

Transportation Plans
2023 Annual Report & 2024 Plan
DRAFT

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1. STATUS REPORT ON TRANSPORTATION

This report highlights City of Alameda (City) transportation accomplishments from 2023 and priorities for 2024. It fulfills General Plan Mobility Element requirements for annual public reviews of the transportation system and serves as an annual report for the Active Transportation Plan (2022), the Vision Zero Action Plan (2021), and the Transportation Choices Plan (2018). It also tracks progress on transportation-related actions in the City Council Strategic Plan (2023). Together, these plans aim 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 and equity and reducing greenhouse gases. The Climate Action and Resiliency Plan (CARP, 2019) includes goals to reduce vehicle miles traveled (VMT) and increase the share of electric vehicles, which are reported in CARP's annual report.

Top Accomplishments in 2023

Prepared for Estuary Water Shuttle Service

In 2023, the City and its public and private partners laid the groundwork for the [Estuary Water Shuttle service](#) to launch in late spring 2024: the team secured over \$2.5 million in funding, developed operating agreements, and purchased and began retrofitting a pontoon boat named Woodstock. This two-year pilot service will travel 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 will be free, ADA-accessible, accommodate bicycles easily, and operate 4-5 days per week for 7-12 hours per day depending on funding and season.

Expanded the Free Bus Pass Program for Seniors & People with Disabilities

The City of Alameda's Free Bus Pass Program expanded by over 140% between December 2022 and December 2023, providing passes to over 800 residents who took over 164,000 rides in 2023. This program, available only to the City of Alameda residents, offers low-income seniors and people with disabilities unlimited free rides on AC Transit buses, and it augments the City's other [paratransit programs](#). The bus pass program serves a diverse population, with over 60% of participants being non-English speakers. Staff are translating program applications and communications into Traditional Chinese, Simplified Chinese, Spanish, Tagalog, and Vietnamese.

City Council Approved Major Street Redesigns

After extensive community engagement, in 2023 the City Council approved design concepts for three major road projects, all on High Injury Corridors or with High Crash Intersections:

- The [Lincoln/Marshall/Pacific Ave Corridor Safety Improvement](#) project with a road diet, pedestrian and bicyclist improvements, a roundabout at Lincoln Ave/Fifth St/Marshall Way, stormwater gardens, street trees, improved lighting, and more.
- The [Grand St Safety Improvements](#) project which includes a raised, two-way cycle-track from Shore Line Dr to Clement Ave, along with pedestrian crossing improvements, bus stop improvements, and disability parking.
- [Clement Ave Extension/Tilden Way](#) with a bikeway, walkway, road diet, westbound Clement Ave extension, open space, stormwater gardens, bus stop improvements, a dog park, and a roundabout at the Blanding/Tilden/Fernside intersection.

Safety & Maintenance Upgrades: Pavement, Striping, and Sidewalks

Regular maintenance of Alameda's existing transportation infrastructure is a major component of traffic safety, and in 2023 the City utilized these programs to not just maintain but improve safety in the public right of way. The Striping Maintenance program added new traffic calming and bikeway elements at several streets, including refreshing and extending road diet striping on Main St, adding lane markings on Independence Dr, new bike lanes on Triumph Dr, and more. The Pavement Management program

designed safety features to be implemented with resurfacing projects in 2024, and the Sidewalk Maintenance program eliminated approximately 4,000 trip hazards.

Fatal Crash Response & Vision Zero Public Information

The City increased public information about traffic safety in Alameda, publishing the first Vision Zero Annual Report, holding a Traffic Safety Open House, and adding detailed information about fatal crashes and City response to its website. The latter was part of the [Fatal Crash Response program](#) launched in 2023, which conducts on-site reviews at the sites of fatal crashes and, when possible, recommends infrastructure improvements which could mitigate future crashes.

What to Look for in 2024

Cross Alameda Trail Construction

This year construction will begin on important elements 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.

- **Traffic signal improvements** to prioritize and protect people walking and biking along Ralph Appezato Memorial Parkway and Atlantic Ave between Wilma Chan Way and Main St. The project is adding a combination of new bike signals, turn arrows, and “no right turn on red” restrictions as needed for five intersections. Construction began in January 2024 and is scheduled to be completed mid-year.
- **Clement Ave Improvements** from Grand St to Broadway, which will extend the existing two-way cycle-track east to Broadway, and make major traffic calming and pedestrian improvements along the entire corridor. Construction will begin in February and is scheduled to be complete at the end of 2024.
- **Clement Ave/Tilden Way** project, which uses abandoned railroad right-of-way to extend the Cross Alameda Trail between Broadway and the Miller-Sweeney/Fruitvale Bridge and to improve truck and bus routes. Construction is planned to begin this year, pending soil remediation.
- **Cross Alameda Trail connectors**, adding four new Jean Sweeney Open Space Park trail entrances, two from the north, and two from the south.

More Implementation: Central Ave, Mecartney Rd, and Pavement Program

After more than a decade of planning and winning almost \$15 million in grant funds, construction of major improvements on Central Ave from Sherman St to Main St is planned to begin in 2024. 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/raingardens.

Further, construction is planned for pedestrian improvements at three intersections along Mecartney Rd: Marcuse St/Baywalk Rd, Fontana Dr/Baywood Rd, Verdemar Dr/Ironwood Rd. Upgrades include new rapid flashing beacons and pedestrian crossing signage at each intersection, as well as a new marked crosswalk at Marcuse.

Finally, pavement resurfacing and safety improvements are coming to streets in the eastern end of Alameda, including Central Ave, High Street, and San Antonio Avenue.

Webster St, Park St, and Civic Center Parking Structure Improvements

In 2024, Webster St and Park St will be restriped to bring parking back to the curb and install decorative concrete barricades around parklets, new bike lanes, and new short-term, loading, and disability parking zones. The Civic Center Parking Structure will begin undergoing major upgrades, including anti-graffiti paint, new pay stations, new access controls allowing the facility to close overnight for security, and more.

Neighborhood Greenways

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 2024, the City will develop begin transitioning an existing Slow Street to a Neighborhood Greenway.

Complete Streets on Alameda Point

After opening reconstructed sections of W Tower Ave and Saratoga St for all modes in 2023, in 2024 the City will complete construction on sections of Pan Am Way and West Midway. The reconstructed streets include new sidewalks and sidewalk-level bicycle facilities as well as street trees, bioswales, and landscaping. This work is part of the [Alameda Point Adaptive Reuse Area Backbone Infrastructure](#) project.

2023 Transportation Facts

Traffic Safety

In 2023, three people died and six were seriously injured in traffic collisions on Alameda streets. As of 2022, the City's rate of traffic fatalities + severe injuries per 100,000 population was 54% lower than the rate in Alameda County and 66% lower than the California rate.

In 2023, 3.4 miles of roadway and 20 intersections were upgraded with interventions like road diets, speed humps, new bike lanes, traffic signal upgrades, new curb extensions, new/upgraded crosswalk markings, and intersection daylighting.

75% of Police Department traffic enforcement stops in 2023 were on High Injury Corridors, with officers continuing to prioritize efforts on dangerous streets.

See the Vision Zero Annual Report for detailed information.

Bikeways

Alameda gained 3.3 miles of bikeways in 2023, including a half mile of low-stress bikeways and 1.4 miles of new bike lanes. The City now has almost 57 miles of bikeways, including 22.5 miles of low-stress facilities.

See the Active Transportation Annual Report for detailed information.

AC Transit Bus Service

Alameda ridership on AC Transit's lines continued to grow in 2022 compared to the previous year, followed by an additional 3% bump in 2023, according to average weekday boardings in Alameda during the fall seasons.

Nearly half of those boardings in fall 2023 were on the 51A bus line. Among the transbay bus lines only, 80% of Alameda boardings were on Line O compared to 7% and 10% for Lines OX and W, respectively.

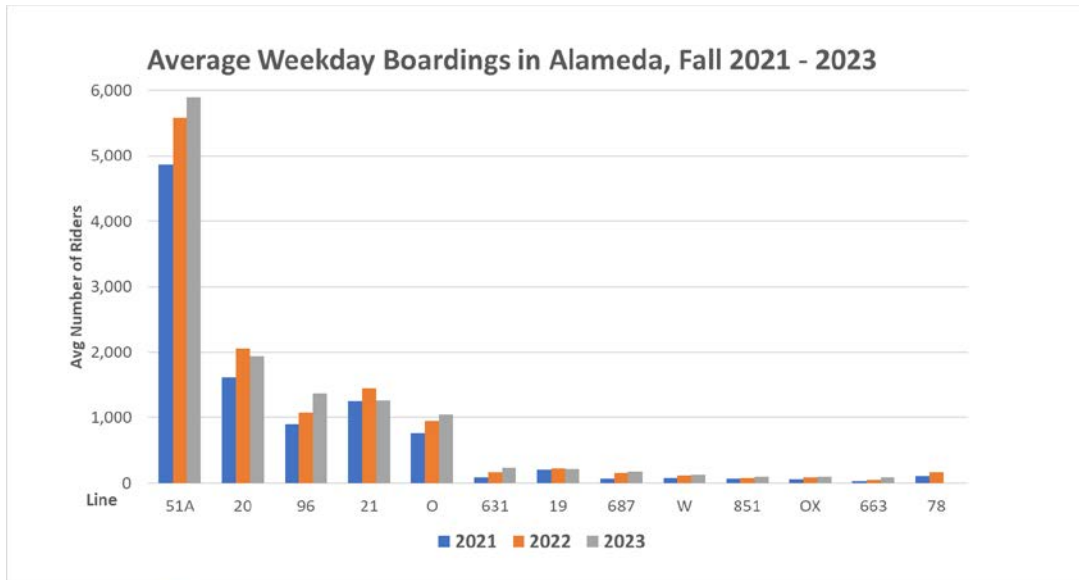


Figure 1: Source: AC Transit

The City of Alameda’s Free Bus Pass Program expanded by over 140% between December 2022 and December 2023. These riders most often board Lines 51A, 96, and 20.

San Francisco Bay Ferry Service

Across its system, in 2023 WETA’s ferry service had nearly 10% higher ridership than 2022, and weekend ridership continues to be 100% or more of 2019 levels. Ferry ridership on the Alameda Seaplane and Harbor Bay routes grew 46% over 2022 levels with more than 530,000 boardings on these routes in 2023. Peak morning commute ridership on the Alameda Seaplane and Harbor Bay routes grew 37% in 2023, with more than 800 Alamedans taking a ferry to San Francisco before 9:30 AM on an average morning.

Motor Vehicle Trends

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

- Average daily vehicle miles traveled (VMT) on Alameda County freeways surpassed pre-pandemic levels in 2022 and rose an additional 1 percent year-over-year to 22 million in 2023.
- Average daily vehicle hours of delay (VHD) on Alameda County freeways was still below pre-pandemic levels in 2023, but it increased by over 50 percent from 2022.

Pavement Condition

As of 2022, the City’s three-year moving average Pavement Condition Index¹ is 68, which is on the high end of “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.

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

Community Engagement

2023 Transportation outreach efforts by the numbers:

- **8** public workshops organized by transportation staff (not including commissions or City Council)
- **52+** presentations to City Council, City boards and commissions, community organizations, and ad-hoc committees.
- **61** email bulletins sent with **111,900** delivered and a **42%** unique email open rate
- **41,000** unique pageviews on **36** webpages
- **15** Mastick Senior Center events to help seniors access transportation options
- **4** adult bicycle safety education courses

Top 10 webpages that received the most unique pageviews in 2023:

1. [Parking Citations & Enforcement](#)
2. [Oakland Alameda Estuary Bridge](#)
3. [Estuary Water Shuttle](#)
4. [Parking FAQs](#)
5. [Paratransit](#)
6. [Park & Webster Street Area Parking](#)
7. [Transportation](#)
8. [Ferry Terminal & Transit Parking](#)
9. [Auto Parking in Alameda](#)
10. [Vision Zero](#)

2. 2023 ACCOMPLISHMENTS & 2024 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>2023: Conducted ADA assessment of City programs and policies, facilities and pedestrian facilities in the right of way, held public meeting, and conducted survey.</p> <p>2024: Prepare draft plan for various Boards and Commissions review, post it for public comment, and bring final plan to City Council for adoption.</p> <p>Information: alamedaca.gov/ADA</p>
Performance metrics and goals for the transportation network VZ, AT, TC	<p>2023:</p> <ul style="list-style-type: none"> • Presented project scoping document to the Transportation Commission and received feedback. • Received technical assistance grant from Metropolitan Transportation Commission (MTC) to support reporting on before/after results of bikeway projects. <p>2024:</p> <ul style="list-style-type: none"> • Begin to develop metrics and goals for all transportation modes. • Pending a technical assistance grant, develop concise before/after reports on key bikeway projects. <p>Information: 11/15 Transportation Commission Item</p>

Transportation Programs

Program	Status Report
Legislative agenda VZ, AT	<p>2023: AB 645 was signed into law allowing six California cities to pilot automated speed enforcement cameras (not including Alameda).</p> <p>2024: Continue legislative agenda.</p> <p>Information: alamedaca.gov/LegislativeAffairs</p>
Parking & Curb Management TC, CI	<p>2023:</p> <ul style="list-style-type: none"> • Awarded \$742,000 in grant funding for demand-based parking pricing and curb management strategies in the Business Districts and at Ferry Terminals. • Approved FY 23-25 budget with \$1 million for improvements at the Civic Center Parking Structure. Contracted with architectural firm and began design.

Program	Status Report
	<ul style="list-style-type: none"> Identified locations for new color curb zones for commercial loading, short-term parking, and disability parking. Received City Council guidance to increase the number of blue zones. <p>2024:</p> <ul style="list-style-type: none"> Restripe Park St and Webster St to bring parking back to the curb, clarify where parking is and isn't allowed, and install new color curb zones. Begin constructing improvements at Civic Center Parking Structure. Launch a mobile payment option for parking meters and City lots. Bring Ferry Terminal Parking Pricing Strategy to City Council and, if possible, begin paid parking at Seaplane Lagoon and/or Harbor Bay ferry terminals. Begin contract for parking occupancy data collection and analysis. <p>Information: alamedaca.gov/Parking</p>
<p>Pedestrian & Bicyclist Education VZ, AT</p>	<p>2023:</p> <ul style="list-style-type: none"> Annual Bike Festival held at Ruby Bridges Elementary Offered 4 adult bicycle safety education courses No half-day bicycle education workshops for 5th graders booked <p>2024:</p> <ul style="list-style-type: none"> Hold annual Bike Festival at Love Elementary in April Continue contracting with Bike East Bay for adult/teen/family bicycle safety education. Re-evaluate bicycle education program for 5th graders and determine how best to provide education to these students. <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>2023: <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"> Provided 770 AC Transit EZ Passes across 29 organizations to members and operated Alameda Landing Express commute hour shuttle between Target & 12th St. BART Alameda TMA (Alameda Point & Northern Waterfront) took over operations of the West Alameda TDMA (Alameda Landing) from Catellus. Operated 10-week Alley-Up shuttle pilot at Alameda Point. Purchased vessel "Woodstock" for 2-year pilot water shuttle project. <p>2024:</p> <ul style="list-style-type: none"> Upgrade EZ Passes to Clipper Bay Pass valid on all Bay Area transit (BART, SF Bay Ferry, Muni, etc.) Complete ATMA / WATDMA merger. Help plan and fund free Estuary Water Shuttle service. Work with AC Transit to plan for and fund increased frequency of Lines 19 and 96. <p>Information: alamedatma.org</p>
<p>Vision Zero</p>	<p>2023:</p>

Program	Status Report
VZ	<ul style="list-style-type: none"> Utilized strategies and information from Vision Zero Action Plan, Active Transportation Plan, and community input to design safety upgrades with pavement resurfacing planned for 2024. Published the first Vision Zero Annual Report and held a Traffic Safety Open House. On November 14, 2023, the Alameda Unified School District (AUSD) adopted a policy supporting the City's Vision Zero Action Plan. The Alameda Police Department continued prioritizing traffic enforcement on dangerous behaviors and locations. Vision Zero staff began providing trainings for new Police Officer Recruits. <p>2024:</p> <ul style="list-style-type: none"> Hold a Traffic Safety Open House. Continue Police Department efforts as above, plus study whether to add NHTSA pedestrian safety training for officers. <p>Information: alamedaca.gov/VisionZero</p>
<p>Vision Zero: Fatal Crash Response program</p> <p>S, VZ</p>	<p>2023:</p> <ul style="list-style-type: none"> Implemented striping and signage improvements at Willow St and San Antonio Ave, site of a 2023 fatal crash. Created design concept for significant pedestrian improvements at three intersections on Mecartney Rd, including a fatal crash site. Finalized Fatal Crash Communications Protocol now included in the City's Administrative Policies & Procedures. Launched Fatal Crash & City Response webpage with new, detailed information. <p>2024:</p> <ul style="list-style-type: none"> Construct improvements on Mecartney Rd. Design and construct quick-build improvements at any other fatal crash sites as appropriate. <p>Information: alamedaca.gov/FatalCrashResponse</p>

Public Transportation

Program	Status Report
Alameda CTC Funded Transit Project (City)	<p>2023: Coordinated with AC Transit and Alameda CTC staff to repurpose the Ralph Appezzato Pkwy Bus Rapid Transit project totaling \$9 million, which is funded from Measure BB as a named project titled "Alameda to Fruitvale BART Rapid Bus."</p> <p>2024: Staff has until September 2024 to work with AC Transit staff to repurpose the project as part of AC Transit's Realign process and based on City priorities such as roundabouts on bus lines that serve Alameda Point and the potential Westline bus queue jump lane.</p> <p>Information: 10/25 AC Transit ILC meeting</p>
Bus Service (AC Transit) S, G, TC	<p>2023: AC Transit created draft systemwide bus service change scenarios for AC Transit Realign; the City submitted comments.</p> <p>2024: AC Transit will continue conducting outreach and refining AC Transit Realign bus service changes.</p> <p>Information: actransit.org/Realign</p>
Bus stop bench installations (City) TC	<p>2023: Installed 22 new bus benches at locations throughout Alameda.</p> <p>2024: Project completed.</p> <p>Information:</p>

Program	Status Report
<p>Estuary Water Shuttle Pilot (City, WETA, Alameda TMA) S, TC, AT</p>	<ul style="list-style-type: none"> • May 2023 Transportation Commission Item • October 2023 AC Transit ILC meeting <p>2023:</p> <ul style="list-style-type: none"> • Secured a \$1 million Alameda CTC grant for a two-year pilot water shuttle, as well as over \$1.5 million in private funding. • Secured boat and began boat modifications and testing. • Developed three agreements to deliver new service. <p>2024: To launch pilot service in summer 2024, finalize all inter-agency agreements, complete vessel modifications and operational testing, install signage and develop marketing.</p> <p>Information: alamedaca.gov/WaterShuttle</p>
<p>San Francisco Bay Ferry Service (WETA) TC</p>	<p>2023:</p> <ul style="list-style-type: none"> • WETA completed the Main St Alameda Terminal Refurbishment Project, which includes bridge and foundation replacement, gangway replacement, installation of new float, water and electrical utility upgrades, and improved lighting. <p>2024:</p> <ul style="list-style-type: none"> • City/WETA to update existing agreements to wind down City’s Harbor Bay service subsidy now that Regional Measure 3 funding is resolved. If feasible, develop agreement to fund enhanced security for ferry terminals until a paid parking program is implemented and capable of supporting security needs. • WETA to begin permitting and planning work on the Central Bay Facility Expansion and Electrification Project • WETA to continue work on the WETA 2050 Business Plan development. <p>Information: weta.sanfranciscobayferry.com/2050-service-vision</p>
<p>Link21 regional rail service planning (BART, Capital Corridor) S, TC</p>	<p>2023: Link21 presented to the Transportation Commission as part of public engagement on Link21 concepts, potential service improvements, and the two types of train service options (BART or Regional Rail).</p> <p>2024: In spring, Link21 aims to select which train technology option to use for a bay crossing, then further develop alignment options.</p> <p>Information: link21program.org</p>
<p>Paratransit (City)</p>	<p>2023:</p> <ul style="list-style-type: none"> • The AC Transit Free Bus Pass program for low-income seniors and people with disabilities grew by 140% compared to 2022, providing a total of 164,000 rides in 2023. 800 people are currently enrolled. • 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, provided over 1,000 rides to 125 participants. This is a 94% increase for rides and 39% for participants. • Held regular <i>Hop on the Bus with Us!</i> and <i>Transportation 101</i> events. <p>2024:</p> <ul style="list-style-type: none"> • Continue all current programs. • Add weekend coverage to the AIM program <p>Information: alamedaca.gov/Paratransit</p>

Capital Project Planning & Design

Project	Status Report
<p>Fernside Blvd Traffic Calming & Bikeways Project VZ, AT <i>High Injury Corridor</i></p>	<p>2023: Completed existing conditions data collection and first round public engagement, including two well-attended events and a survey with 600 responses. 2024: Public engagement on design concept alternatives; seek City Council approval of a concept. 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>2023: In April, City Council approved the concept design. In May, Alameda CTC awarded \$567,000 towards design. In July, City/Parametrix consultant team submitted a Safe Streets for All (SS4A) grant, which was not successful. 2024: In January 2024, the City and Alameda CTC executed a grant agreement to partially fund the design totaling \$567,000. Consider re-submitting the SS4A grant; continue work towards design completion. Information: alamedaca.gov/LincolnMarshallPacific</p>
<p>High Injury Corridor Daylighting <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2023: Tiers 1 & 2 High Injury Corridors were completed in 2022. 2024: Begin planning Tier 3 for 2025. 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>2023:</p> <ul style="list-style-type: none"> • Installed speed cushions along the Orion Slow Street. • Maintained existing Slow Streets infrastructure where future Neighborhood Greenways are planned. • Planning and design delayed due to staff shortages. <p>2024:</p> <ul style="list-style-type: none"> • Develop Neighborhood Greenway Design and Implementation Guide • Begin transitioning an existing Slow Street to a Neighborhood Greenway <p>Information: alamedaca.gov/SlowStreets</p>
<p>Oakland Alameda Estuary Bridge S, AT, TC</p>	<p>2023:</p> <ul style="list-style-type: none"> • Held 2 Technical Advisory Committees, and 2 Stakeholder/Equity Advisory Committee meetings, to provide guidance on defining potential corridors and landings. • Developed 12 feasible bridge concepts, with both high and low options, and used comprehensive criteria to evaluate them. • Met with key stakeholders individually, including WETA, Alameda Municipal Power (AMP), Alameda CTC, and MTC. • With input from the Advisory Committees, selected the top 3 concepts to be studied in the Project Initiation Document (PID). • Consultant began developing PID. • Maintained public web page and survey. <p>2024:</p> <ul style="list-style-type: none"> • Complete PID. • Pursue next project phases, including funding for Waterway Study and attempting to secure a project lead. • Continue to conduct public engagement and meet with stakeholders. <p>Information: estuarybridge.org</p>

Project	Status Report
Safe Routes to School Infrastructure S, VZ, AT, TC, CI	2023: <ul style="list-style-type: none"> Developed preliminary plans and cost estimates for safety improvements at 8 school sites. Additional design delayed due to staff shortages. 2024: Complete final designs for safety improvements for school sites for construction in 2025. Information: alamedaca.gov/SchoolStreets
Stargell Ave Safety Improvements S, VZ, AT	2023: Applied for and received MTC technical assistance grant for completing 2024 Active Transportation Program (ATP) grant application. 2024: Conduct further community engagement, further refine concept plan, and, with MTC technical assistance, apply for ATP funding to construct project. Information: alamedaca.gov/Stargell

Capital Project Construction

Project	Status Report
Alameda Point Adaptive Reuse S, CI <i>Equity Priority Area</i>	2023: <ul style="list-style-type: none"> Reopened reconstructed sections of W Tower Ave and Saratoga St for all modes, and installed street trees, bioswales and landscaping Began construction on sections of Pan Am Way and West Midway. 2024: <ul style="list-style-type: none"> Complete construction and close out current construction project. Develop plans for Phases 2 and 3 of the project, including utility upgrades, green infrastructure and street improvements. Information: alamedaca.gov/AdaptiveReuse
Central Ave Improvements S, VZ, AT, CI <i>High Injury Corridor</i> <i>Equity Priority Area (partial)</i>	2023: <ul style="list-style-type: none"> In April, City Council accepted a federal grant for \$2,325,000 to construct the third roundabout at Central/Fourth/Ballena. In July, City Council accepted \$1,472,500 in EPA grant funds to add stormwater bioretention areas at the three roundabouts. The CDM Smith consultant/City team completed the draft 100% design drawings, which incorporates the third roundabout at Central/Fourth/Ballena and the stormwater bioretention areas at the three roundabouts. 2024: Begin construction. Information: alamedaca.gov/Central
Cross Alameda Trail: Clement Ave Safety Improvements S, VZ, AT <i>High Injury Corridor</i> <i>Equity Priority Area</i>	2023: City Council approved a construction contractor in Nov 2023. 2024: Construction began in February 2024. Information: www.alamedaca.gov/Clement
Cross Alameda Trail: Clement Ave/Tilden Way S, VZ, AT	2023: In March, City Council approved the design concept. In September, City Council approved contract agreements with the Department of Toxic Substance Control (DTSC) and the environmental

Project	Status Report
<p><i>High Crash Intersection</i></p>	<p>support services consultant expert for soil clean-up. In October, the Kittelson consultant/City team completed 75% design drawings. In December, City Council authorized a Measure BB grant amendment with the Alameda CTC authorizing the construction phase.</p> <p>2024: Design is expected to be completed in spring. Construction is scheduled to begin in 2024, pending approval by DTSC of the soil clean-up plan.</p> <p>Information: www.alamedaca.gov/ClementTilden</p>
<p>Cross Alameda Trail: Jean Sweeney Open Space Park Trail Connectors AT</p> <p><i>Equity Priority Area</i></p>	<p>2023: Project construction bid was in November 2023.</p> <p>2024: Begin construction.</p> <p>Information: alamedaca.gov/CAT</p>
<p>Cross Alameda Trail: Signal and Intersection Improvements, Main St to Wilma Chan Way VZ, AT</p> <p><i>High Injury Corridor</i> <i>Equity Priority Area</i></p>	<p>2023:</p> <ul style="list-style-type: none"> Completed design for signal improvements at five intersections on Ralph Appezzato Memorial Parkway and Atlantic Ave between Wilma Chan and Way Main St. City Council awarded the construction contract in July 2023. <p>2024: Complete construction.</p> <p>Information: www.alamedaca.gov/CAT</p>
<p>Cross Alameda Trail: Clement Ave Extension (Ohlone Ave to Grand St) S, VZ, TC, CI</p> <p><i>High Injury Corridor</i> <i>Equity Priority Area</i></p>	<p>2023: Reviewed, provided direction, and approved the developer's detailed site improvement plans. Developer began initial site improvements including rough grading and soil surcharging (compacting).</p> <p>2024: Ongoing site preparation and construction by developer, completion estimated in 2025.</p> <p>Information: alamedaca.gov/CAT</p>
<p>Grand St Improvements <i>High Injury Corridor</i></p> <p>S, VZ, AT</p>	<p>2023:</p> <ul style="list-style-type: none"> City Council approval of an updated design for the Grand St Safety Improvement Project for a continuous two-way bikeway between Shore Line Dr and Clement Ave Submitted design plans for Caltrans approval of Phase 1 of the project, between Shore Line and Otis Dr. <p>2024:</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, between Otis Dr and Encinal Ave. <p>Information: alamedaca.gov/Grand</p>
<p>Mecartney Rd Pedestrian Improvements S, VZ</p>	<p>2023:</p> <ul style="list-style-type: none"> Created design concept for pedestrian improvements at Mecartney/Marcuse/Baywalk, Mecartney/Fontana/Baywood, and Mecartney/Verdemar/Ironwood. Conducted a traffic signal warrant analysis for Mecartney/Marcuse/Baywalk, which found that the intersection is not appropriate for a traffic signal due to insufficient vehicle volume, pedestrian volume, and other considerations. <p>2024:</p>

Project	Status Report
	<ul style="list-style-type: none"> • Complete design and construct improvements. <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>2023:</p> <ul style="list-style-type: none"> • Developed new striping plans for both streets, to move parking back to the curb and add bike lanes. • Identified locations for new short-term parking, commercial loading, and disability parking zones. • City Council awarded contract for purchasing barricades in Nov. 2023 and approved restriping plans. <p>2024:</p> <ul style="list-style-type: none"> • Install striping and barricades. <p>Information: alamedaca.gov/CommercialStreets</p>
<p>Pavement Management & Safety Improvements <i>High Injury Corridors (partial)</i></p>	<p>2023:</p> <ul style="list-style-type: none"> • Developed designs for paving project in central Alameda (between Grand St and High St). <p>2024:</p> <ul style="list-style-type: none"> • Construct central Alameda paving project. • Develop designs for paving project in east Alameda and Bay Farm Island (east of High St and Bay Farm Island), for 2025. <p>Information: alamedaca.gov/Pavement</p>
<p>Sidewalk Maintenance CI, AT</p>	<p>2023:</p> <ul style="list-style-type: none"> • Continued sidewalk cutting program. Eliminated approximately 4,000 trip hazards. • City Council awarded contract for sidewalk replacement in September 2023 <p>2024:</p> <ul style="list-style-type: none"> • Continue sidewalk repairs to remove trip hazards and damage from street trees. • Develop plans to close sidewalk gap on the east side of Grand St, north of Eagle. <p>Information: alamedaca.gov/Sidewalks</p>
<p>Trails Maintenance (Construction) CI, AT</p>	<p>2023:</p> <ul style="list-style-type: none"> • Completed maintenance and upgrades on a 1/3 mile trail segment in Bay Farm Shoreline Park near Veterans Court. • Secured funding for maintenance of 1/4 mile Shoreline Park trail segment near the Harbor Bay Ferry terminal. <p>2024:</p> <ul style="list-style-type: none"> • Complete maintenance and upgrades of 1/4 mile Shoreline Park trail segment (referenced above). • Develop plan to smooth decking on Wooden Bridge, in coordination with EBRPD.
<p>Signal and Pedestrian Improvements (Highway Safety Improvement Program project) CI <i>Includes High Injury Corridors</i></p>	<p>2023: Completed bid documents for 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>2024: Complete construction of improvements</p>

Project	Status Report
Striping Maintenance CI <i>Includes High Injury Corridors</i> <i>Includes Equity Priority Areas</i>	2023: <ul style="list-style-type: none"> Refreshed and extended road diet striping on Main St from Ralph Appezzato to Navy Way. Improved pedestrian and bicyclist safety changes to slip lanes on Main St at intersections with Ralph Appezzato Pkwy and W. Midway. Refreshed and updated striping on portions of Santa Clara Ave, Independence Dr, and Triumph Dr, including new bikeway markings. 2024: Focus on intersection striping refreshing and replacing stop/yield signs on the West End (between the westernmost street, Monarch St, and Grand St). Information: 1/12/2024 Vision Zero Update

Other Agency & Developer-Led Transportation Projects

Project	Status Report
Caltrans: Broadway/Otis/Doolittle <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i>	2023: Continued coordination on Caltrans plans to resurface portions of State Route 61 in Alameda, including making safety and ADA improvements. 2024: Review design plans, support public engagement and submit comments to Caltrans reflecting Alameda’s mobility and safety priorities.
Alameda CTC: Oakland Alameda Access Project <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i>	2023: Alameda CTC completed the 65% and then 95% plan set, and the City reviewed and commented on both sets. 2024: Alameda CTC will complete 100% plan set and put project out to bid. City will review and comment on final plans, and support community/business outreach regarding construction phases. Construction planned for 2025 to 2028. Information: OaklandAlamedaAccessProject.com
Army Corps: Fruitvale Rail Bridge Hazard Removal	2023: The U.S. Army Corps of Engineers included funding for the disposition study on the demolition of the Fruitvale Ave bridge in its work plan for 2023, and the study is at least underway. 2024: City to follow up.
Caltrans: Encinal Ave Pavement Resurfacing and Safety Improvements	2023: Completed paving and restriping of Encinal Ave between Sherman St and Broadway; began installing traffic signal improvements for seven intersections. 2024: Complete construction, including curb ramp reconstruction and activation of updated traffic signals.

3. 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 Measures B and BB transportation sales taxes and the Vehicle Registration Fee (VRF). These are combined with competitive grants and General Funds to pay for maintenance, capital projects, programs, and staffing.

In June 2023, the City’s overall Measure B, Measure BB, and VRF fund balance was \$9.3 million. The City programmed use of these funds via the FY 2023-2025 Capital Budget, including for major projects that will be constructed in 2024, like [Clement Ave](#) and [Central Ave](#).

Table 1: Measures B, BB, and VRF Fund Status for Fiscal Year 22/23, ending June 30, 2023

Fund	Revenue	Expenditure	Balance
Measure B	\$0	\$2,263,889	\$1,597,994
Measure BB	\$5,555,317	\$4,125,955	\$7,431,441
Vehicle Registration Fee	\$315,911	\$368,779	\$302,461
Total	\$5,871,228	\$6,758,623	\$9,331,896

Public Works: Transportation Engineering Staffing (5.25 FTE)

- Erin Smith, Public Works Director (part time to transportation)
- Robert Vance, Deputy Public Works Director (part time to transportation)
- Scott Wikstrom, City Engineer (part time to transportation)
- Trung Nguyen, Project Manager I
- Alan Ta, Project Manager
- 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. Cody Lim, Aaliyah Douglas and Michaela Wood started work at the City of Alameda in January 2024.

Planning, Building, and Transportation Department: Transportation Planning Staffing (2.8 FTE)

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

2024 Grant Application Priorities

To conserve staff resources and focus on adopted plan goals, staff identified possible capital projects and programs for grant funding and scored them against criteria to create the below table of priority projects for grant proposals in 2024. The considered projects and programs included those that are in the planning phase and are ready to accept additional funds in the near term, and unfunded transportation projects and programs from adopted plans. Projects were then scored based on how well a project meets each of the adopted General Plan Mobility Element goals, plus whether any funding has been allocated to date. Only projects scoring a ten or higher are included on the list. The applications that are ultimately submitted will depend on how well the projects match the available funding sources, and 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	Operate a pilot water shuttle between West Alameda and Jack London Square, and other points, with public and private partners
Fernside Blvd Traffic Calming & Bikeways Project	Build long-term option (TBD in 2024) for entire corridor, from Tilden Way to San Jose Ave
Fruitvale Railroad Bridge Hazard Removal [Army Corps project]	United States Army Corps of Engineers (Army Corps) to prepare disposition study (an analysis of the economic utility of the bridge) to inform their decision on use, transfer, or demolition of structure. [City to support the Army Corps in finding funding, as needed]
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
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 Fifth St, 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.
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.

4. VISION ZERO 2023 ANNUAL REPORT



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This is the second annual report on the Vision Zero Action Plan, which the Alameda City Council adopted the 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 2023 Annual Report & 2024 Work Plan.

Action Plan vision:

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

Traffic Fatality & Injury Report

In 2023, three people lost their lives, six were severely injured, and a total of 161 people were injured in traffic collisions on Alameda streets.

2023 Fatal & Severe Injury Crashes

In 2023, three people lost their lives and six were severely injured in traffic collisions on Alameda streets. Unsafe speeds played a role in over half of these collisions. Every traffic fatality represents a tragic loss for loved ones and the community, and severe injuries can change a life forever. After each fatal crash, City staff convened 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.

Figure 2: 2023 Fatal and Severe Injury Crash Locations



Table 2: 2023 Traffic Fatality & Severe Injury Details

Location	Date & Time (2023)	Description	Party and age of person killed or severely injured*	Vehicle Type(s)
Mecartney Rd/Marcuse St/Baywalk Rd	Feb 7, 7:30 am	Person driving east on Mecartney struck a person walking north in an unmarked crosswalk across Mecartney at Marcuse St/Baywalk Rd (in the western leg), fatally injuring the pedestrian. The driver had failed to de-fog the windshield and drove despite poor visibility from a foggy windshield combined with sun glare.	Pedestrian 86	Minivan
Willow St/San Antonio	March 17, 5:30 pm	Teen driving stolen car at high speed eastbound on San Antonio, failed to stop at the stop sign at Willow, then crashed into two cars traveling north and south, respectively. A passenger in one of the other cars later died of their injuries.	Passenger 89	SUV
1350 Marina Village Pkway	Dec 31, 11:35 am	A person driving a car westbound at a very high speed lost control of their vehicle, went up a curb, and crashed into a tree. They sustained major injuries and died at the scene.	Driver 66	Mid-size car
Broadway between San Jose Ave and Encinal Ave (Caltrans roadway)	Jan 14, 4:30 am	DUI driver heading northbound on Broadway swerved into the oncoming lane and struck a southbound vehicle head on, sustaining injuries and severely injuring the passenger in their vehicle.	Passenger 40	Compact car struck SUV
3rd St/Santa Clara Ave	March 30, 7:40 am	A driver heading south on 3 rd St at unsafe speeds failed to yield to a pedestrian walking eastbound across 3 rd St at Santa Clara in the southern leg of an unmarked crosswalk, severely injuring the pedestrian.	Pedestrian 63	Sports car
Central Ave & 9th St (Caltrans roadway)	Aug 8, 8:20 pm	Person driving a motorcycle westbound on Central attempted to turn right onto 9 th at unsafe speed, lost control of their motorcycle and hit a fence on the northwest corner of the intersection.	Motorcyclist 32	Motorcycle
Clement Ave & Walnut St	Aug 16, 7:53 an	A person driving westbound on Clement Ave at unsafe speed struck a person who walked from between cars on the northern side of Clement just east of Walnut St.	Pedestrian 32	Compact car
Santa Clara Ave east of Webster St	Nov 10, 1:23 pm	A driver exiting the West End Parking Lot, intending to make a left turn onto Santa Clara, struck a person biking westbound in the bike lane on Santa Clara Ave, severely injuring the bicyclist.	Bicyclist 45	Mid-size car
Encinal Ave & Chestnut St (Caltrans roadway)	Dec 21, 10:11 am	A person driving south on Chestnut St turned left onto Encinal Ave, striking a person walking northward across Encinal	Pedestrian 51	Compact car

Location	Date & Time (2023)	Description	Party and age of person killed or severely injured*	Vehicle Type(s)
		in the east crosswalk, and causing severe injuries to the pedestrian.		

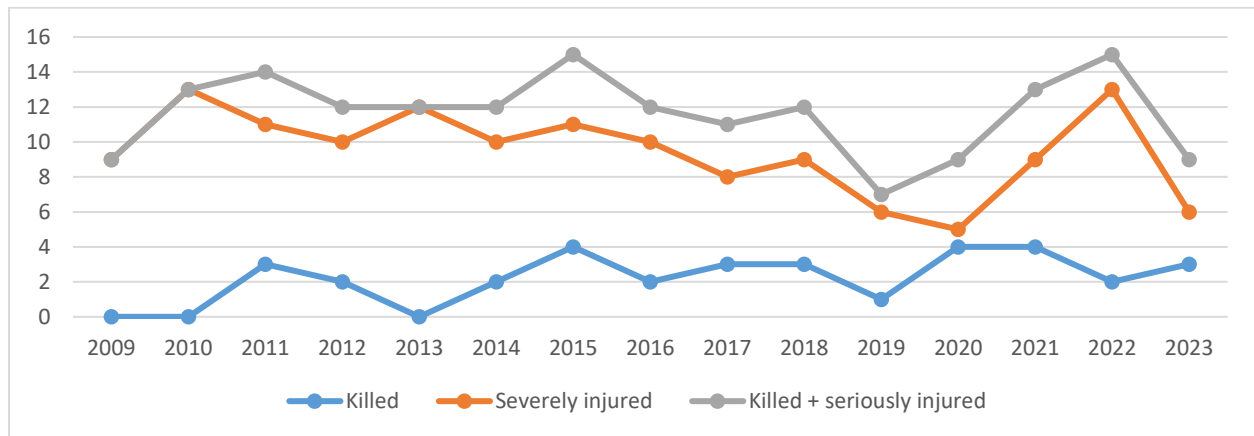
Source: APD

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

Crash Trends Overview

From 2009-2018, an average of two people lost their lives and 10 suffered severe injuries from crashes in Alameda. Alameda’s traffic fatalities rose in 2020 and 2021, following national² trends during the pandemic. In 2022, Alameda’s fatalities went back down but severe injuries rose, notably among people in motor vehicles. In 2023, severe injuries fell below the pre-pandemic average but three people died in crashes.

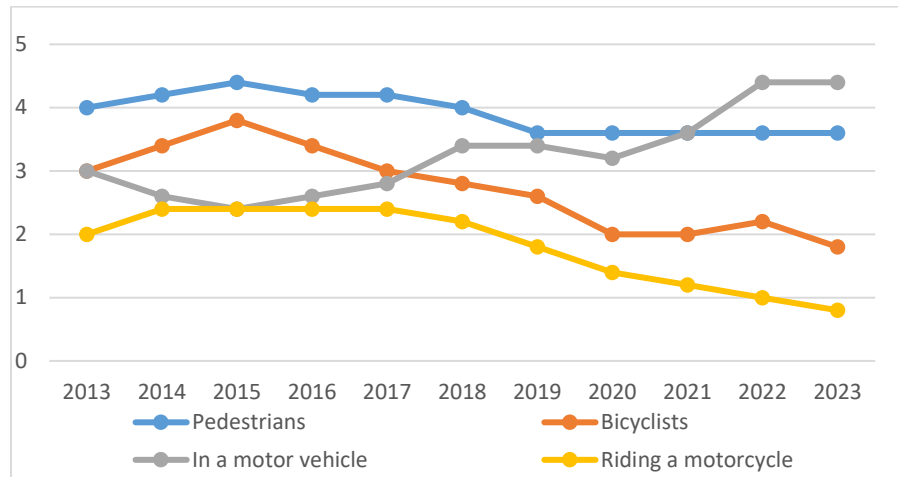
Figure 3: Traffic Fatalities + Severe Injuries, 2009-2023



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 3 represents the average of that year and the four prior years, e.g., the 2013 figure is the average of 2009-2013. This analysis finds that bicyclist and motorcyclist deaths and severe injuries have generally trended down since the 2015 five-year average. The pedestrian trend line also reduced starting in 2015 but then has held steady since 2019. At the same time, starting in 2015, motor vehicle averages generally increased.

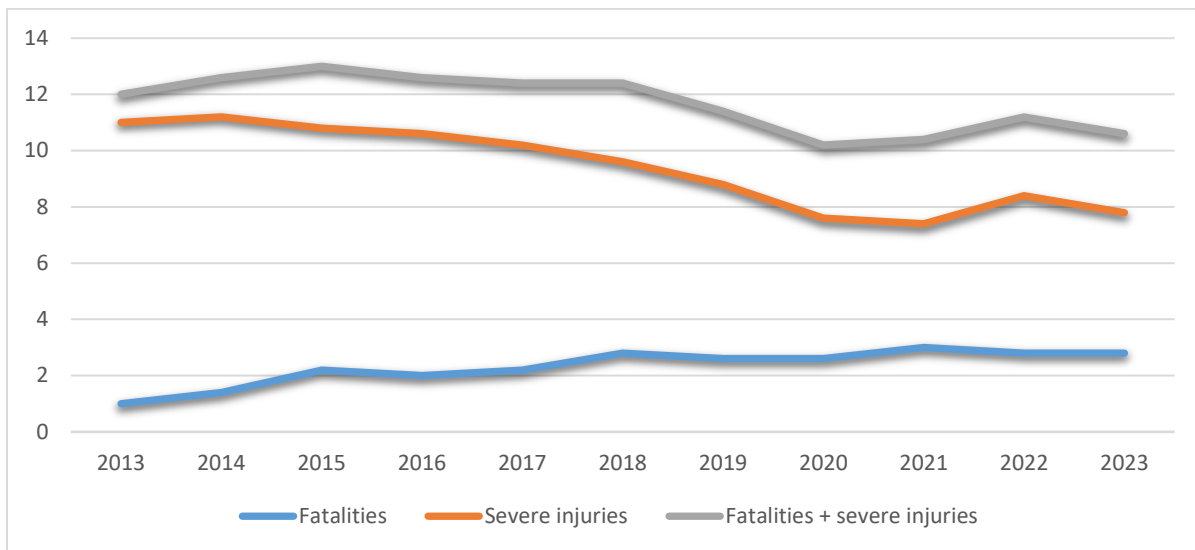
² See slide 20, Alameda CTC 2021 Performance Report: https://www.alamedactc.org/wp-content/uploads/2022/03/2021_Performance_Report_RPT_Final.pdf

Figure 4: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2009-2023 Data



Looking at fatalities and severe injuries separately finds fatalities increasing slightly from the 2013 five-year average to the 2023 one, while severe injuries were trending downward from the 2014 five-year average to the 2021 one; they bumped up with the 2022 average and then reduced again for 2023.

Figure 5: Rolling Five-Year Averages, Traffic Fatalities and Severe Injuries, 2009-2023 Data



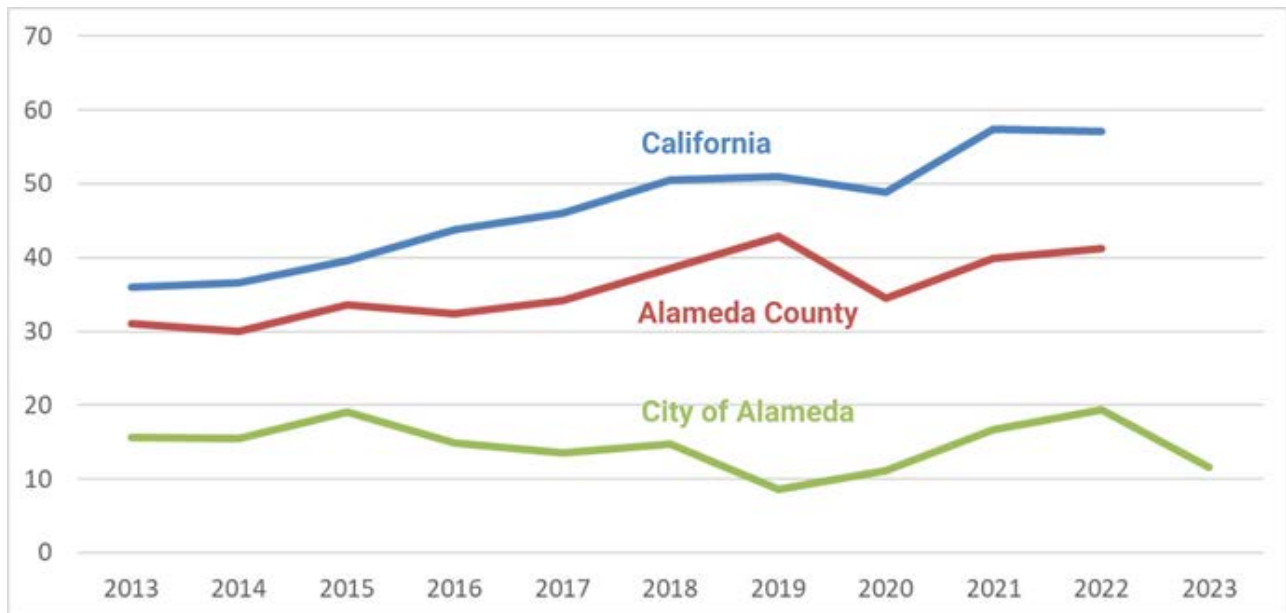
State, County, and U.S. Comparison

The City's rates of traffic fatalities and severe injuries are lower than those in the county, state, and country. Alameda's fatality rate from 2016-2020 was 45% lower than the median rate for cities with more than 5,000 people, with 3.2 per 100,000 population in Alameda³ compared with a U.S. median of 5.87.⁴

Traffic fatalities across the U.S. increased in 2020 and 2021, during the pandemic. According to the United States Department of Transportation (USDOT), U.S. fatalities rose 6.8% in 2020 compared to 2019, then increased another 10% in 2021 compared to 2020. Things have gotten slightly better since 2021, with a slight 0.3% decrease of U.S. fatalities in 2022⁵ and then in the first half of 2023, fatalities decreased another 3.3% compared to the first half of 2022.⁶

As of 2022, the City's rate of traffic fatalities + severe injuries per 100,000 population was 54% lower than the rate in Alameda County and 66% lower than the California rate. From 2015-2019, the City's rate trended generally downward while the County and State trended upwards. In 2021, rates rose for the City, County, and State. In 2022, the City of Alameda and Alameda County rates rose while California remained the same as 2021.

Figure 6: Traffic Fatalities + Severe Injuries Rate Per 100,000 Population



Source: Crash data from TIMS/SWITRS & APD; population data from State of California Department of Finance, E-4 Population Estimates. 2023 data is not yet available for California and Alameda County.

³ Rate based on crash data from TIMS/SWITRS & APD and population data from State of California Department of Finance, E-4 Population Estimates.

⁴ [Our Nation's Roadway Safety Crisis, USDOT](#), February 2023

⁵ [NHTSA Traffic Safety Facts](#), April 2023

⁶ [NHTSA Traffic Safety Facts](#), September 2023

2009-2023 Traffic Fatalities & Injuries

Table 3: Traffic Fatalities and Injuries, 2009-2023

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
All modes															
Killed	0	0	3	2	0	2	4	2	3	3	1	4	4	2	3
Severely injured	9	13	11	10	12	10	11	10	8	9	6	5	9	13	6
All injuries	225	198	207	227	228	224	190	261	241	218	273	167	158	175	161
Pedestrians															
Killed	0	0	1	0	0	2	2	1	0	2	0	2	2	0	1
Severely injured	4	3	5	3	4	3	2	4	3	1	3	2	3	3	3
All injuries	34	27	39	30	37	29	32	46	37	23	44	30	29	24	31
Bicyclists															
Killed	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0
Severely injured	0	2	4	4	4	2	4	2	2	3	1	0	2	3	1
All injuries	43	40	46	38	43	43	27	37	33	28	29	24	12	25	21
In a motor vehicle															
Killed	0	0	0	0	0	0	2	0	3	1	0	1	1	1	2
Severely injured	4	6	1	3	1	2	3	2	1	3	2	3	3	7	1
All injuries	141	122	109	148	130	142	122	163	157	155	196	109	113	117	102
Riding a motorcycle															
Killed	0	0	1	2	0	0	0	0	0	0	1	0	0	1	0
Severely injured	1	2	1	0	3	3	2	2	2	2	0	0	1	0	1
All injuries	7	9	13	11	18	10	9	15	14	12	4	4	4	9	7

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

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 2023, 34 people aged 65+ were injured in collisions (21%), and all three crash fatalities were older adults. A total of 22 children and youth were injured (14%), none severely.

Table 4: 2023 Traffic Fatalities & Injuries, Older Adults

	2022	2023
All modes		
Killed	0	3
Severely injured	2	0
All injuries	26	34
Pedestrians		
Killed	0	1
Severely injured	1	0
All injuries	4	7
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	1	0
In a motor vehicle		
Killed	0	2
Severely injured	1	0
All injuries	21	27
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

Table 5: 2023 Traffic Fatalities & Injuries, Youth <18

	2022	2023
All modes		
Killed	0	0
Severely injured	1	0
All injuries	18	22
Pedestrians		
Killed	0	0
Severely injured	1	0
All injuries	4	5
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	12	10
In a motor vehicle		
Killed	0	0
Severely injured	0	0
All injuries	2	7
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

Street Safety Improvement Projects

Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. For information about street safety projects in Alameda, see the Alameda Transportation 2023 Annual Report & 2024 Work Plan.

Table 6: Safety Improvements at Intersections, 2023

Intersection or Mid-Block Crossing Improvement Type	Intersections Improved 2023	% along High Injury Corridors	% in Equity Priority Areas	% within 600' of Schools
New Daylighting (new red curb)	4	50%	0%	50%
New Concrete Bulb-outs	3	0%	100%	0%
New Striped Bulb-outs	2	100%	50%	50%
New Marked Crosswalks	6	0%	50%	33%
New/Upgraded High Visibility Crosswalks	8	63%	0%	63%
New Signal Improvements for Safety	8	100%	0%	63%
New RRFB's	0	0%	0%	0%
Other Improvements	4	50%	50%	0%
ALL INTERSECTIONS IMPROVED	20	95%	55%	75%

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

Table 7: Safety Improvements on Corridors, 2023

Roadway Improvement Type	Miles Improved 2023	% along High Injury Corridors	% in Equity Priority Areas	% within 600' of Schools
Lane width reduction	0.6	33%	0%	7%
New road diet	1.9	26%	26%	47%
New shared-use path or separate walking/biking paths	0	0%	0%	0%
New/upgraded separated bike lanes	0.22	0%	100%	0%
New/upgraded buffered bike lanes	0	0%	0%	0%
New bike lanes	2.1	80%	22%	41%
New speed humps	0.1	0%	100%	0%
Other Improvements	0.4	0%	100%	0%
ALL ROADWAY MILES IMPROVED	3.4	6%	24%	25%

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

Figure 7: 2023 Safety Improvements with High Injury Corridors



Figure 8: 2023 Safety Improvements with Equity Priority Areas

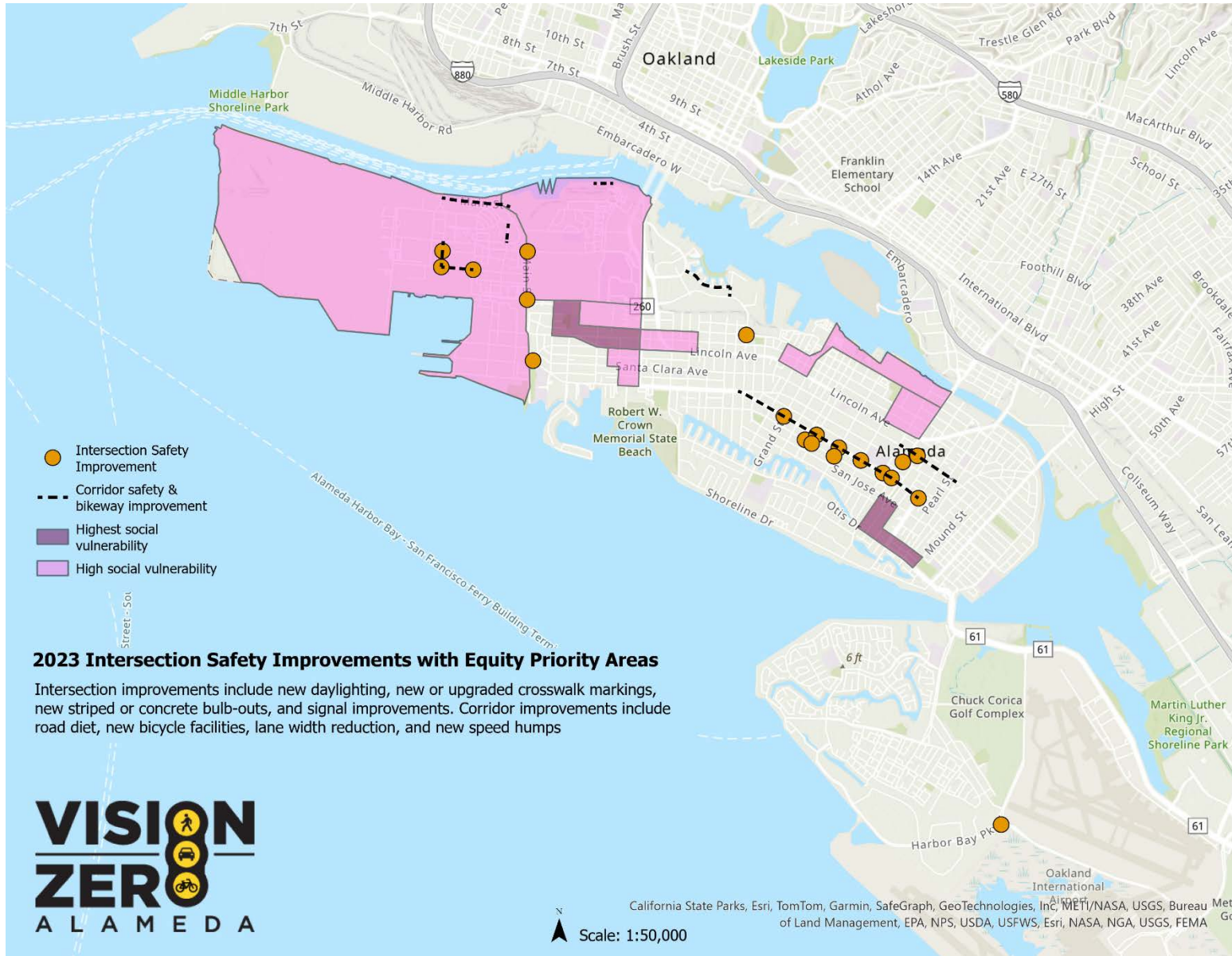
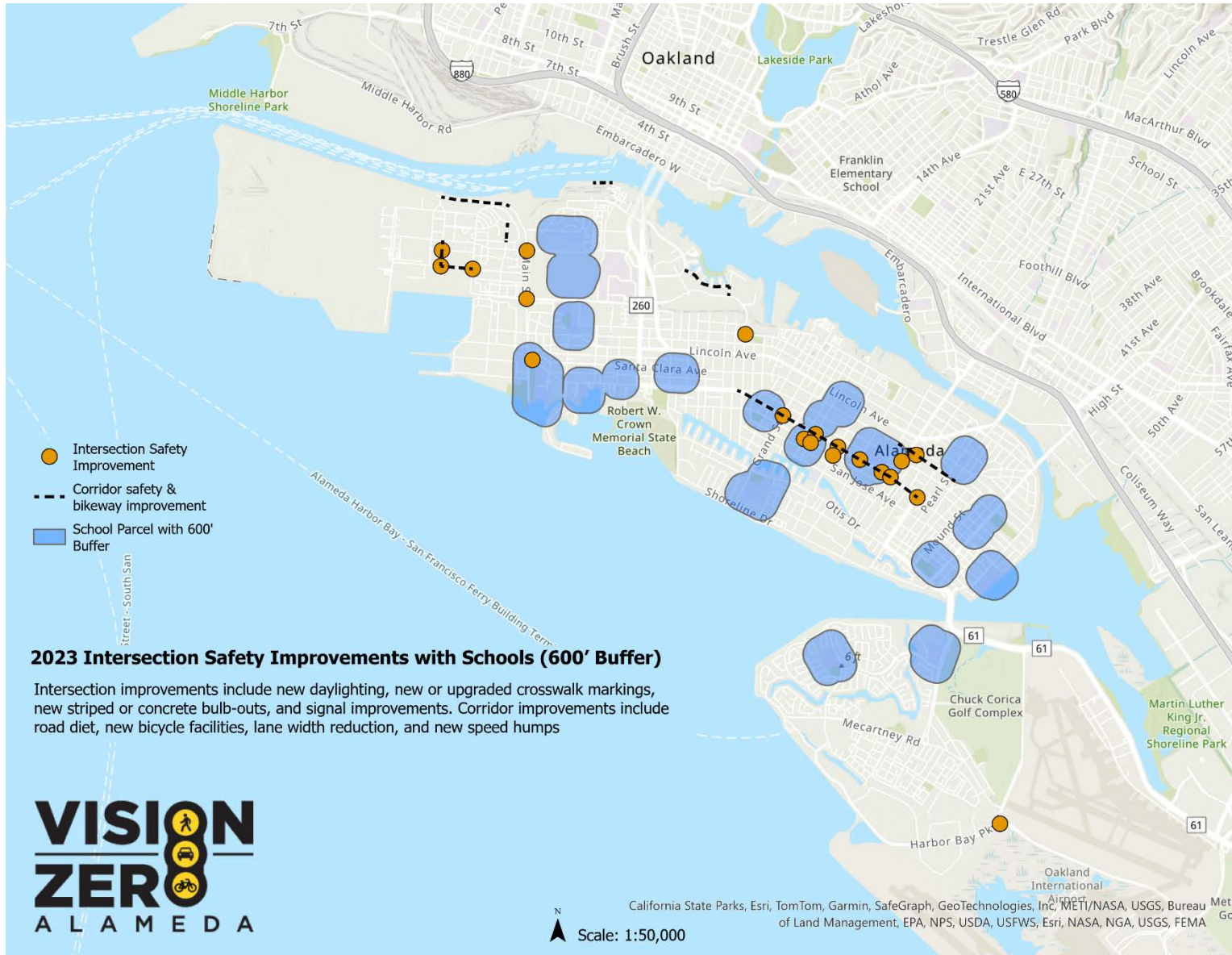


Figure 9: 2023 Safety Improvements with Schools (600' Buffer)



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 2023: 4,418, up 13% from 2022⁷
- Percent along High Injury Corridors: 75%

Figure 10: 2023 Traffic Stops with High Injury Corridors



⁷ 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.

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 8: Traffic Stops by Race, 2023

Perceived race	% of traffic stops
White	29%
Asian	24%
Black/African American	18%
Hispanic/Latine(x)	18%
Middle Eastern or South Asian	8%
Native American	<1%
Pacific Islander	2%
*Multiple	1%

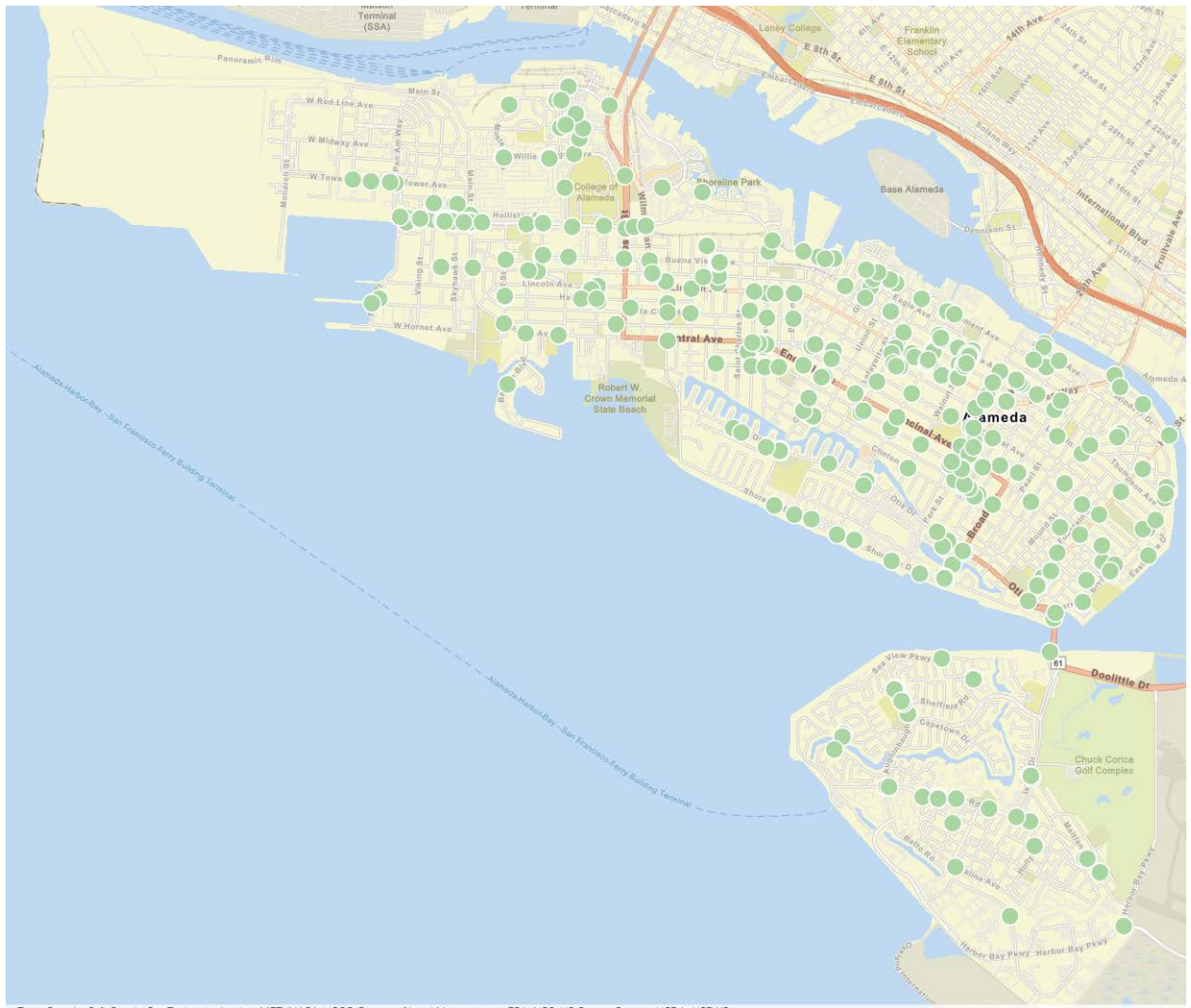
Street Safety Concern Reports

In 2023, community members submitted 433 reports of ongoing traffic safety concerns and near-miss crashes. The City uses the SeeClickFix app to collect these community reports via the Street Safety Concern category. Self-reported data can favor people with resources and time, but still gives important insights about experiences people have on Alameda’s streets. In 2023, staff reviewed all submitted Street Safety Concern reports along relevant corridors when planning and designing projects. Staff also began reviewing recent Street Safety Concern reports at monthly Vision Zero Implementation Team meetings. An interactive map showing Street Safety Concern reports is available via the [Vision Zero webpage](#).

Table 9: Listed Concern Types, 2023 Street Safety Concern Reports

Concern Type	Number	%
Unsafe crossing	108	25%
Other safety issue	93	21%
Speeding	78	18%
Near-miss – I was walking	65	15%
Near-miss – I was riding a bicycle	37	9%
Near-miss – I was driving	20	5%
No category chosen	32	7%
TOTAL	433	

Figure 11: 2023 Street Safety Concern Reports





5. ACTIVE TRANSPORTATION 2023 ANNUAL REPORT

Plan vision:

*“Alameda will be a city where **people of all ages, abilities, income levels, and backgrounds** can **safely, conveniently, and comfortably walk, bike, and roll** (using wheelchairs, mobility scooters and micro-mobility devices) to their destinations and to transit. As a result, **Alameda will be a healthier and safer place to live, work, and recreate**; Alameda will have reduced its greenhouse gas emissions; and the **quality of life in Alameda will be enhanced for everyone.**”*

Performance Measures

This is the first 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 2023 calendar year. For further details on active transportation projects and programs, see the *Transportation Plans 2023 Annual Report & 2024 Plan*.

Measures marked with an asterisk (*), still need to have the baseline and target data determined, which will be completed with the citywide performance measures effort.

Safety

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

Table 10: *People walking/bicycling killed, severely injured, and injured*

	Baseline			Target
	2021	2022	2023	2030
Walking	34	28	28	Stable, or decreasing, as the number of people walking and bicycling increases.
Bicycling	22	20	19	

Note: Amounts are three-year averages

Equity

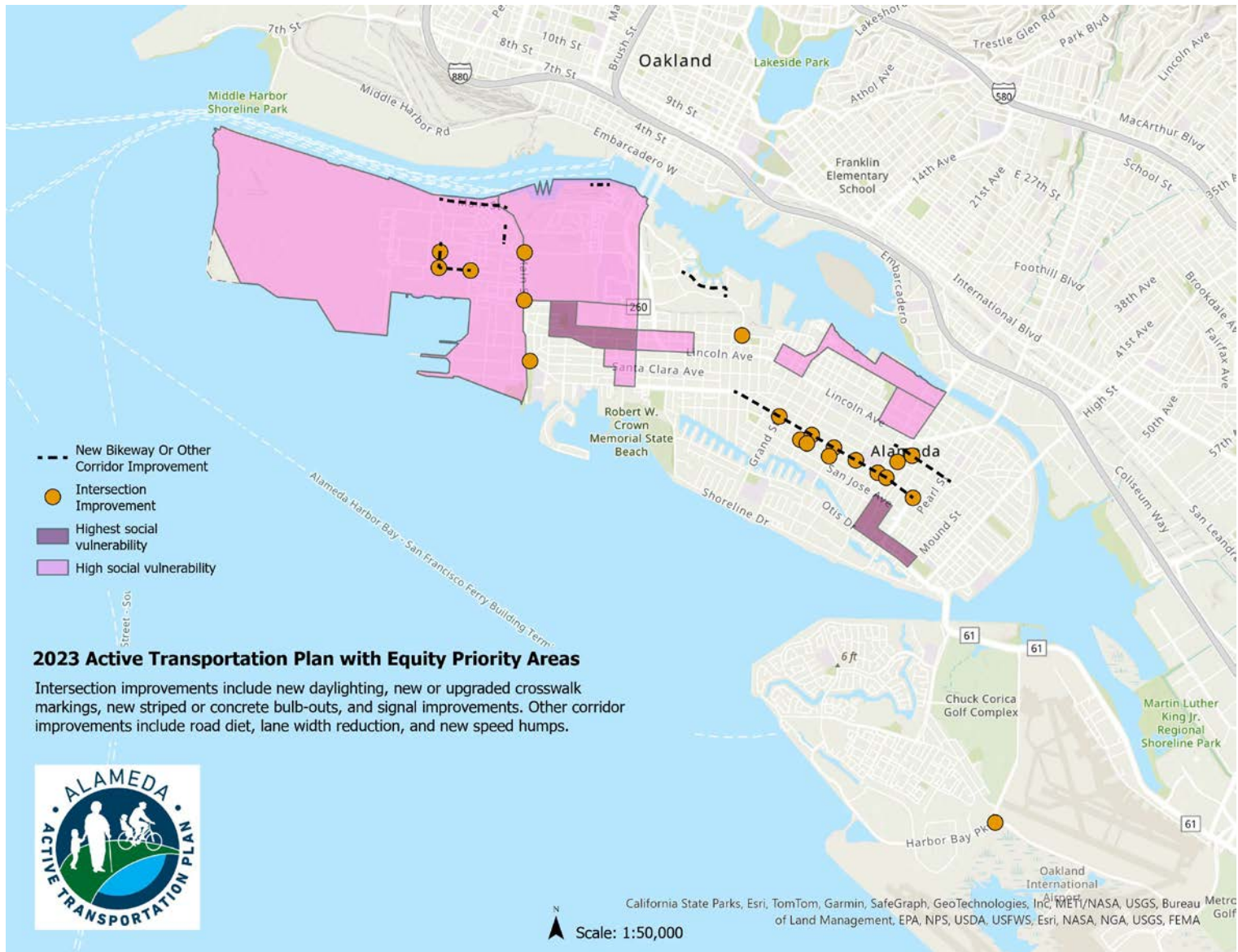
Measure: *Percent of active transportation improvement projects installed in equity priority communities**

45% of the **20 intersections** that received active transportation improvements in 2023 were in equity priority areas. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and signal improvements.

33% of the **3.3 miles of roadway** that had new bikeways or other corridor improvements added were in equity priority areas. "Other corridor improvements" included a road diet, lane width reduction and new speed humps.

These improvements are mapped in Figure 1 below.

Figure 1: 2023 Active Transportation Improvements with Equity Priority Areas



Measure: Percent of programming and education in equity priority communities*

39% of active transportation programming and education events and activities took place in locations or schools in equity priority areas. This totals **9 events/schools/activities** and includes the 7 public schools enrolled in the Countywide Safe Routes to Schools (SR2S) program in the 2022/23 school year (each of which held numerous events during the school year), the annual Alameda Bike Festival held at Ruby Bridges Elementary School, and the adult/teen Learn-to-Ride class held next to the Seaplane Lagoon Promenade.

A total of 17 schools enrolled in the Countywide SR2S program in 2022/23, and 70% of this school population identified as non-white or Hispanic, and 37% of students qualified for free/reduced-price meals.

Connectivity and Comfort

Measure: Number of intersections with pedestrian crossing improvements or upgrades*

20 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.

Measures: Miles of all bikeways and low stress bikeways

The City now has a total of 57 miles of bikeways, including 22.5 miles of low-stress facilities.

Alameda added 3.3 miles of bikeways in 2023, including 0.5 miles of low-stress bikeways, which include shared-use paths and separated bike lanes (also called “protected bike lanes” and “cycle tracks”). The newly built bikeway segments are listed in Table 2.

Table 11: Miles of new bikeways, 2023

Location	Shared Use Path	Separated Bike Lane	Bicycle Lane	Bicycle Route	Notes
Bohol Circle Immigrant Park waterfront (bioretention/easement to future Bette extension path)	0.13				Also a Bay Trail segment
Saratoga St (W. Tower to W. Midway)		0.20			Separated, one-way bike lane NB; Sharrows SB
West Tower Ave (Pan Am to Saratoga)		0.22			Separated, two-way bike lane on south side
Encinal Ave (Sherman to Broadway)			1.40		Constructed by Caltrans (SR 61); included road diet
Main St (Navy Way gate to Ferry traffic signal)			0.49		Included a road diet
Santa Clara Ave (Oak St to Park Ave)			0.15		
Santa Clara Ave (Park Ave to Everett St)			0.05		Bike lanes EB; Sharrows WB
Triumph Dr (Atlantic Ave to Independence Dr)			0.06		Sharrows NB; Bike lanes SB

Location	Shared Use Path	Separated Bike Lane	Bicycle Lane	Bicycle Route	Notes
Independence Dr (Triumph Dr to Marina Village Pkwy)				0.34	Edge line and sharrows added (bike route signs already in place)
Santa Clara Ave (Everett St to Versailles)				0.27	
Total Miles	0.13	0.42	2.15	0.60	
All bikeways added in 2023		3.31			

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 SR2S program⁸ in the 2022/23 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 this countywide program but cannot enroll in the program or sign up for the program services. It's not currently known if the two private schools in Alameda are using these resources.

Table 12: Schools with SR2S programs

	School Year		Target
	2021/22	2022/23	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

No schools signed up for the City-funded bicycle safety education programs. The City will re-evaluate and possibly re-configure this program in 2024, to align it with the current needs of schools.

Table 13: Schools with bike safety education workshops for 5th graders

	School Year		Target
	2021/22	2022/23	2030
Schools	3	0	All public and private schools

Measure: Number of new or upgraded bicycle parking facilities*

No new bicycle parking was installed in 2023, however several racks were maintained or replaced, all the City's shared-use electronic bike lockers were maintained, and planning was undertaken to add more in-street bike parking corrals along Park and Webster Streets.

In 2023, the City undertook a comprehensive inventory of all publicly-available bicycle racks, and identified a total of 2,300 bicycle parking spaces, which is 250% more than was previously believed to be available.

⁸ <https://alamedacountysr2s.org/>

This includes a total of 825 bike racks, of which about 70% are owned and maintained by the City and are in the public right of way or on City property, and 30% which are owned privately but available to the public. The latter is mostly visitor bike parking at commercial and housing developments.

The City also has six in-street bike parking corrals – two on Webster Street and four on or adjacent to Park Street. There are 134 bike parking spaces in City owned and maintained bike lockers throughout the City.

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

9 events or campaigns were offered, either by the City, its contractors, or the Countywide SR2S program. The majority of these events were bike-focused and included the three major annual SR2S events (Walk and Roll to School Day, Golden Sneaker contest, and Bike to School Day), Bike to Work/Wherever Day in May, a family fun ride in September, the annual Bike Festival, and three bike safety education workshops.

Mode Shift

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

Currently, bicycle and pedestrian counts are only regularly done at seven intersections which are monitored every two years by the Alameda County Transportation Commission (ACTC) as part of their countywide performance measure reporting. Counts have been conducted in the same manner since 2016/17 at these locations, resulting in 4 data points: 2016/17, 2018, 2020, and 2022. All locations have counts conducted on a single day from 4-6 PM, which is the standard automobile PM peak period (but not always the peak for pedestrians).

The count locations in Alameda are:

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

While not specific to the 2023 reporting year, the data trends shown in Table 5 below show that, from 2016/17 to 2022, bicycling increased substantially (up by 57%), while walking decreased (down by 17%), at these locations. The increase in biking appears to be due to the Cross Alameda Trail opening along RAMP and Atlantic (in 2020), and a large increase in counts at Webster and Santa Clara. For walking, the almost 400% increase in pedestrians counted at Main/RAMP was offset by decreases at all other locations except Park/Central, which remained the same.

It must be noted that while single day counts, over only a two-hour period, at only seven intersections citywide, may provide some sense of trends in walking and biking and are certainly better than no data, they are not by themselves a reliable lens for seeing overall trends. It is for this reason that before/after counts will be conducted in the future for complete streets projects, and that there are six performance measures in total to measure mode shift.

Table 14: Total pedestrians and bicyclists at 7 Alameda intersections (PM peak)

Mode	2016/17	2018	2020	2022	Change from 2016/17 to 2022
Pedestrians	2540	2570	1150	2100	-17%
Bicyclists	352	361	399	553	57%

Note: Counts conducted on one day, for two hours, from 4-6pm. Source: ACTC

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

The most recent available Census data is from 2022, and the table below shows the three-year averages for commute to work modes, with bicycling going up slightly, walking decreasing slightly, and driving alone decreasing. While most trips people take are not commute-related, this is one more data point for tracking mode shift over time.

Table 15: Percentages of people bicycling, walking and driving alone to work

Mode	Baseline %	%	Target %
	2021	2022	2030
Walk	2.6	2.2	4.0
Bicycle	2.4	2.6	3.6
Drive alone	54.5	51.7	Stable or decreasing

Note: Amounts are three-year averages. Source: American Community Survey.

Future year reporting

Four 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 four are:

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