible, accommodate bicycles easily, and operate 5 days per week. The first five and a half months of service were a huge success: the water shuttle served 51,400 riders and 10,500 bicycles in 2024. After the initial launch in July, the service frequency increased on November 6, adding 52 more runs each week.



Photo: Maurice Ramirez

Completed the Clement Avenue Improvements Project

The City cut the ribbon for the Clement Avenue Improvements Project on October 29, 2024. From Broadway to Grand Street, the project includes a two-way separated bikeway on the north side of the street, sidewalk improvements, traffic calming, signal upgrades, and crosswalk enhancements. The project completed a 1.2-mile segment of the [Cross Alameda Trail](#), which is now nearing completion with 3.5 out of 4 miles fully constructed.



Photo: Maurice Ramirez

Safety & Maintenance Upgrades: Pavement, Striping, and Sidewalks

Regular maintenance of Alameda’s existing infrastructure is a major component of traffic safety and active transportation. In 2024, the City used maintenance programs to not just repair, but also improve safety on our streets. The Pavement Management program upgraded 52 intersections with safety improvements, including daylighting for visibility at 27, new high-visibility crosswalks at 20, and painted bulb-outs at 17. The project also added speed cushions on Versailles Avenue and upgraded the bike lane striping on Central Avenue. Together, the Sidewalk Maintenance and Pavement Management programs upgraded 62 curb ramps and eliminated sidewalk trip hazards in 395 locations.

Kicked off Neighborhood Greenways Planning and Design

During 2024, the City made major progress on planning and design for a new Neighborhood Greenways network, which will start with transitioning the Slow Streets. Neighborhood Greenways are local, traffic-calmed streets designed to give priority to people walking and biking, where bicyclists and motorists can safely share the road and busy street crossings have been made safer. The 2024 community engagement process focused on developing an implementation strategy and concept design for the Pacific Avenue Neighborhood Greenway, and typical quick-build treatments. In 2024, over 2,000 people provided input online and in person on the project.



Multimodal safety improvements at Central Avenue and Oak Street installed with the 2024 annual paving project

WHAT TO LOOK FOR IN 2025

Near Completion of the Cross Alameda Trail

This year construction will continue on final segments of the [Cross Alameda Trail](#), which will be a premiere cross-town, low-stress four-mile bicycling and walking corridor that will connect the west side of the island to the east, from the Seaplane Lagoon at Alameda Point to the Miller-Sweeney (Fruitvale) Bridge. By the end of 2025, all segments of the 4-mile trail within the City of Alameda will be complete or under construction. The final segments in progress include:

Clement Ave Extension (Ohlone Ave to Grand St): Slated to open in Spring of 2025, the developer-led extension of Clement Avenue to connect at Grand Street will add a 0.2-mile

segment of the Cross Alameda Trail. This key connection point will close a gap between the existing Clement Avenue bikeways at the site of a former Pennzoil property. With this project open, the Cross Alameda Trail will connect from Broadway to Seaplane Lagoon.

Clement Ave/Tilden Way Project: Using abandoned railroad right-of-way, the project will extend the Cross Alameda Trail between Broadway and the Miller-Sweeney/Fruitvale Bridge. In addition to completing the Cross Alameda Trail, the project will improve truck and bus routes and improve safety with a new roundabout at the intersection of Fernside Boulevard, Blanding Avenue and Tilden Way. Construction is planned to begin this year, pending soil remediation.



Map courtesy of Bike Walk Alameda

Central Avenue Safety Improvement Project Construction

After more than a decade of planning and winning almost \$15 million in grant funds, construction of major improvements on Central Ave from Sherman Street to Main Street began in January 2025. The project includes a road diet with two motor vehicle travel lanes, a two-way left-turn lane as a center lane, bikeways, three funded roundabouts, resurfacing, improved bus stops, enhanced pedestrian crossings, and street trees/rain gardens.



Rendering of Central Avenue project at Webster Street intersection

Neighborhood Greenways Implementation

A new bicycle facility type for Alameda, Neighborhood Greenways will be traffic-calmed bicycle- and pedestrian-priority streets where vehicles are allowed but volumes and speeds are kept low. In 2025, construction will begin on Neighborhood Greenways along with ongoing outreach and program evaluation.



Rendering of Neighborhood Greenways traffic circle

Grand Street Construction

Phase 1 of the Grand Street Safety Improvements Project will be completed this year, adding a two-way separated bikeway, bus stop, and crosswalk enhancements to Grand Street between Shoreline Drive and Otis Drive. The project will provide a key connection and safety benefit to Wood Middle School for students walking, biking, taking the bus, and getting dropped off.

AC Transit Service Changes

In summer 2025, be on the look out for announcements from AC Transit on the implementation of their Realign plan for service changes. In Alameda, the W and OX will be combined into one line and the 19 will be rerouted to serve Alameda Point. Thanks to advocacy from the City and community, the 51A will continue to serve Alameda. The 51A is the highest ridership bus line in Alameda, including among participants in the free bus pass program for seniors and people with disabilities.



*Line 19 entering Alameda at Blanding Avenue
Photo: Ken Der.*

2024 TRANSPORTATION FACTS

Traffic Safety



In 2024, 1 person died and 10 people were seriously injured in traffic collisions on Alameda streets. As of 2023, the City's rate of traffic fatalities + severe injuries per 100,000 population was 70% lower than the rate in Alameda County and 78% lower than the California rate.



In 2024, 3.9 miles of roadway and 89 intersections were upgraded with interventions like speed humps, new separated bike lanes, traffic signal upgrades, new curb extensions, new/upgraded crosswalk markings, and intersection daylighting.



67% of Police Department traffic enforcement stops in 2024 were on High Injury Corridors, with officers continuing to prioritize efforts on dangerous streets.

See the *Vision Zero Annual Report* for detailed information.

Motor Vehicle Trends

Per analysis of weekday travel by the Alameda County Transportation Commission:

- Average daily vehicle miles traveled (VMT) on Alameda County freeways increased 0.5% from 2023 to 22.56 million miles in 2024. This is roughly 9% above 2019 levels.
- Average daily vehicle hours of delay (VHD) on Alameda County freeways increased by 2.5% from 2023 to 32,000 hours in 2024. This is roughly 3% below 2019 levels.

Pavement Condition

As of the end of 2023, the City's three-year moving average Pavement Condition Index¹ is 66, which is "fair condition." This is close to the Bay Area average of 67, but well above bordering cities of Oakland and San Leandro, both of which score in the "at risk" category.

Bikeways

Alameda added 2.3 miles of bikeways in 2024, including 1.4 miles of low-stress bikeways and 0.8 of new bike lanes. The City now has almost 60 miles of bikeways, including 24 miles of low-stress facilities.

See the *Active Transportation Annual Report* for detailed information.

¹ [Three-Year Moving Average Pavement Condition Index Scores by MTC](#)

COMMUNITY ENGAGEMENT

2024 OUTREACH EFFORTS

8 public workshops organized by transportation staff (not including commissions or City Council)

83 email bulletins sent with **218,000** delivered and a **45%** unique email open rate

41,200 unique page views on **37** webpages

9 Mastick Senior Center events to help seniors access transportation options

10 adult bicycle safety education courses

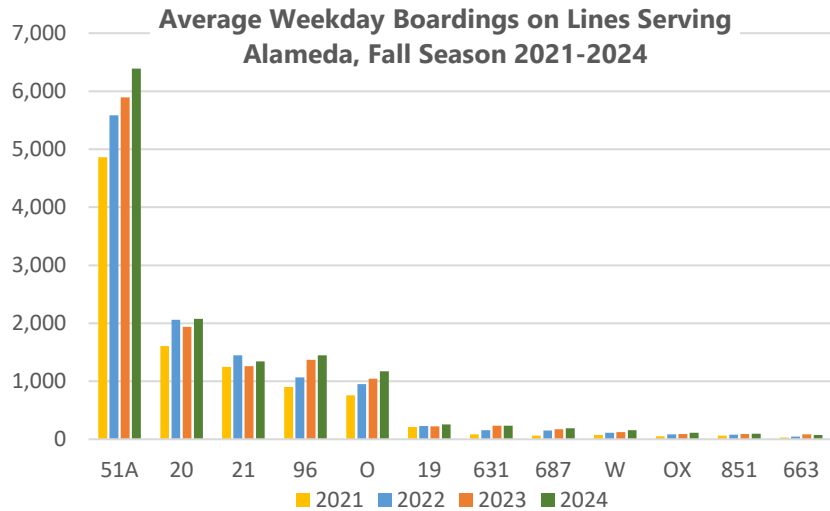
TOP 10 WEB PAGES WITH THE MOST UNIQUE PAGE VIEWS IN 2024:

- [Parking Citations & Enforcement](#)
- [Parking FAQs](#)
- [Neighborhood Greenways](#)
- [Get Around Alameda](#)
- [Estuary Water Shuttle](#)
- [Park & Webster Street Area Parking](#)
- [Transportation](#)
- [Ferry Terminal & Transit Parking](#)
- [Vision Zero](#)
- [Paratransit](#)

AC Transit Bus Service

AC Transit ridership on lines serving Alameda continued to grow in 2024, continuing the upward trend since 2021. Comparing average weekday boardings in the fall season, ridership on these lines grew by 8% since 2023 and 36% since 2021.

The top five ridership lines serving Alameda are the 51A, 20, 21, 96, and O. On these high ridership lines, boardings in the City of Alameda also increased 8% since 2023. On an average weekday in fall 2024, over 5,000 people boarded one of these five lines in Alameda.



The City of Alameda’s Free Bus Pass Program for seniors and people with disabilities expanded by over 11% between December 2023 and December 2024. Participants took 205,800 bus trips in 2024.

Clipper Bay Pass program launched in Alameda with 1,573 members in its first year. This program replaced the AC Transit EasyPass program for residents and employees in the Alameda TMA and West Alameda TDMA.

San Francisco Bay Ferry Service

In 2024, WETA’s ferry service continued to see growing ridership across its system, with recovery to 72% of 2019 ridership levels. Ferry ridership on the Alameda Seaplane and Harbor Bay routes grew 6% from 2023 with 570,000 boardings on these routes in 2024.



Riders disembarking the San Francisco Bay Ferry at Seaplane Lagoon on a weekday evening

2024 ACCOMPLISHMENTS & 2025 PLAN

Policy Documents Key:

- S – City Council Strategic Plan (2023)
- CI – Capital Improvement Plan (2023)
- AT – Active Transportation Plan (2022)
- VZ – Vision Zero Action Plan (2021)
- TC – Transportation Choices Plan (2018)
- *General Plan (2021) items are not marked, though many actions are also included in that plan.*

CITYWIDE PLANNING EFFORTS

Plan	Status Report
ADA Self-Evaluation and Transition Plan S, CI	<p>2024: City Council approved the ADA Transition Plan at the June 18 City Council Meeting and the City hired an ADA transition coordinator.</p> <p>2025: Continue Sidewalk Maintenance program and other transportation programs in alignment with the ADA Transition Plan.</p> <p>Information: alamedaca.gov/ADA</p>

TRANSPORTATION PROGRAMS

Program	Status Report
Legislative agenda VZ, AT	<p>2024: Three transportation bills the City supported were signed into law: AB 2660 (Ting), AB 3085 (Gipson), and SB 960 (Wiener).</p> <p>2025: Continue legislative agenda.</p> <p>Information: alamedaca.gov/LegislativeAffairs</p>
Parking & Curb Management TC, CI	<p>2024:</p> <ul style="list-style-type: none"> • Completed construction on Park St and Webster St. restriping, concrete barricades around parklets, and new curb zones. • Civic Center garage – installed temporary fencing on the 1st and 5th floors to deter unwanted activity. Selected open and close times based on 550 responses to a survey. • City Council approved contract for new pay stations, mobile payment, and an updated Ferry Terminal Parking Pricing Strategy. • Expanded enforcement hours to 7:00 pm to better serve business districts. <p>2025:</p> <ul style="list-style-type: none"> • Paid parking to begin at Harbor Bay and Seaplane Lagoon ferry terminals pending coordination with WETA. • Construct Civic Center garage permanent improvements. • Launch mobile payment at paid parking citywide and open new paid parking surface lot at the parking at City Hall West lot. <p>Information: alamedaca.gov/Parking</p>

<p>Pedestrian & Bicyclist Education VZ, AT</p>	<p>2024:</p> <ul style="list-style-type: none"> • Successful Bike Festival at Love Elementary on April 27. • 10 adult/teen/family bicycle safety education classes in 2024. • All Bay Farm school 5th graders received <i>On Your Bike</i> safety education training. <p>2025:</p> <ul style="list-style-type: none"> • Hold annual Bike Festival in April at Paden Elementary School • Continue providing adult/teen/family bicycle safety education via a contract with Bike East Bay. • Continue bicycle education program for 5th graders to interested schools through end of 24/25 school year. <p>Information:</p> <ul style="list-style-type: none"> • alamedabikefestival.org • bikeeastbay.org/education • alamedacountysr2s.org/our-services/plan-an-event/drive-your-bike
<p>Transportation Management Associations: Alameda TMA and West Alameda TDMA S, TC</p>	<p>2024:</p> <p><i>All actions listed below are done by the Alameda TMA and West Alameda TDMA, not the City of Alameda</i></p> <ul style="list-style-type: none"> • Launched the Clipper Bay Pass program and had many more sign-ups compared to the EZ Pass. 1,573 members have the upgraded pass as of January 2025. • Key part of Oakland Alameda Water Shuttle team, which launched in July, providing major portion of operating budget. • Worked with the City to launch the Island Hopper weekend ground shuttle for Alameda Point. (July through December) <p>2025:</p> <ul style="list-style-type: none"> • Merge Alameda TMA and West Alameda TDMA for streamlined operations and unified customer experience. • Expand the Bay Pass program by approximately 500 members. • Work with BART and MTC staff to evaluate Bay Pass pilot and develop a sustainable pricing model for ATMA and partner transit agencies. <p>Information: alamedatma.org</p>
<p>Vision Zero VZ</p>	<p>2024:</p> <ul style="list-style-type: none"> • Successful Traffic Safety Open House held in April with about 50 participants. • Held at least four Vision Zero trainings for new Police Department recruits. • Determined that NHTSA’s current pedestrian safety training for officers is not worth pursuing. <p>2025:</p> <ul style="list-style-type: none"> • Hold a Traffic Safety Open House. • Continue Police Department efforts as above. <p>Information: alamedaca.gov/VisionZero</p>

<p>Vision Zero: Fatal Crash Response program S, VZ</p>	<p>2024:</p> <ul style="list-style-type: none"> • In July, completed construction at Lincoln/9th, site of a 2/21/2024 motorcyclist fatal crash. • Mid-year budget added more funds to the Street Safety CIP to fund the fatal crash response program and additional street safety improvements throughout the City. <p>2025:</p> <ul style="list-style-type: none"> • Continue monitoring and responding to collisions through the Fatal Crash Response Program. • Construct flashing beacons and pedestrian crossing improvements at three Mecartney Rd intersections, including site of a 2023 fatal crash. <p>Information: alamedaca.gov/FatalCrashResponse</p>
---	--

PUBLIC TRANSPORTATION

Program	Status Report
<p>Alameda CTC Funded Transit Project (City)</p>	<p>2024: Submitted project request to Alameda CTC in March. Concept would use the \$9 million Named Measure BB bus project for roundabouts and other transit-related improvements on the Lincoln/Marshall/Pacific and Stargell Avenue corridors, and for the Westline Bus Lane.</p> <p>2025: Pending formal request from City Council and approval from Alameda CTC, proceed with project planning for reprogrammed transit project funding.</p> <p>Information: 1/30/2025 AC Transit ILC Meeting</p>
<p>Bus Service (AC Transit) S, G, TC</p>	<p>2024:</p> <ul style="list-style-type: none"> • AC Transit approved its Realign Final Network Plan in October, including some changes that were responsive to City feedback. Most importantly, the 51A trunk line will continue to serve Alameda in its current form. • On August 7, AC Transit launched a pilot issuing automated camera citations for illegally parked or stopped vehicles at bus stops. <p>2025: AC Transit will implement AC Transit Realign bus service changes. City to install bus stop infrastructure at new stop locations.</p> <p>Information: actransit.org/Realign</p>
<p>Oakland Alameda Water Shuttle Pilot (City, WETA, Alameda TMA) S, TC, AT</p>	<p>2024:</p> <ul style="list-style-type: none"> • Service launched on July 17: a total of 51,400 rides taken and 10,500 bicycles transported in 2024. • In November, began a new schedule with 52 more runs each week and more frequent service. • Applied for grant funding to extend the pilot for another two years. <p>2025:</p> <ul style="list-style-type: none"> • Continue to monitor ridership and explore ways to increase frequency to meet the strong demand, within the funding constraints of this two-year pilot. • Seek funding to continue operations after July 2026 and to electrify the vessel. <p>Information: alamedaca.gov/WaterShuttle</p>

<p>San Francisco Bay Ferry Service (WETA) TC</p>	<p>2024:</p> <ul style="list-style-type: none"> • On May 9, 2024, WETA adopted a 2050 Service Vision and Expansion Policy which calls for increased frequency on existing routes and an ambitious regional network expansion if certain criteria can be met. • City/WETA had continued discussions throughout the year. Staff are working on a plan to implement enhanced security at ferry terminals at the same time paid parking is implemented. <p>2025:</p> <ul style="list-style-type: none"> • WETA to begin permitting and planning work on the Central Bay Facility Expansion and Electrification Project • WETA to finalize WETA 2050 Business Plan. <p>Information: sanfranciscobayferry.com/our-ferry-future/</p>
<p>Link21 regional rail service planning (BART, Capital Corridor) S, TC</p>	<p>2024:</p> <ul style="list-style-type: none"> • The Link21 team presented to the Transportation Commission on 8/28/2024. • In November 2024, Link21 presented standard-gauge rail as the preferred technology for a second transbay crossing, rather than broad-gauge (BART). <p>2025: Continue to monitor and provide input on Link21 rail planning as the project progresses to corridor identification and project development.</p> <p>Information: link21program.org</p>
<p>Paratransit (City)</p>	<p>2024:</p> <ul style="list-style-type: none"> • Enrollment in the AC Transit Free Bus Pass program for low-income seniors and people with disabilities grew by 11% compared to 2023, now at 890 people. The program provided a total of 205,823 rides in 2024, an increase of 27% since 2023. It currently has a 50-person waitlist due to budget/staffing constraints. • The AIM (Alameda Independent Mobility) program, a concierge service offering Uber/Lyft rides to low-income residents who are fully enrolled in East Bay Paratransit, began weekend rides in March. The program provided 1,576 rides to 166 participants in 2024. This is a 55% increase for rides and 33% increase for participants. • New Paratransit Coordinator began mid-August. <p>2025:</p> <ul style="list-style-type: none"> • Continue programming in all current programs. • Expand AIM program to serve all residents 70+, per updated requirements. • Convert Free Bus Pass program from a pilot to a permanent program. <p>Information: alamedaca.gov/Paratransit</p>
<p>Harbor Bay Business Park Shuttle (City, Harbor Bay Business Park Association)</p>	<p>2025:</p> <ul style="list-style-type: none"> • ADA upgrades and construction of new bus shelters at Line 21 bus stops and the Harbor Bay Ferry terminal.

CAPITAL PROJECT PLANNING & DESIGN

Project	Status Report
<p>Fernside Blvd Traffic Calming & Bikeways Project VZ, AT <i>High Injury Corridor</i></p>	<p>2024: Public outreach for draft concept alternatives (second round of outreach) held May-June 2024, including in-person workshop, virtual workshop, survey, and presentations to Transportation Commission and Commission on Persons with Disabilities.</p> <p>2025:</p> <ul style="list-style-type: none"> • Final concept review for approval at City Council. • Final design and preparation for near-term, quick-build construction west of High Street for 2026 pavement program. <p>Information: alamedaca.gov/Fernside</p>
<p>Lincoln/Marshall/Pacific Ave Corridor S, VZ, AT, TC <i>High Injury Corridor</i> <i>Includes Equity Priority Areas</i></p>	<p>2024:</p> <ul style="list-style-type: none"> • In September 2024, the U.S. Department of Transportation announced more than \$1 billion in grants including \$16 million to the City of Alameda for the Lincoln/Marshall/Pacific corridor improvement project. • In September 2024, City Council accepted \$375,000 in State funding from a state earmark for continued design including best practice stormwater treatments. <p>2025: Execute agreement with USDOT and continue design and preparation for construction in late 2026. <i>Funding may be in jeopardy in the current presidential administration.</i></p> <p>Information: alamedaca.gov/LincolnMarshallPacific</p>
<p>High Injury Corridor Daylighting VZ <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2024: All Tier 1 & 2 High Injury Corridors are complete.</p> <p>2025:</p> <ul style="list-style-type: none"> • Beginning January 1, 2025, the California Daylighting Law (AB 413) took effect to ban cars and trucks from stopping, standing, or parking within 20 feet of the approach side of all marked and unmarked crosswalks, essentially every street intersection within the City. This improves visibility of pedestrians, bicycle traffic, and motorists approaching and crossing intersections. • While the law prohibits parking within 20 feet of the approach side of crosswalks regardless of red curb, the City plans to continue its focus on improving visibility at intersections along High Injury Corridors with red paint and/or signs, coupled with enforcement. • Red curb intersection daylighting will be expanded to include Tier 3 corridors in 2025. <p>Information: alamedaca.gov/HICdaylighting</p>

<p>Neighborhood Greenways S, AT, CI <i>Includes 1 High Injury Corridor</i> <i>Includes Equity Priority Areas</i></p>	<p>2024:</p> <ul style="list-style-type: none"> • Conducted outreach and installed new speed cushions on one block of Versailles Ave as part of the 2024 pavement resurfacing project, as early Greenway implementation. • Launched project to public with a new webpage and public survey on July 31, garnering over 1,800 responses. Launched interactive web map to collect input on safety needs along all planned Neighborhood Greenways in early October. • Developed and presented Implementation Plan, prioritizing the transition of three Slow Streets to Neighborhood Greenways as "Phase 1," to Transportation Commission and Council in Fall. • Developed typical design treatments and concept plan for Pacific Avenue (Ninth to Oak), which was presented online and at events on September 28 and December 10. • Collected speed and volume data for Pacific Ave. • Submitted grant application for permanent crossing improvements to two Pacific Ave intersections (at Wilma Chan Way and Sherman) <p>2025:</p> <ul style="list-style-type: none"> • Construct first segment of Pacific Ave Neighborhood Greenway (Lafayette to Oak) in two phases, in 2025. • Conduct community outreach, collect speed and volume data, and develop concept plans for Morton/San Jose and Versailles Neighborhood Greenway segments. • Seek funding to implement remaining Phase 1 Neighborhood Greenways and start construction phase, pending funding allocations. • Continue to seek grant funding to implement additional Neighborhood Greenways, including for permanent crossing improvements. <p>Information: alamedaca.gov/NeighborhoodGreenways</p>
<p>Oakland Alameda Estuary Bridge S, AT, TC</p>	<p>2024:</p> <ul style="list-style-type: none"> • Project Initiation Document (PID) completed in June. This detailed feasibility study selected three top alignment options and studied each in detail. • Applied for and won a \$480,000 Caltrans grant for the Bridge Waterways Study, which will look at how many and what type of boats use the estuary, and model how boats would navigate a narrower opening created by bridge piers. • Presented project to Bay 37 community and tabled at two public events: one in Alameda and one in Oakland. <p>2025:</p> <ul style="list-style-type: none"> • Hire consultant and begin Waterways Study. • Continue to explore implementation options, and to provide public information and conduct public engagement. <p>Information: estuarybridge.org</p>

<p>Safe Routes to School Infrastructure S, VZ, AT, TC, CI</p>	<p>2024: Made progress toward completion of final designs for safety improvements for construction in 2025.</p> <p>2025:</p> <ul style="list-style-type: none"> • Construct improvements at the seven selected schools with completed School Safety Assessments sites: Academy of Alameda, Earhart, Edison, Franklin, Love, Maya Lin, and Nea. • Begin design on improvements at school sites with newer or in-development School Safety Assessments, for 2026 construction: Bay Farm School, Alameda High, Otis, and Ruby Bridges <p>Information: alamedaca.gov/SchoolStreets</p>
<p>Stargell Ave Safety Improvements S, VZ, AT, TC</p>	<p>2024:</p> <ul style="list-style-type: none"> • Submitted five grant applications for the Stargell project (from Main St to Mariner Square Loop). • Held public workshop on Sept 18 to review latest bike/ped concept plan including new bus stops for a re-routed Line 19 and roundabouts. • Began incorporating the 5th/Stargell roundabout concept and new transit stops into the bike/ped project. <p>2025:</p> <ul style="list-style-type: none"> • Seek approval for project design concept, with roundabout and transit stops, from Council in the Spring. • Finalize concept plans and begin environmental phase. • As needed, continue to pursue funding for final design and construction. <p>Information: alamedaca.gov/Stargell</p>

CAPITAL PROJECT CONSTRUCTION

Project	Status Report
<p>Alameda Point Adaptive Reuse S, CI <i>Equity Priority Area</i></p>	<p>2024:</p> <ul style="list-style-type: none"> • Pan Am Way has reopened as a new complete street, including new sidewalks, bikeways, and protected intersections. This brings critical infrastructure to serve Alameda’s Food Bank and the W Midway development. • W Midway opened at the end of the year, completing the first phase of backbone infrastructure in the Reuse Area. <p>2025:</p> <ul style="list-style-type: none"> • The existing parking lot on Saratoga Street between W. Tower Avenue and Ranger Street will be reconstructed and reopened to the public during the first quarter of 2025. • Design will continue for the Phase 2 Adaptive Reuse project extending the reconstructed roadways from Saratoga Street to Monarch Street and including W. Tower Avenue and W. Midway Avenue. <p>Information: alamedaca.gov/AdaptiveReuse</p>

<p>Central Ave Improvements S, VZ, AT, CI, TC <i>High Injury Corridor</i> <i>Equity Priority Area (partial)</i></p>	<p>2024:</p> <ul style="list-style-type: none"> This \$23 million project includes traffic calming, protected bikeways, pedestrian crossing improvements, and the City's first three modern roundabouts. Construction contract was awarded and is slated to begin early 2025. <p>2025: Begin construction, which is scheduled through 2026. Information: alamedaca.gov/Central</p>
<p>Cross Alameda Trail: Clement Ave Safety Improvements S, VZ, AT, TC <i>High Injury Corridor</i> <i>Equity Priority Area</i></p>	<p>2024: The project completed construction in October 2024. Information: www.alamedaca.gov/Clement</p>
<p>Cross Alameda Trail: Clement Ave/Tilden Way S, VZ, AT, TC <i>High Crash Intersection</i></p>	<p>2024:</p> <ul style="list-style-type: none"> Project is awaiting California Department of Toxic Substances (DTSC) approval of the soil clean-up plan. Design is complete but will need to incorporate soil remediation. Awarded \$2.1 million Safe Routes to BART grant to extend the project to the Broadway/Tilden Way intersection. Finalized agreement in July with BART. <p>2025: Begin construction in spring, pending approval by DTSC of the soil clean-up plan. Information: www.alamedaca.gov/ClementTilden</p>
<p>Cross Alameda Trail: Jean Sweeney Open Space Park Trail Connectors (led by ARPD) AT <i>Equity Priority Area</i></p>	<p>2024:</p> <ul style="list-style-type: none"> Construction contract awarded in March. Submitted Soils Management Plan to DTSC in May and held multiple meetings with them. <p>2025:</p> <ul style="list-style-type: none"> Pending DTSC approval, begin construction. <p>Information: alamedaca.gov/CAT</p>
<p>Cross Alameda Trail: Signal and Intersection Improvements, Main St to Wilma Chan Way VZ, AT <i>High Injury Corridor</i> <i>Equity Priority Area</i></p>	<p>2024: Completed construction for signal improvements at five intersections on Ralph Appezzato Memorial Parkway and Atlantic Ave between Wilma Chan and Way Main St. 2025: Monitor signal operations and adjust timing as needed. Information: www.alamedaca.gov/CAT</p>
<p>Cross Alameda Trail: Clement Ave Extension (Ohlone Ave to Grand St) S, VZ, TC, CI <i>High Injury Corridor</i> <i>Equity Priority Area</i></p>	<p>2024: The developer for 2015 Grand Street paved the Clement Avenue extension through the project site in May/June. 2025: The Clement Avenue Extension will be completed prior to occupancy of the first building in the 2015 Grand Street project and is expected by Summer 2025. Information: alamedaca.gov/CAT</p>

<p>Grand St Improvements High Injury Corridor S, VZ, AT</p>	<p>2024:</p> <ul style="list-style-type: none"> • Phase 1 (Shoreline Dr. to Otis Dr) construction went out to bid. • Phase 2 (Otis Dr to Encinal Ave.) kickoff meeting with design team held in June. <p>2025:</p> <ul style="list-style-type: none"> • Construct Phase 1 of the project, in coordination with planned work at Wood Middle School. • Design Phase 2 of the project. <p>Information: alamedaca.gov/Grand</p>
<p>Mecartney Rd Pedestrian Improvements S, VZ</p>	<p>2024: Developed final design plans. This project will install new flashing beacons at three intersections along Mecartney Road including Baywalk Rd, Baywood Rd, and Ironwood Rd.</p> <p>2025: Construct in 2025.</p> <p>Information: alamedaca.gov/rapidresponse</p>
<p>Park and Webster St Striping Update & Concrete Barricades <i>High Injury Corridors</i> <i>Equity Priority Area (partial)</i></p>	<p>2024:</p> <p>Construction is complete, including updated striping bringing parking back to the curb and creating new bike lanes; new disability and short-term parking zones; and adding decorative barricades around parklets.</p> <p>2025:</p> <p>Several businesses have elected not to renew their parklet agreements. These parklets and barriers will be removed in early 2025 and the curb area returned to parking with an emphasis on increasing the amount of short term, time-limited parking spots.</p> <p>Information: alamedaca.gov/CommercialStreets</p>
<p>Pavement Management & Safety Improvements <i>High Injury Corridors (partial)</i></p>	<p>2024:</p> <ul style="list-style-type: none"> • Completed construction on East End Alameda paving project (Grand to High Street). • In addition to maintaining pavement, construction included pedestrian upgrades and striping improvements for safety at 52 intersections, such as new marked crosswalks and paint-and-post bulb-outs. The project also included 53 ADA ramp upgrades. <p>2025:</p> <ul style="list-style-type: none"> • Design and construct paving project in east Alameda and Bay Farm Island (east of High St and Bay Farm Island). • Consistent with the City's Vision Zero Plan and Active Transportation Plan, Aughinbaugh Way, Mecartney Road and Maitland Drive will include additional treatments to support pedestrian, bicycle, and vehicular safety. <p>Information: alamedaca.gov/Pavement</p>

<p>Sidewalk Maintenance CI, AT</p>	<p>2024:</p> <ul style="list-style-type: none"> The ADA Transition Plan includes a comprehensive evaluation of accessibility and hazards for 220 miles of sidewalk and 2,862 curb ramps, identifying barriers and ranking according to accessibility. Council authorized an additional \$2 million towards the City sidewalk repair/replacement program to augment current efforts to improve accessibility within the public right of way. The program upgraded 9 curb ramps and repaired 29,000 square feet of sidewalk at over 395 locations in 2024. <p>2025: Continue sidewalk maintenance and repair</p> <p>Information: alamedaca.gov/Sidewalks</p>
<p>Trails Maintenance (Construction) CI, AT</p>	<p>2024:</p> <ul style="list-style-type: none"> Repaved and improved about ¼ mile of Shoreline Park trail (also Bay Trail), just north of the Harbor Bay Ferry Terminal in Spring. Began meeting with EBRPD to develop near-term plans to improve Wooden Bridge and, as part of nearby adaptation project, developed some long-term ideas for bridge replacement. <p>2025:</p> <ul style="list-style-type: none"> Continue to work with EBRPD to improve safety and comfort of Wooden Bridge in near and mid-terms. Repave trails along Island Dr, Mecartney Rd and Veterans Court as part of 2025 Pavement Management Project (Cycle 43). As funding allows, repave a segment of Shoreline Park trail from Sheffield Rd towards Brunswick Rd. City staff have identified long-term planning for Wooden Bridge replacement as a priority due to the bridge condition and sea level rise. This will be phased in future years.
<p>Signal and Pedestrian Improvements (Highway Safety Improvement Program project) CI <i>Includes High Injury Corridors</i></p>	<p>2024: Started construction at four intersections: Santa Clara Ave at Grand St; Otis Dr at Willow St; Otis Drive at Park St; and Fernside Blvd at San Jose Ave.</p> <p>2025:</p> <ul style="list-style-type: none"> Complete construction at four intersections: Santa Clara Ave at Grand St; Otis Dr at Willow St; Otis Drive at Park St; and Fernside Blvd at San Jose Ave. Identify locations for next round of HSIP funding.
<p>Striping Maintenance CI <i>Includes High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2024: Planning and design in progress for intersection striping, and replacing stop/yield signs on the West End (between the westernmost street, Monarch St, and Grand St).</p> <p>2025: Complete construction of improvements.</p> <p>Information: 1/12/2024 Vision Zero Update</p>

OTHER AGENCY & DEVELOPER-LED TRANSPORTATION PROJECTS

Project	Status Report
<p>Caltrans: Broadway/Otis/Doolittle <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2024: Continued coordination on Caltrans plans to resurface portions of State Route 61 in Alameda, including making safety and ADA improvements.</p> <p>2025: Continue coordination with Caltrans to include safety improvements in final resurfacing project design.</p>

<p>Alameda CTC: Oakland Alameda Access Project <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2024: City provided comments on the 100% PS&E (plan set), attended regular meetings with Alameda CTC and stakeholders, and advocated for addressing significant construction impacts of project.</p> <p>2025: Alameda CTC will put project out to bid. City will support community/business outreach regarding construction phases. Construction is planned for 2025 to 2028.</p> <p>Information: OaklandAlamedaAccessProject.com</p>
<p>Army Corps: Fruitvale Rail Bridge Hazard Removal</p>	<p>2024: The City requested an update from the U.S. Army Corps of Engineers on the disposition study on the demolition of the Fruitvale Ave bridge and confirmed that the study has begun.</p> <p>2025: U.S. Army Corps is expected to complete a draft report of potential solutions for public comment.</p>
<p>Caltrans: Encinal Ave Pavement Resurfacing and Safety Improvements</p>	<p>2024: Caltrans successfully switched over to the new traffic signal equipment for all intersections along the corridor. Project is substantially complete, pending resolution of several punch list items.</p>

STAFFING, FUNDING, AND GRANT PRIORITIES

Funding and Staffing Resources

Alameda’s transportation work is funded by a variety of sources. The most significant and stable sources have been from Alameda County Measures B and BB transportation sales taxes and the Vehicle Registration Fee (VRF). The tax authorization for Measure B expired in 2022 after 20 years and remaining funds have been appropriated to existing capital projects. These funding sources are combined with competitive grants and General Funds to pay for maintenance, capital projects, programs, and staffing.

In June 2024, the City’s overall Measure B, Measure BB, and VRF fund balance was \$10.7 million. The City programmed use of these funds via the FY 2023-2025 Capital Budget, including for major projects that will be constructed in 2025. The Capital Budget process for the 2025-2027 cycle is currently underway.

Measures B, BB, and VRF Fund Status for Fiscal Year 23/24, ending June 30, 2024

Fund	Starting Balance	Revenue	Expenditure	Balance
Measure B	\$1,597,994	\$96,943	\$628,877	\$1,066,060
Measure BB	\$7,431,441	\$6,815,312	\$5,203,944	\$9,042,809
Vehicle Registration Fee	\$302,461	\$331,538	\$0	\$633,999
Total	\$9,331,896	\$7,243,793	\$5,832,821	\$10,742,868

Public Works: Transportation Engineering Staffing (5.25 FTE)

- Erin Smith, Public Works Director (part time to transportation)
- Scott Wikstrom, City Engineer (part time to transportation)
- Brendin Christolear, Supervising Civil Engineer (part time to transportation)
- Trung Nguyen, Project Manager II (part time to transportation)
- Alan Ta, Project Manager I
- Ali Hatefi, Senior Engineer (part time to transportation)
- Cody Lim, Assistant Engineer
- Aaliyah Douglas, Assistant Engineer (part time to transportation)
- Michaela Wood, Assistant Engineer (part time to transportation)

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

Planning, Building, and Transportation Department: Transportation Planning Staffing (3.7 FTE)

- Allen Tai, Planning, Building, and Transportation Director (part time to transportation)
- Lisa Foster, Transportation Planning Manager
- Rochelle Wheeler, Senior Transportation Coordinator
- Susie Hufstader, Senior Transportation Coordinator
- Brian McGuire, Planner II (part time to transportation)
- Gail Payne, Project Manager (part time to transportation)

Susie Hufstader joined as a Senior Transportation Coordinator in December 2024.

2025 Grant Application Priorities

To conserve staff resources and focus on adopted plan goals, staff identified possible projects and programs for grant funding and scored them to create a list of priority projects for grant proposals in 2025. Projects were 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 the top 15 projects are included on the list. The applications that are ultimately submitted will depend on how well the projects match available funding sources, and lower scoring projects may be submitted if they are a particularly good fit for a funding source.

Project	Description
Alameda Point: New Transportation Infrastructure	Reconstruct roadways with complete streets in Alameda Point, including Main St and Adaptive Reuse Area, as City invests in new utility infrastructure and builds climate resiliency
Estuary Water Shuttle	Expand or extend operations of water shuttle between West Alameda and Jack London Square, with public and private partners
Fernside Blvd Traffic Calming & Bikeways Project	Build long-term option for entire corridor, from Tilden Way to San Jose Ave
Grand Street Improvements North of Encinal Ave	Design and build Grand Street improvements, with cycle-tracks, from Encinal Ave to Clement Ave
Lighting along Cross Alameda Trail on RAMP	Add lighting along bicycle and pedestrian pathways, from Main St to Wilma Chan Way
Lincoln/Marshall/Pacific Ave Corridor Safety Improvement	Major safety improvements for three miles of this corridor from Broadway to Main - additional funding for stormwater improvements
Neighborhood Greenways	Neighborhood Greenway implementation, as outlined in the Active Transportation Plan
Oakland-Alameda Estuary Bridge	New bicycle/pedestrian connection across the estuary. Work with partner agencies to secure funding for waterway study and environmental phase, to be led by the identified public agency (TBD).
Resurfacing Streets	Secure additional funding to support expanded complete street and green infrastructure elements of street repaving projects
Roundabouts	Implement highest scoring roundabouts
Safe Routes to School Access Improvements	Implement Safe Routes to School Access Improvements at locations with new School Safety Assessments
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
Stargell Ave Safety Improvements	From Main St to Mariner Square Dr, add walking/biking trail and potential roundabouts
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.
Trails Maintenance	Upgrade and maintain existing trails, including the Bay Farm wooden bridge.
Westline Dr/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.
Vision Zero Action Plan update	Update the Vision Zero Action Plan. This 5-year plan was adopted in late 2021, so should be updated by late 2026.



TRANSPORTATION CAPITAL PROJECTS (UPDATED FEBRUARY 2025)

GENERAL

- Parks
- Future Parks
- Schools + Libraries
- Commercial

- # Corridors
- ◆ Intersections

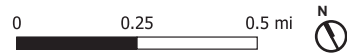
CONSTRUCTION PHASE¹

- ◆ 1 Traffic Signal Improvements
- ◆ 2 Traffic Signal and Pedestrian Safety Improvements
- ◆ 3 West Midway Development [Private Developer]
- ◆ 4 Oakland Alameda Access Project [Alameda CTC]
- ◆ 5 Broadway/Otis Dr/Doolittle Dr Pavement Resurfacing and Safety Improvements [Caltrans]
- ◆ 6 Neighborhood Greenways (Slow Street segments)
- ◆ 7 Jean Sweeney Open Space Park Trail Connectors
- ◆ 8 Grand Street Resurfacing & Safety Improvements: Shoreline to Otis
- ◆ 9 Mecartney Rd Pedestrian Improvements
- ◆ 10 Central Avenue Safety Improvement Project
- ◆ 11 Safe Routes to School Infrastructure
- ◆ 12 Civic Center Parking Garage Enhancements
- ◆ 13 Clement Ave Extension: Hibbard to Grand [Private Developer]
- ◆ 14 Clement Avenue/Tilden Way Improvements
- ◆ 15 2025 Pavement Management & Safety Improvements

PLANNING/DESIGN PHASE

- # 1 Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement Project
- # 2 Grand St Resurfacing & Safety Improvements: Otis to Encinal
- # 3 Oakland Alameda Estuary Bridge
- # 4 Alameda Point Adaptive Reuse: Phase 2
- # 5 Stargell Ave Complete Street
- # 6 Fernside Blvd Traffic Calming & Bikeways Project
- # 7 Wooden Bridge Deck Maintenance
- # 8 Harbor Bay Business Park Shuttle Stop Improvements

¹ Projects move to the Construction Phase once Planning/Design Phase is completed, and project is fully funded. On-the-ground construction may take some time to begin.



Progress Toward Zero Traffic Fatalities

Alameda Vision Zero

2024 Annual Performance Metrics Report

DRAFT

City of Alameda, April 1, 2025

Contents

TRAFFIC FATALITY & INJURY REPORT	3
2024 Fatal and Severe Injury Crashes	3
Crash Trends Overview	6
State and County Comparison	6
2009-2024 Traffic Fatalities & Injuries	7
Young People & Older Adults	8
VISION ZERO ACTIONS	9
Street Safety Improvement Projects	9
Police Traffic Enforcement Prioritization	11
Street Safety Concern Reports	11

TRAFFIC FATALITY & INJURY REPORT

This is the third annual report on the Vision Zero Action Plan, which the Alameda City Council adopted in December 2021. This report covers the performance metrics outlined in the Plan. For details on traffic safety and Vision Zero projects and programs, see the Transportation 2024 Annual Report & 2025 Work Plan.

In 2024, 1 person lost their life, 10 people were severely injured, and a total of 251 people were injured in traffic collisions on Alameda streets.

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

2024 FATAL AND SEVERE INJURY CRASHES

In 2024, 1 person lost their life and 10 were severely injured in traffic collisions on Alameda streets. Every traffic fatality represents a tragic loss for loved ones and the community, and severe injuries can change a life forever. After every fatal crash, City staff convene post-collision site visits including transportation planners and engineers with Police Traffic Unit leadership. In 2023, the City launched its Fatal Crash Response program, which includes transparent public information about fatal crashes and installs quick-build infrastructure at the sites of fatal crashes as appropriate. More information is at www.alamedaca.gov/fatalcrashresponse.

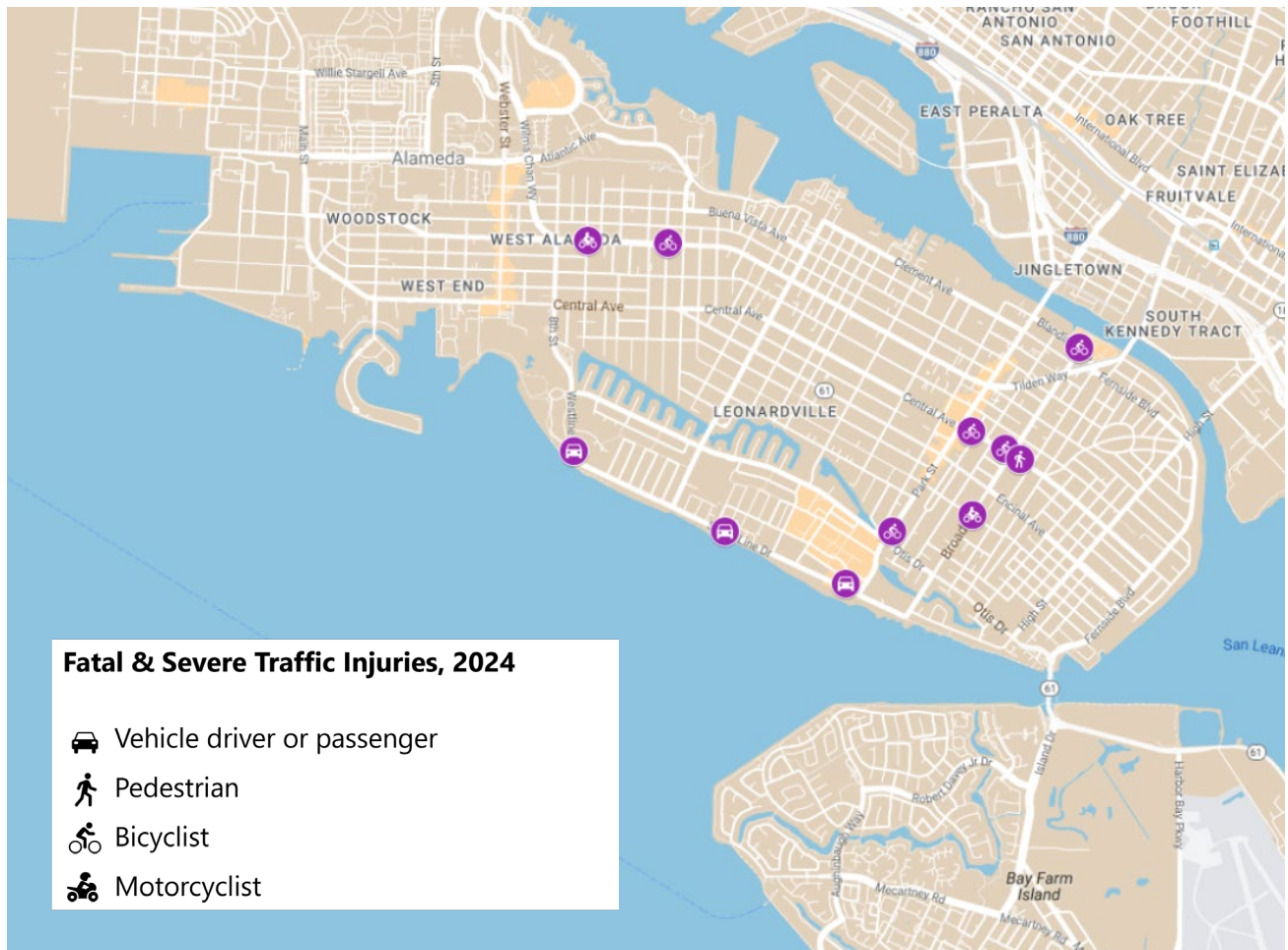
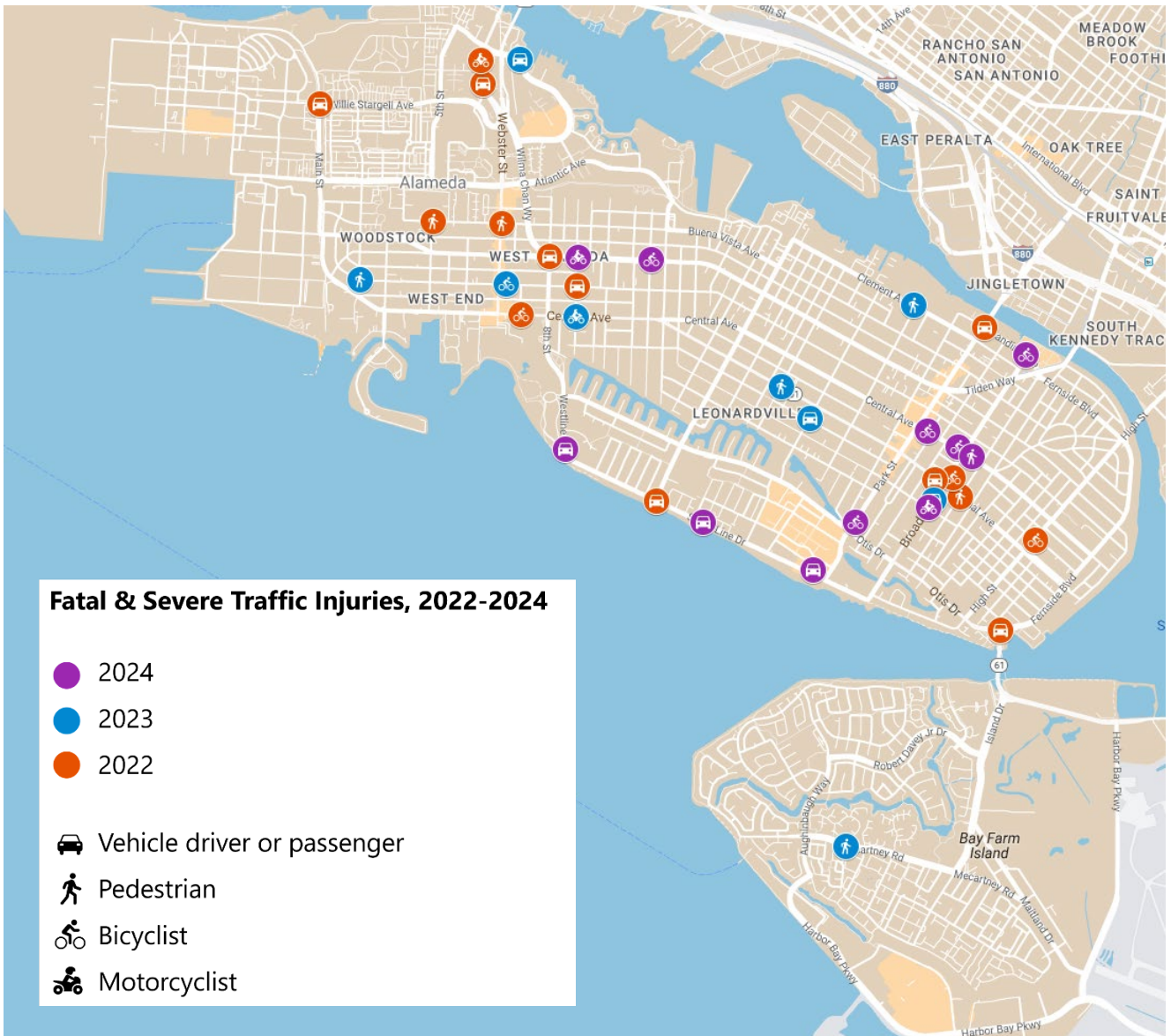


Table 1: 2024 Traffic Fatality & Severe Injury Details

LOCATION	DATE & TIME (2024)	DESCRIPTION	MODE OF PERSON KILLED OR SEVERELY INJURED	AGE
Lincoln Ave/9th St	February 11, 12:56 pm	A person driving a motorcycle eastbound on Lincoln Ave at very high speed collided with the car of a driver turning left onto westbound Lincoln Ave from northbound 9 th St. The motorcyclist died at the scene.	Motorcyclist	31
Lincoln Ave/Bay St	September 26, 9:14 pm	A driver heading eastbound on Lincoln Ave struck and severely injured a bicyclist heading southbound on Bay St. The bicyclist was more than ¾ through the intersection when the collision occurred.	Bicyclist	64
Blanding Ave/Broadway	August 1, 7:40 pm	A person was bicycling northbound across Blanding Ave just west of (but not in) the western crosswalk when a driver took a right hand turn out of the parking lot towards westbound Blanding Ave, colliding with the bicyclist. The bicyclist suffered severe injuries. The driver said the setting sun obscured their vision.	Bicyclist	63
Broadway/San Jose Ave	October 20, 12:53 pm	A person driving eastbound on San Jose Ave started to turn left onto northbound Broadway, then struck a person driving a motorcycle southbound on Broadway, causing multiple severe injuries to the motorcyclist. <i>Caltrans roadway.</i>	Motorcyclist	35
Central Ave/Broadway	September 17, 5:15 pm	A person driving northbound on Broadway started a right turn onto eastbound Central Ave without slowing down or taking the time to see a person walking northbound across Central in the eastern crosswalk. The driver struck the pedestrian, causing critical injury.	Pedestrian	75
Central Ave west of Broadway	October 15, 4:30 pm	A driver exiting the driveway 60' west of Broadway on the north side of Central Ave struck a person biking westbound on Central Ave in the bike lane, causing multiple severe injuries to the bicyclist.	Bicyclist	64
Central Ave west of Park Ave	March 29, 9:30 am	Person driving a car westbound on Central Ave made an unsafe turn into the bike lane (intending to park in a curbside space), striking a person biking westbound in the bike lane and causing a severe injury.	Bicyclist	33
Park St north of Otis Dr	November 8, 8:30 pm	A person began biking eastbound across Park St from behind a parked car mid-block when a driver heading southbound on Park St collided with the bicyclist, who suffered life-threatening, severe injuries.	Bicyclist	35
Westline Dr north of Shore Line Dr	January 23, 8:45 pm	Intoxicated driver heading westbound on Shore Line Dr at an unsafe speed lost control of their vehicle at the curve onto northbound Westline Dr, collided with the median and caused the vehicle to roll multiple times and strike bike racks and a street sign.	Driver	33

LOCATION	DATE & TIME (2024)	DESCRIPTION	MODE OF PERSON KILLED OR SEVERELY INJURED	AGE
South Shore Shopping Center parking lot	February 1, 6:30 pm	Intoxicated driver exited the South Shore Shopping Center parking lot near Shore Line Dr/Oak St, stopped at the stop sign, then accelerated at unsafe speed westbound across Oak St and collided with a curb, causing the vehicle to flip and strike a tree.	Driver	72
Shore Line Dr east of Kitty Hawk Rd	October 9, 9:23 pm	Intoxicated person driving eastbound on Shore Line Dr struck two parked cars, then crossed over the westbound lane and collided with the curb.	Driver	77

Collisions are ordered by location to show that there were clusters on and near Lincoln Ave, Broadway, Central Ave, and Shore Line Dr. Of the 11 of fatal and severe injury collisions in 2024, 9 occurred on [High Injury Corridors](#).

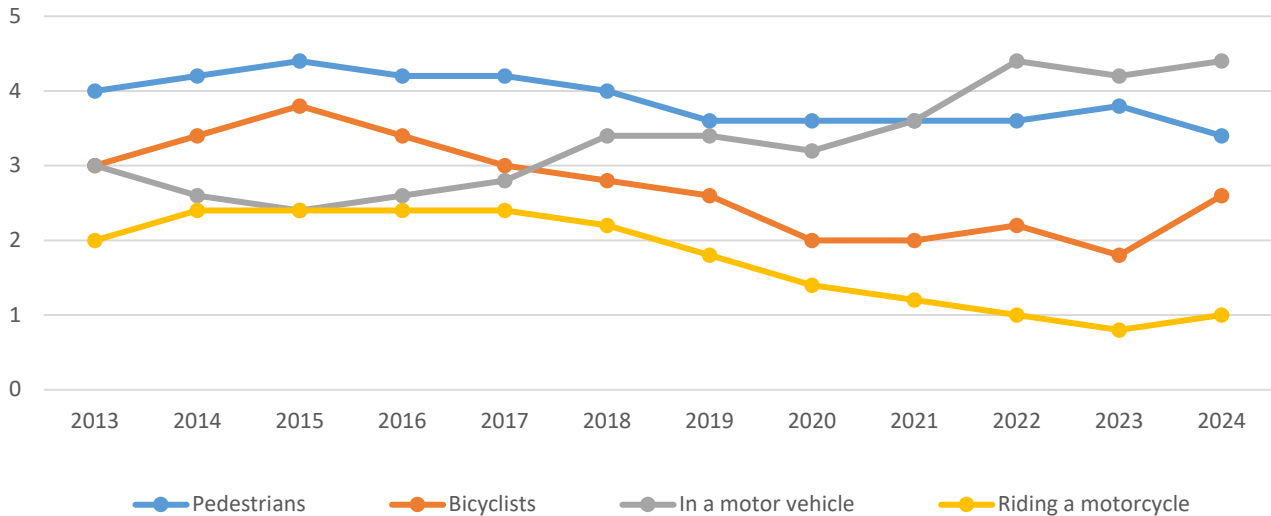


2022-2024 Fatal and Severe Injury Crashes

CRASH TRENDS OVERVIEW

To help understand change over time, the City tracks collision trends over many years. Because Alameda is a small city with relatively low numbers of deaths and severe injuries, a rolling average analysis helps smooth out noise in the data and identify trends. Each data point in Figure 1 represents the average of that year and four prior years, e.g., the 2014 figure is the average of 2010-2014.

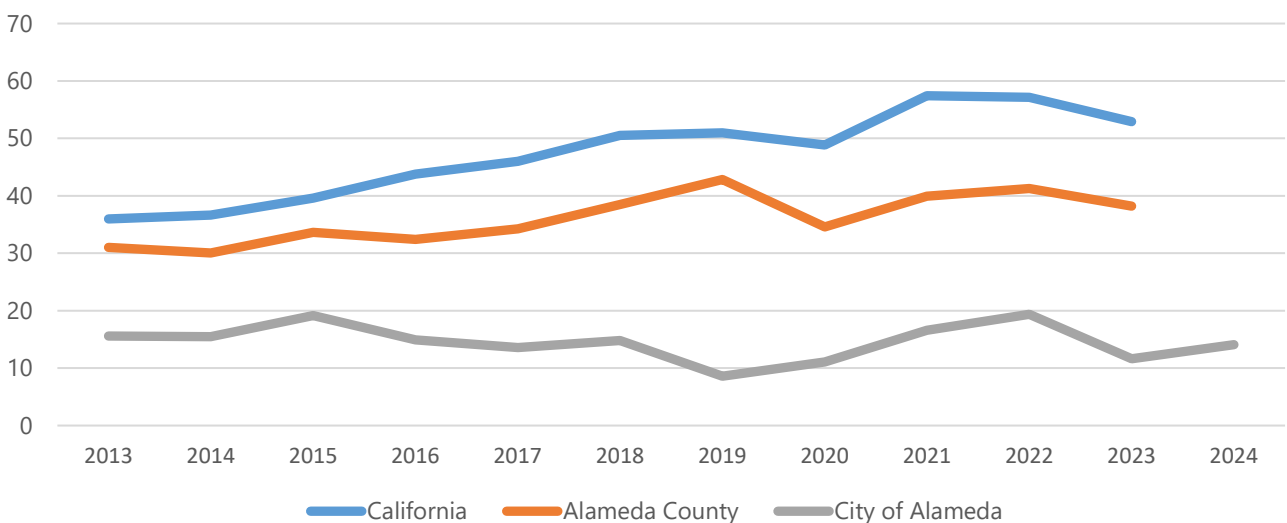
Figure 1: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2014-2024 Data



STATE AND COUNTY COMPARISON

The City's rates of traffic fatalities and severe injuries are lower than those in the county and state. Local trends generally match national ones, with increases in fatal and severe collisions in 2021 and 2022 that are starting to go down again.¹

Figure 2: Traffic Fatalities + Severe Injuries Rate Per 100,000 Population



¹ <https://www.transportation.gov/NRSS/SafetyProblem>

2009-2024 TRAFFIC FATALITIES & INJURIES

Table 2: Traffic Fatalities and Injuries, 2010-2023

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
All collisions															
Killed	0	3	2	0	2	4	2	3	3	1	4	4	2	3	1
Severely injured	13	11	10	12	10	11	10	8	9	6	5	9	13	6	10
All injury collisions	198	207	227	228	224	190	261	241	218	220	191	158	220	204	251
Pedestrians															
Killed	0	1	0	0	2	2	1	0	2	0	2	2	0	1	0
Severely injured	3	5	3	4	3	2	4	3	1	3	2	3	3	3	1
All injuries	27	39	30	37	29	32	46	37	23	28	22	29	27	34	45
Bicyclists															
Killed	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0
Severely injured	2	4	4	4	2	4	2	2	3	1	0	2	3	1	5
All injuries	40	46	38	43	43	27	37	33	28	25	22	12	29	22	47
In a motor vehicle															
Killed	0	0	0	0	0	2	0	3	1	0	1	1	1	2	0
Severely injured	6	1	3	1	2	3	2	1	3	2	3	3	7	1	3
All injuries	122	109	148	130	142	122	163	157	155	148	130	113	152	142	148
Riding a motorcycle															
Killed	0	1	2	0	0	0	0	0	0	1	0	0	1	0	1
Severely injured	2	1	0	3	3	2	2	2	2	0	0	1	0	1	1
All injuries	9	13	11	18	10	9	15	14	12	12	6	4	8	6	10

Source: Alameda Police Department (2021-2024) and Statewide Integrated Traffic Records System (SWITRS, 2010-2020). "All injury" data from 2019-2022 has been updated to correct previous year underreporting. New APD data methodology allows us to report all injuries rather than injury collisions. Previous years (2019-2020) with underreported injuries have been replaced with victim-level data from SWITRS.

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 2024, 29 people aged 65+ were injured in collisions (12%), three severely, and no fatalities were older adults. A total of 39 children and youth were injured (16%), none severely.

Table 3: 2024 Traffic Fatalities & Injuries, Older Adults

	2023	2024
All modes		
Killed	3	0
Severely injured	0	3
All injuries	34	29
Pedestrians		
Killed	1	0
Severely injured	0	1
All injuries	7	6
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	0	4
In a motor vehicle		
Killed	2	0
Severely injured	0	0
All injuries	27	19
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

Table 4: 2024 Traffic Fatalities & Injuries, Youth < 18

	2023	2024
All modes		
Killed	0	0
Severely injured	0	0
All injuries	22	39
Pedestrians		
Killed	0	0
Severely injured	0	0
All injuries	5	3
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	10	13
In a motor vehicle		
Killed	0	0
Severely injured	0	0
All injuries	7	23
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

VISION ZERO ACTIONS

In addition to reporting on collision data each year, the City tracks progress on actions from the Vision Zero Action Plan. For more information on transportation projects and programs, including street safety projects, see the *Alameda Transportation 2024 Annual Report and 2025 Work Plan*.

STREET SAFETY IMPROVEMENT PROJECTS

Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. In 2024, the City delivered safety improvements via annual paving, maintenance, and through capital projects.

Table 5: Safety Improvements at Intersections, 2024

INTERSECTION OR MID-BLOCK CROSSING IMPROVEMENT TYPE	INTERSECTIONS IMPROVED 2024	% IN EQUITY PRIORITY AREAS	% ALONG HIGH INJURY CORRIDORS	% WITHIN 600' OF SCHOOLS
New Daylighting (new red curb)	49	2%	53%	27%
New Concrete Bulb-outs	14	0%	100%	0%
New Striped Bulb-outs	22	0%	73%	45%
New Marked Crosswalks	17	18%	76%	41%
New/Upgraded High Visibility Crosswalks	33	21%	82%	30%
New Signal Improvements for Safety	6	50%	100%	0%
New RRFBs	1	0%	100%	0%
Other Improvements	31	19%	90%	26%
ALL INTERSECTIONS IMPROVED	89	13%	64%	35%

Because many intersections get multiple improvements, "all intersections improved" is not the sum of the above



Photo: Maurice Ramirez

Table 6: Safety Improvements on Corridors, 2024

ROADWAY IMPROVEMENT TYPE	MILES IMPROVED 2024	% IN EQUITY PRIORITY AREAS	% ALONG HIGH INJURY CORRIDORS	% WITHIN 600' OF SCHOOLS
Lane width reduction	2.3	7%	100%	34%
New shared-use paths or separate walking/biking paths	0.1	100%	0%	0%
New/upgraded separated bike lanes	1.1	36%	82%	0%
New/upgraded buffered bike lanes	0.70	14%	71%	71%
New bike lanes	0.1	100%	0%	0%
New bike routes	0.1	0%	0%	100%
ALL ROADWAY MILES IMPROVED	3.7	21%	81%	37%

Because streets often get multiple improvements, "all roadway miles" is not the sum of the above.



Photo: Maurice Ramirez

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 in 2024: 3,677, down 17% from 2023²**
- **Percent along High Injury Corridors: 67%**

Traffic Stops by Race

The data below includes the race/ethnicity as perceived by the officer. Officers generally do not collect self-reported race/ethnicity unless the stop was associated with a collision involving injury, an arrest, or other reportable incident/crime.

Table 7: Traffic Stops by Race, 2024

PERCEIVED RACE	% OF TRAFFIC STOPS
White	27%
Asian	14%
Black/African American	23%
Hispanic/Latine(x)	25%
Middle Eastern or South Asian	9%
Native American	<1%
Pacific Islander	1%
*Multiple	<1%

STREET SAFETY CONCERN REPORTS

In 2024, community members submitted 410 reports of ongoing traffic safety concerns and near-miss crashes. The City uses the SeeClickFix app to collect these community reports.

In 2024, staff reviewed Street Safety Concern reports along relevant corridors when planning and designing projects; reviewed clusters of recent Street Safety Concern reports at monthly Vision Zero Implementation Team meetings; and quoted reports in grant proposals. An interactive map showing Street Safety Concern reports is available via the [Vision Zero webpage](#).

Self-reported data can favor people with resources and time, but it still gives important insights about experiences people have on Alameda’s streets.

Table 8: Listed Concern Types, 2024 Street Safety Concern Reports

CONCERN TYPE	NUMBER	%
Unsafe crossing	121	30%
Other safety issue	85	21%
Speeding	60	15%
Near-miss while walking	50	12%
Near-miss while riding a bicycle	37	9%
Near-miss while driving	22	5%
Blank	35	9%
TOTAL	410	

² Numbers do not include citations given by officers from partner agencies as part of PD’s participation in the Alameda County High Impact Traffic Team.



2024 Street Safety Concern Reports

Active Transportation Plan

2024 Performance Measures Report

DRAFT

City of Alameda, April 1, 2025

Contents

PERFORMANCE MEASURES	3
Safety	3
Equity	3
Connectivity and Comfort	4
Community	4
Mode Shift	6
FUTURE YEAR REPORTING	7

PERFORMANCE MEASURES REPORT

This is the second annual report on the Active Transportation Plan, which the Alameda City Council adopted on December 20, 2022. It reports on the performance measures listed in Table 11 of the Plan for the 2024 calendar year. For further details on active transportation projects and programs, see the *Transportation 2024 Annual Report & 2025 Work Plan*.

SAFETY

Measure: Number of people walking and bicycling involved in crashes that resulted in an injury

Table 1: People walking/bicycling killed, severely injured, and injured (5-year averages)

	BASELINE				TARGET
	2021	2022	2023	2024	2030
Walking	28	26	28	31	Stable, or decreasing, as the number of people walking and biking increases.
Bicycling	24	23	22	26	

Notes: Source: Alameda Police Department (2021-2024) and Statewide Integrated Traffic Records System (SWITRS, 2010-2020). Previous reporting used 3-year averages. Data from 2019-2022 has been updated to correct previous year underreporting. New APD data methodology allows us to report all injuries rather than injury collisions. Previous years (2019-2020) with underreported injuries have been replaced with victim-level data from SWITRS.

EQUITY

Measure: Percent of active transportation improvement projects installed in equity priority communities

13% of the 89 intersections that received active transportation improvements in 2024 were in equity priority areas. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and signal improvements.

21% of the 3.7 miles of roadway that had bikeway or other corridor improvements added were in equity priority areas. "Other corridor improvements" included lane width reductions to calm traffic speeds.



Measure: Percent of programming and education in equity priority communities

29% of active transportation programming and education events and activities took place in locations or schools in equity priority areas.

This totals 9 (out of 31) events/schools/activities, and includes the 4 public schools enrolled in the Countywide Safe Routes to Schools (SR2S) program in the 2023/24 school year (each of which held numerous events during the school year), 4 of the bike safety education classes, and 2 of the outreach events.

A total of 17 schools were enrolled in the Countywide SR2S program in 2023/24, and 73% of this school population identified as non-white or Hispanic, and 38% of students qualified for free/reduced-price meals.

CONNECTIVITY AND COMFORT

Measure: Number of intersections with pedestrian crossing improvements or upgrades

89 intersections received improvements for people walking. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and/or signal improvements.

Measure: Miles of all bikeways and low stress bikeways

Alameda added 2.3 miles of bikeways in 2024, including 1.4 miles of low-stress bikeways, which include Neighborhood Greenways, shared-use paths and separated bike lanes (also known as "protected bike lanes").

The City now has 59.2 miles of bikeways, of which 40% (23.9 miles) are low-stress facilities.

Table 2: Miles of new bikeways, 2024

LOCATION	SHARED USE PATH	SEPARATED BIKE LANE	BICYCLE LANE	BICYCLE ROUTE	NEIGHBORHOOD GREENWAY
Mound Street (Otis to Calhoun)				0.1	
Versailles Avenue (Calhoun to San Jose)					0.2
Clement Ave (Willow to Broadway)		0.7			
Park Street (San Jose to Webb)			0.4		
Webster Street (Central to Lincoln)			0.3		
Pan Am Way (W. Tower to W. Midway)		0.2			
West Midway Avenue (Pan Am to Saratoga)		0.2			
Navy Way (Main to W Red Line)			0.1		
Path on western edge of Bay 37 (Mitchell to Bay Trail at Bohol Circle Immigrant Park)	0.1				
Total Miles	0.1	1.1	0.8	0.1	0.2
ALL BIKEWAYS ADDED IN 2024	2.3				



Alameda added 2.3 miles of bikeways and constructed pedestrian safety improvements at 89 intersections in 2024.

COMMUNITY

Measure: Number of schools with active Safe Routes to Schools programs

17 of the 18 public schools, or 95%, were enrolled in the Countywide Safe Routes to School (SR2S) program¹ in the 2023/24 school year. Each school holds multiple events per year promoting getting to school safely in a sustainable way, including walking and biking.

Private schools can access the online resources provided by the countywide program but cannot enroll or sign up for services.

Table 3: Schools with SR2S programs

	SCHOOL YEAR		TARGET
	2022/23	2023/24	2030
Public Schools	17	17	All public and private schools
Private Schools	unknown	unknown	

Measure: Number of 5th grade classes that receive bicycle safety education

In 2024, only Bay Farm Middle School participated in the City-funded bicycle safety education program.

In 2025, the City will continue this program to interested schools through end of 24/25 school year, then consider discontinuing the program when the contract ends, due to low participation rates. Bicycle education is available to schools via the SR2S program.

Table 4: Schools with bike safety education workshops for 5th graders

	SCHOOL YEAR		TARGET
	2022/23	2023/24	2030
Schools	0	1	All public and private schools

Measure: Number of new or upgraded bicycle parking facilities

No new bicycle parking was installed in 2024, however several racks were maintained or replaced and all the City’s 134 parking spaces in shared-use electronic bike lockers were maintained. The in-street bike parking corrals along Park Street and Webster Street were reconfigured or relocated and fortified as part of the restriping projects on these two corridors. There continue to be approximately 2,300 bicycle parking spaces in 825 racks around the city.

Measure: Number of encouragement or educational events or campaigns held to support walking + bicycling

16 events or campaigns were offered, either by the City, its contractors, or the Countywide SR2S program. Most of these events were bike-focused and included the major annual SR2S events, Bike to Wherever Day in May, the annual Bike Festival, and 10 bicycle safety education workshops.

In 2024, bicycle safety education included a workshop on e-bike safety, and two adult learn-to-ride classes, among other bicycle safety topics.



¹ <https://alamedacountysr2s.org/>

MODE SHIFT

The ATP includes six performance measures to assess trends in mode shift citywide, since no one measure can provide a complete picture. Data is available for three of these measures at this time, and the overall trends show a steady increase in biking over time, and increases in walking over the past several years.

Measure: Number of people walking and bicycling at established count sites and recently completed capital project locations

There are three automated counters in Alameda, each of which continuously counts people walking and biking on trails. One of these is owned by the City, while the other two are owned by the East Bay Regional Park District.

The average number of bicyclists per day increased from 2023 to 2024 at the locations where the counters were installed for at least two years.

The pedestrian count data will be reported in future years, after some irregularities are ironed out and there are more years on which to report.

Table 5: Daily average number of bicyclists counted on trails

	BASELINE	
	2023	2024
Bay Farm Island, near Bike Bridge	[not yet installed]	499
Crown Memorial State Beach, near McKay	199	203
Cross Alameda Trail, near 5th St	157	172

Bicycle and pedestrian counts are conducted at seven intersections in Alameda every two years by

the Alameda County Transportation Commission (Alameda CTC) as part of their countywide performance measures reporting. Counts have been conducted in the same manner since 2016/17 at these locations, including a new count in 2024. All locations have counts done on a single day from 4-6 PM. The count locations in Alameda are:

1. Broadway/Lincoln Avenue
2. 5th Street/Central Avenue
3. Main Street/Ralph Appezato Memorial Parkway (RAMP)
4. Park Street/Central Avenue
5. Park Street/Otis Drive
6. Webster Street/Atlantic Avenue
7. Webster Street/Santa Clara Avenue

The 2024 data show that pedestrians counted continued to be lower than in 2016/17, but slightly higher than in 2022. Biking was either stable or increased at all count sites except for Main St/RAMP which was unusually low for an unknown reason.

While the Alameda CTC data is collected for a very short time period, and is only done at seven intersections, in combination with other Mode Shift performance measures, citywide trends in walking and biking may become visible.

In 2024, no new before/after count data was available for new capital projects.

Table 6: Total pedestrians and bicyclists at 7 Alameda intersections (PM peak)

MODE	2016/17	2018	2020	2022	2024	CHANGE FROM 2016/17 TO 2024
Pedestrians	2540	2570	1150	2100	2241	-12%
Bicyclists	352	361	399	553	423	+20%

Measure: Percent of people walking and bicycling to transit

In 2024, SF Bay Ferry conducted a passenger survey which included questions on how people access the ferry terminal. Across Alameda’s three ferry terminals, 16% walked all the way to the terminal and 19% biked or scootered.

For now, SF Bay Ferry expects to conduct surveys annually to measure ridership changes during the ongoing COVID recovery period, which will allow for a timely assessment of trends. (A survey was also done in 2022, however the methodology was not easily comparable to the 2024 data.)

AC Transit has not collected on-board passenger data since before the pandemic but expects to conduct a survey in 2025.

Table 7: Percentage of passengers walking and biking to ferry terminals (2024)

MODE OF ACCESS	%		
	MAIN STREET	SEAPLANE LAGOON	HARBOR BAY
Walk	7	11	30
Bicycle	14	23	20

Note: “Walk” counts those who walked all the way, not just for part of a trip. “Bicycle” includes scootering.

Measure: Percent of bicycling and walking trips to work, and percent of drive alone trips to work

The three-year averages for commute to work modes show both walking and bicycling increasing and driving alone decreasing significantly, from 2022 to 2023, the most recent year of Census data.

In 2023 alone, the city met its 2030 target of 3.6% of commute trips by bike, while walk trips were at 3.7%, very close to the 4% target. While most trips people take are not commute-related, this is one more data point for tracking mode shift over time.

Table 8: Percentages of people bicycling, walking, and driving alone to work (3-year averages)

MODE	BASELINE %		%		TARGET %
	2021*	2022*	2023	2030	
Walk	2.6	2.2	2.4	4.0	
Bicycle	2.4	2.6	2.9	3.6	
Drive alone	54.5	51.7	47.0		Stable or decreasing

*Note: There is no commute data from 2020, so 3-year averages skip 2020. Source: American Community Survey

FUTURE YEAR REPORTING

Three of the performance measures in the Active Transportation Plan are not included in this report, since there is not yet new data on which to report. The frequency of reporting on these measures is listed in the Plan’s Table 11. The three are:

- Percent of school-aged children who walk or bicycle to school, at least some of the time
- Percent of frequent utilitarian and recreational bicyclists
- Percent of frequent utilitarian walkers