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# *City of Alameda*

## *STATUS REPORT ON TRANSPORTATION*

*Published: September 2020*

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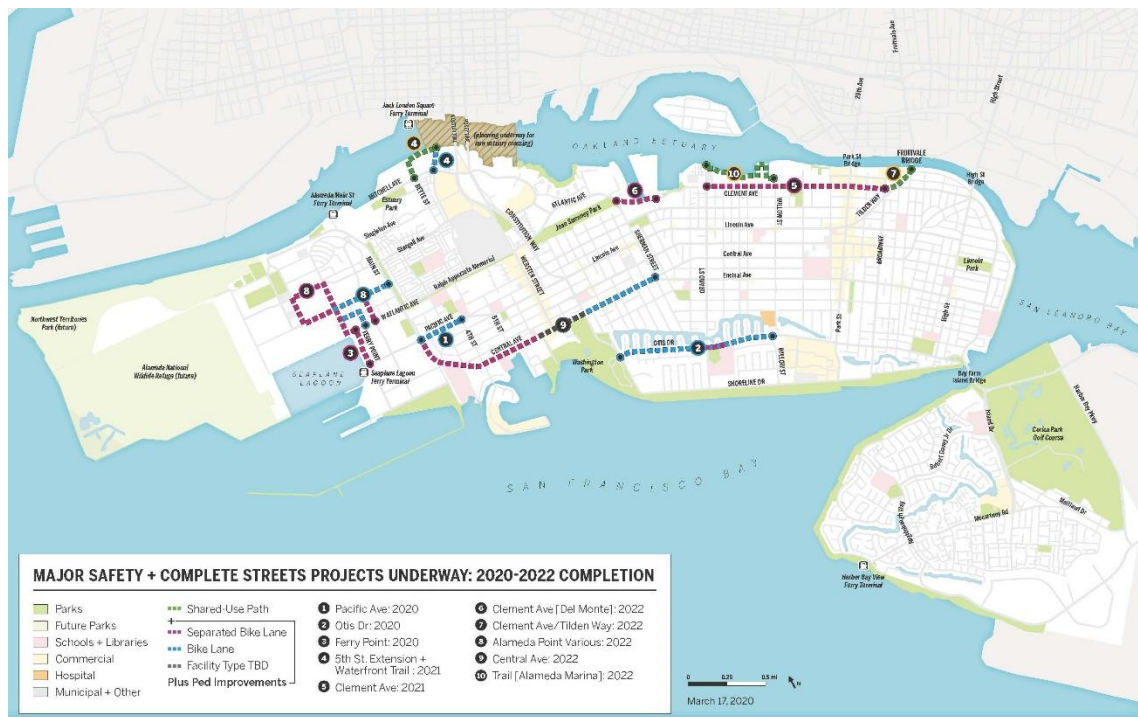


# Introduction

The *Transportation Choices Plan*, which was approved by City Council in January 2018, requires an annual review of progress toward meeting the City's transportation improvement needs. City staff provide status reports to the Transportation Commission in May and September to give a snap shot of work in progress or completed. The goals of the *Transportation Choices Plan* are to reduce solo driving and increase the share of other modes with primary objectives of safety, equity and reducing greenhouse gases. As stated in the *Transportation Choices Plan*, the plan is intended to be a living document, which means it will be adapted and modified over time to address the ever-changing nature of transportation.

The purpose of this Status Report is to highlight the progress of transportation projects and programs in the City of Alameda. This Status Report builds on the *2019 Annual Report* (January 2020) and the *Status Report on Transportation* in May 2020. City staff have continued to focus on safety and traffic calming, and now have prioritized commercial and slow streets for social distancing. Transit and paratransit service reductions and modifications are explained.

**Figure 1: Major Safety and Complete Streets Projects**



# Quick Transportation Facts

All the below transportation indicators were showing positive trends in 2019 and until the stay-at-home order in March 2020. During COVID-19, ridership on buses and ferries as well as usage of shared mobility such as Getaround and Gig Car Share have dropped significantly, and have begun a slow and steady increase as the restrictions have lifted. People walking have increased during COVID-19, and bicycling also is on the rise.

## **Bus – AC Transit**

In February 2020, average daily ridership was 189,213, and by the first week of April, average daily ridership was 53,381, which is a 72 percent reduction. Since the spring, ridership has trended upwards, with average daily ridership during the week of August 24 reaching 76,654, which represents a 60 percent reduction compared to February 2020.

**Modified Service:** Due to ridership reductions, AC Transit began operating abbreviated service that mirrors a typical Sunday service with a few additions, namely the continuation of the Early Bird Express service sponsored by BART. In response to school closures, all supplementary school services have been suspended. In August, AC Transit added back regular weekday services on most local trunk lines, including Line 51A. Service on Line O has been improved to every 30 minutes to promote physical distancing.

**No Fare and Rear Boarding:** As of March 23, fare payment was suspended and rear-door boarding was implemented. Wheelchair riders are allowed onboard without securements by bus operators. AC Transit expects to resume collecting fares once protective plexiglass shields are installed, which is expected in October.

**Cleaner Onboard Air:** AC Transit installed upgraded air filters and keeps windows closed to force onboard air out and to circulate fresh filtered air every minute and 20 seconds.

**Enhanced Cleaning:** AC Transit maintenance staff are systematically disinfecting buses every day with a hospital-grade disinfectant.

**Protective Equipment:** AC Transit is providing Personal Protective Equipment – including gloves, masks, and hand sanitizer – to staff for voluntary use. Hand sanitizer and facemasks will be offered to passengers on every bus beginning September 15.

**Passenger Capacity:** Riders are encouraged to remain six feet apart from fellow passengers and the operator. Buses operate with lower rider thresholds. If a bus nears capacity, bus operators may bypass stops and turn on the “Drop-Off Only” head-sign. The thresholds are 6 passengers for smaller buses, 10 passengers for standard buses and 16 passengers for articulated buses. AC Transit has committed to running larger vehicles wherever operationally feasible, and is providing standby buses where needed.

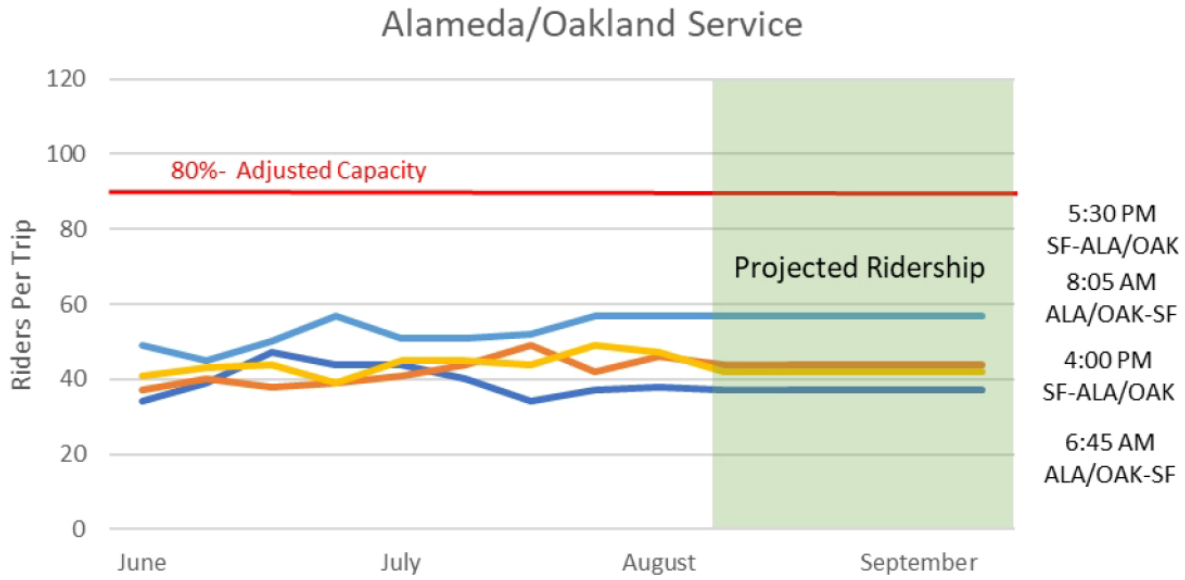
**Funding:** AC Transit received a portion of the federal Coronavirus Aid, Relief and Economic Security (CARES) Act stimulus package totaling \$114 million to help fund transit operations given the significant revenue decreases from the decline in ridership.

**AC Transit's COVID-19 webpage:** <http://www.actransit.org/renew-covid19-action-plan/>



## Ferry - WETA

The WETA Ferry Service Recovery Plan (Plan) states that ferry service will restart at minimum levels to match expected reduced demand. WETA ridership remained generally the same from July to August 2020 at 8 percent of pre-COVID ridership, which is similar to BART that is at 11 percent of pre-COVID ridership. Alameda/Oakland trips have experienced low ridership in the later morning departures with early morning and 5:30 p.m. departures showing the highest ridership levels (see inset below).



WETA has a six-point Passenger and Crew Safety Plan, which was adopted by the WETA Board of Directors on June 4, 2020, as follows:

**Enhanced Cleaning:** After every passenger trip, crews wipe down frequently-touched surfaces including Clipper readers, handrails, arm rests, door handles, seat trays, stairwells, tabletops, and restroom surfaces. Each in-service vessel undergoes a full, deep cleaning daily as well as an electrostatic disinfectant fogging to sanitize all surfaces including hard-to-reach areas, carpeting, and upholstery. Cleaning products used are all on the United States Environmental Protection Agency's (EPA) list of products qualified to kill coronavirus.



**Social Distancing:** WETA has established passenger distancing measures on vessels by marking certain seats as unavailable and capping maximum capacity on board each vessel as appropriate to allow reasonable space for each rider. Social distancing decals have been placed in areas of passenger queuing at all active ferry terminals to reflect the physical distancing needed to safely board. Crews are maintaining appropriate physical distance while safely helping passengers board and disembark. Passengers are

reminded of distancing requirements through terminal and vessel signage and messaging.

**Hand Sanitizer:** Hand sanitizer is provided on board every vessel in multiple locations for passengers to use. Onboard restrooms remain available, clean and stocked so that passengers and crews can wash their hands with soap and water.

**Healthy Crews:** Ensuring a healthy workforce is critical. WETA and its contract operator Blue & Gold Fleet are supplying workers with personal protective equipment (PPE), including masks, gloves, and supplies. Work areas are being disinfected frequently. Workers are instructed to stay home if they do not feel well and vessel crews are temperature checked before reporting to work. Sick pay is provided to crews who do not report due to illness.

**Touchless Payment:** Clipper and Hopthru allow for contactless payment on San Francisco Bay Ferry. Passengers are being strongly encouraged to use these methods to pay their fares or, for Vallejo, to purchase a monthly pass. For passengers who need to use cash or card to pay their fare, crews are maintaining appropriate distance when selling tickets and disinfecting surfaces touched by passengers during the transaction.

**Funding:** WETA received a portion of the federal CARES Act stimulus package totaling \$19 million to help fund transit operations given the significant revenue decreases from the decline in ridership.

For more information, please refer to <https://sanfranciscobayferry.com/bestwayback>

### **Alameda Loop Shuttle Ridership**

In October 2017, two new shuttle buses began running with a 30-minute frequency – as opposed to the previous one-hour frequency – every Tuesday, Wednesday and Thursday. The ridership grew to over 70 weekday boardings in 2019. With COVID-19, the average weekday ridership is at about 20 as follows:

- March: 42 weekday boardings
- April: 17 weekday boardings
- May: 17 weekday boardings
- June: 22 weekday boardings
- July: 19 weekday boardings
- August: 18 weekday boardings



### **Bikeway Mileage**

With the opening of the Cross Alameda Trail section west of Main Street along West Atlantic Avenue, the City has added another 0.3 miles of bikeways to the 0.9 miles built earlier in the year for a total of 1.2 miles in 2020 (Table 1).



**Table 1: Miles of Bikeways**

Year	Total Miles of Bikeways	Class I (Multi-use Path)	Class II (Bike Lane)	Class III (Bike Route)	Class IV (Protected Bike Lane)	Upgrade (Standard Bike Lane to Buffered Bike Lane)
As of 2017	<b>44.2</b>	16.1	15.6	10.3	2.2	0
Added in 2018	<b>1.4</b>	0.7	0.4	0.3	0	0.2
Added in 2019	<b>1.9</b>	0	1.9	0	0	0.6
Added in 2020 (to date)	<b>1.2</b>	0.8	0	0	0.4	0
<b>Totals</b>	<b>48.6</b>	<b>17.5</b>	<b>17.9</b>	<b>10.6</b>	<b>2.6</b>	<b>0.8</b>

## Electric Vehicles

Alamedans continue to purchase electric vehicles (EV) at an increasing rate as shown below with the charger permits issued and the EVs that have received rebates (Table 2). EV charger permits issued by the City's Permit Center are as follows:

- 2017: 15 residential
- 2018: 72 residential and 2 commercial
- 2019: 96 residential and 5 commercial
- 2020 as of August 19: 35 residential and 0 commercial



**Table 2: California Clean Vehicle Rebate Statistics for Alameda**

Year	BEV	PHEV	FCEV	Yearly total	Cumulative total
2011	22	0	0	22	22
2012	18	26	0	44	66
2013	54	55	0	109	175
2014	87	80	0	167	342
2015	145	61	0	206	548
2016	93	50	1	144	692
2017	108	52	3	163	855
2018	178	79	4	261	1,116
2019	153	61	2	216	1,332
2020 (thru February)	24	12	0	36	1,370
<b>Total</b>	<b>882</b>	<b>476</b>	<b>11</b>	<b>1370</b>	<b>1,370</b>

Source: Center for Sustainable Energy. California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated August 6, 2020. <https://cleanvehiclerebate.org/rebate-statistic> BEV: All-battery electric vehicle; PHEV: Plug-in hybrid electric vehicle (electricity and gasoline); FCEV: Fuel-cell electric vehicle

## Emergency Alerts



In any large emergency, from a major road closure to an earthquake, communicating to the public about transportation options is essential. For the AC Alert emergency response system, more people in Alameda have subscribed as the City transitions from the Nixle system, which has been rolled over to the new AC Alert system and has a total of 9,000 Alameda subscribers. The total number of Alameda subscribers to AC Alert are as follows:

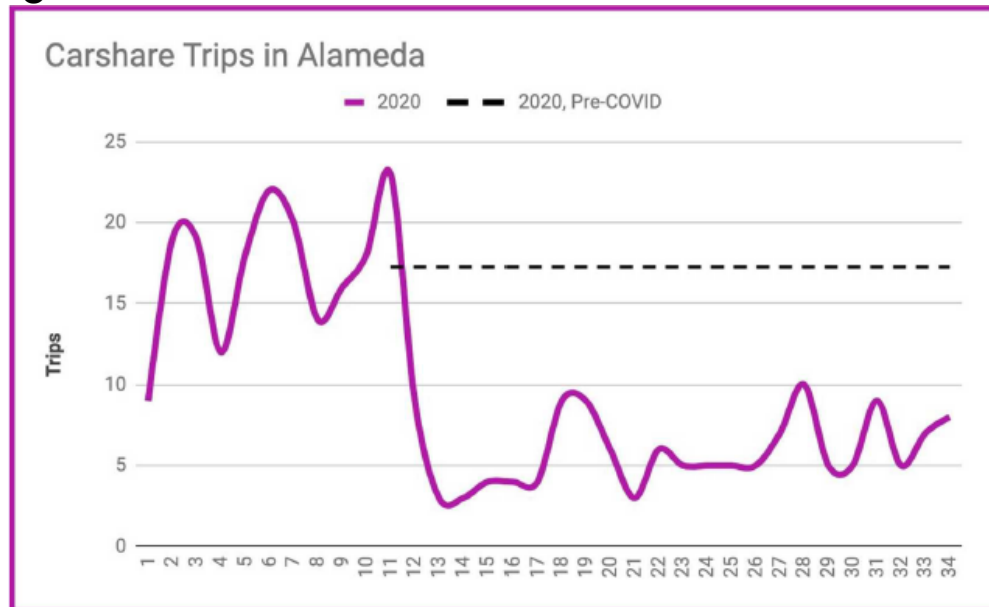
- January 2019: 1,400
- August 2019: 2,150
- November 2019: 4,266
- May 2020: 5,439
- August 2020: 7,823

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

Furthermore, for Alameda's Community Emergency Response Team (CERT) program, the Fire Department has a total of 344 active CERT members who are trained to provide emergency assistance to their families and neighbors, which is down from 362 in 2019 due to COVID-19 and the inability to train new CERT members.

## Getaround Usage

Getaround saw growth in trips and unique renters until COVID-19 (see inset and Table 3). Getaround has three shared vehicles in the City of Alameda city controlled parking lots, and is working to continue to grow in the City of Alameda.



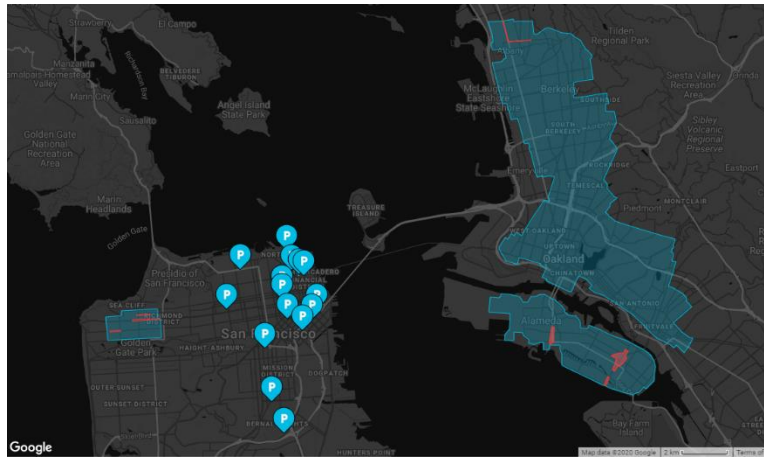
Getaround also has four peer-to-peer vehicles in Alameda. This peer-to-peer vehicle service provides drivers access to rent and unlock cars shared by people in Alameda.

**Table 3: Getaround Usage of Three Vehicles in Public Parking Lots**

Year	Trips	Average Monthly Trips	Average Daily Trips	Unique Renters
2020	218	41	1.4	204
2019	1,703	142	5	570
2018	1,131	94	3	392

## Gig Usage

In May 2018, the City began a partnership with [Gig Car Share](#) to operate up to 35 vehicles in Alameda. The map inset shows the Gig zones of operations. During shelter-in-place, Gig usage dropped 40 percent. Currently, there are on average 7 to 10 Gig vehicles in Alameda with 276 active members. The number of trip starts by month in Alameda average 945 or 31 per day. The number of trip ends by month in Alameda average 988 or 33 per day.



Today, Gig is serving Members in five cities across the Bay Area. In response to the COVID-19 pandemic, Gig has maintained operations with an increased focus on cleaning and health. In addition, Gig introduced a new program that allows Members to rent a car for multiple days to limit the number of drivers using a vehicle. Though business overall has rebounded, Gig has seen an imbalance in supply and demand in Alameda. To support a sustainable business model, our Member-centric approach to car sharing remains that we will modify Gig HomeZones based on Member feedback and demand.



## **Pedestrian Improvements**

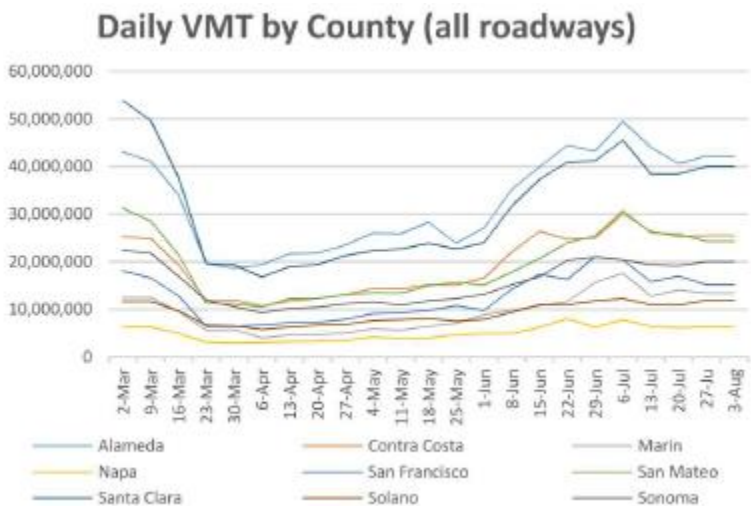
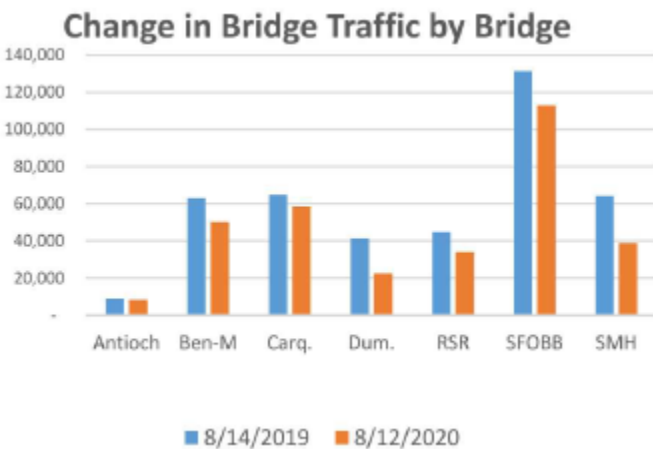
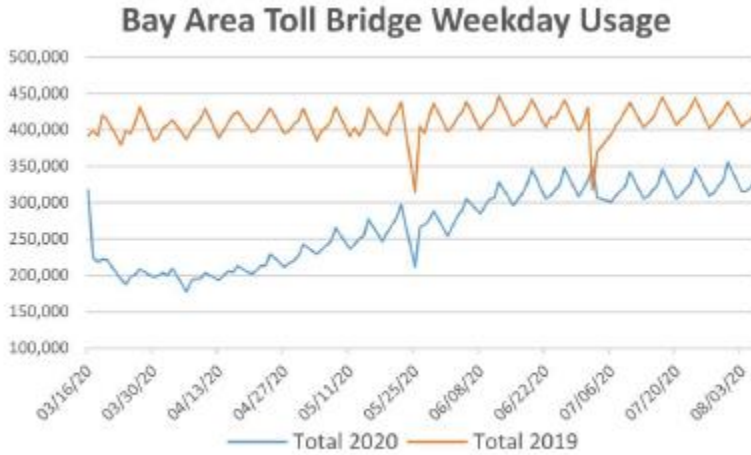
To date in 2020, the following pedestrian safety and access improvements have been made:

- 1.1 miles of walking trail (West Atlantic Avenue and Ralph Appezato Memorial Parkway (RAMP), between Viking Street and Webster Street)
- 0.8 miles of jogging path (RAMP, between Main Street and Webster Street)
- 4 intersection crossing safety and visibility enhancements (RAMP and Main Street, Fifth Street, Webster Street; and Atlantic Avenue/Constitution Way)
- 1 new mid-block crossing (Atlantic Avenue between Webster Street and Constitution Way)
- Rectangular Rapid Flashing Beacons:
  - Atlantic Avenue, between Webster Street and Constitution Way
  - Fernside Boulevard and Harvard Drive
- Lane reduction projects, shortening crossing distances:
  - 4 to 2 lanes with turn pockets conversions along segments of Park and Webster Streets
  - 4 to 2 lanes with turn pockets conversion on Lincoln Avenue at Walnut Street
- Miscellaneous traffic calming projects as stated below to improve visibility and safety for all modes including pedestrians (see inset photos of Tilden Way at Buena Vista Avenue and West Midway at Main Street).



## Roadway Usage

According to Bay Area Metro, the Bay Area toll bridge weekday usage and the daily vehicle miles traveled on all roadways in the region is at about a 20% to 25% decrease from pre-covid levels as shown in the below charts.



# Status of Priority Transportation Actions for 2020

The purpose of this Status Report is to highlight the progress of transportation projects and programs in the City of Alameda. This Status Report builds on the 2019 Annual Report, and explains the current priorities in light of the coronavirus pandemic and the associated stay-at-home order. In general, there is a continued emphasis on safety with traffic calming and now through slow streets and social distancing measures. Traffic congestion alleviation is a lower short-term priority. To achieve these objectives, the City will need adequate project/program funding, staffing resources and the ability to focus on our highest priorities given the constraints of an economic downturn. The revenue projections from the transportation sales tax Measures B and BB, which are administered by the Alameda County Transportation Commission, are 10 to 20 percent lower compared to pre-covid levels, which is expected to be offset with a reduction in expenditures on capital spending.

## **Commercial Streets (New COVID-19 Response Program)**

To support the Alameda business community and the health and safety of Alameda residents, employees and visitors during this global pandemic, City staff developed a Commercial Streets program, which was endorsed by the City Council at its May 19 meeting. The objectives of the program are to:

- Support business needs for additional space to meet temporary changes in operations to address public safety and COVID-19 as articulated in the County Health Orders.
- Create more space for people to safely walk along the corridors while physically distancing as more stores and businesses open.
- Create more space for customers to safely stand in lines to shop at businesses while also allowing enough space for people to walk along the corridor.
- Create more space for well-separated (6 feet or more) dining and shopping.
- Create more space for convenient customer pick up of products and to-go meals from outside the building.



Since April 2020, the following has been accomplished:

- **Park Street Restriped:** On July 10, Park Street was re-configured from four travel lanes to two lanes between Encinal Avenue and Santa Clara Avenue, with a new dedicated “parklet” lane along the curb for outdoor business activity, and all parking now being used for short-term curbside pick-up only. The program has generally been successful: more businesses are using the new parklet space and there are no significant traffic delays.
- **Webster Street Restriped:** On August 7, Webster Street also was re-configured, in a similar manner to Park Street between Taylor Avenue and Lincoln Avenue. After some minor traffic signal modifications, this project also appears to be successful in providing new outdoor space for businesses, in slowing traffic and not causing significant traffic delays.
- **Alameda Avenue Closure Approved:** On August 27, the City approved the Downtown Alameda Business Association's (DABA's) Encroachment Permit to close a portion of Alameda Avenue between Park Street and the driveway to the City lot. This area will be activated by DABA, for outdoor to-go food dining and other socially-distanced activities.
- **Parklet Permits Issued:** The City updated and streamlined its parklet and sidewalk encroachment permit process in May and June. As of September 9, 12 parklet permits were issued, 6 more are in-process, and almost 15 additional businesses have expressed interest. Staff from Public Works, Transportation Planning and Economic Development all interface with and guide each applicant through the permit process to ensure that permits can be issued quickly. To support the parklets and to ensure safety, the City has so far purchased over 80 water-filled barricades, to protect parklets from moving vehicles.
- **Sidewalk Encroachment Permits Issued:** No sidewalk seating permits have been issued; however, there is interest from 2-3 businesses along the Central Avenue and Encinal Avenue sections of State Route 61, which is controlled by Caltrans. To support businesses here, the City is in the process of applying for a newly-created permit from Caltrans that would allow businesses, with a City permit, to have sidewalk seating and short-term parking in conformance with their strict guidelines.
- **District-wide Encroachment Permits Issued:** In June, the City approved “district wide” encroachment permits for both Business Improvement Areas (DABA and WABA, the West Alameda Business Association), to allow the use of City sidewalks and parking lanes for commercial purposes subject to conditions to ensure public safety and social distancing. This approach avoids the need for each business to apply separately and pay the necessary fees for an individual encroachment permit.
- **City-wide Use Permit Approved.** In June, the Planning Board approved a “district wide” use permit to allow businesses to use any on-site (private) parking areas required by City ordinance for non-parking purposes, such as outdoor seating, customer waiting areas, product display, etc. This approach avoids the need for businesses to individually apply, pay for, and wait for an individual, business-specific use permit.
- **Curbside Pick-up Zones Created:** Citywide, over 25 parking spaces have been converted to short term (15 minute) curbside pick-up parking, at the direct request of businesses. In addition, all of the parking spaces along the restriped sections of

Webster Street and Park Street are short term. The City established a program where businesses can request this conversion to short-term parking, and the City will install it, to support business-related pick-ups and drop-offs.

- **Bicycle Parking Planned:** Locations for in-street bike parking corrals were identified for both Park Street and Webster Street, with input from the BIAs. Twenty new bike racks were purchased and the racks will be installed in Fall 2020.
- **Outreach to Businesses and Public:** City staff created a web page to inform businesses and the public about the new Commercial Streets program, describe new allowed uses and the permits required. The City presented a webinar on how to create and apply for parklets in early July, and posted the recording on the program web page. Social media and press releases also have been used to get out the word.
- **Weekly Team Meetings:** Since the start of June, an inter-departmental core team of Planning, Transportation Planning, Public Works Engineering, Economic Development and Risk Management staff have been meeting weekly to coordinate and successfully implement the Commercial Streets program. In early July, immediately after Park Street was restriped, the group expanded to almost 20 people to coordinate, respond to questions, and quickly trouble-shoot any problematic aspects of the restriping projects and the more expansive Commercial Streets program in the BIAs. The expanded group, which also meets weekly, includes additional City staff from Fire; Police; Public Works Maintenance, Waste Management and Parking plus AC Transit, WABA and DABA staff.
- **Grant:** Economic Development and Transportation Planning staff collaborated on a Smart Growth America: Arts & Transportation Rapid Response grant application to enhance and enliven the business districts. The grant, submitted in May, unfortunately was not successful.
- **Commercial Streets Web page:** [www.alamedaca.gov/CommercialStreets](http://www.alamedaca.gov/CommercialStreets)

## **Residential Slow Streets (New COVID-19 Response Program)**

In response to the pandemic shelter-in-place orders and to provide safer opportunities for being physically active, the City developed the Slow Streets Alameda program ([www.SlowStreetsAlameda.org](http://www.SlowStreetsAlameda.org)), launched in late April. Since then, the program has grown to 4.5 miles of residential streets around the city that are closed to through traffic to allow for people to walk, bike and roll safely with the required six feet of separation between them.



Over the past five months, the following was accomplished:

- **Slow Streets:** The program is now in Phase 3, having grown from the initial 2 streets, to 4 streets, and now providing 4.5 miles of slowed streets. Future phases are being considered. The current Slow Streets are:
  - Pacific Avenue (Ninth Street to Oak Street)
  - Versailles Avenue (Fernside Blvd. to Otis Drive)

- Santa Clara Avenue (Pacific Avenue to Sixth Street)
- San Jose Avenue (Morton Street to Oak Street) plus Morton Street (San Jose Avenue to San Antonio Avenue)
- **Outreach:** At the start, a program web page was created, with three surveys to collect community input, service requests and willing volunteers. Multiple press releases were issued, along with social media posts on Facebook and Twitter. Starting with the second phase, flyers were distributed to all adjacent properties on the slow streets, reaching 750 households. A total of 85 posters about the program were placed along the slow streets, including on the barricades, to educate people about the program. A total of 100 lawn signs have been distributed to people living on the Slow Streets, to further advertise the program.
- **Volunteers:** Many Alameda community members have volunteered to distribute flyers and lawn signs, collect traffic data, monitor the barricade and cone placement and post signs. Given how thinly stretched City staff is, and the citywide nature of the program, this program would not be possible, and would not be as successful as it is, without these volunteers.
- **Survey Results:** The City is collecting public input via the survey on the web page, and using this input to shape the program expansion. Almost 1,000 people have responded to the survey since the program began, with 73 percent of respondents supporting the program, and 72 percent who would like to see it continue.

## Maintenance of Streets, Roads and Sidewalks

Maintenance of the City's existing assets is a critical component in meeting the City's transportation needs today and into the future. In 2020, the City of Alameda will continue to invest in the maintenance and improvement of the existing transportation network. The City plans to accomplish the following:

- Maintain and rehabilitate approximately 13 miles of streets and trails,
- Mitigate and repair over 2,500 trip and fall hazards on City sidewalks due to uplift from City street trees,
- Refresh traffic striping including stop signs, legends and crosswalks at 500 intersections throughout the City,
- Install two new traffic signals on Harbor Bay Road at A Street and Penumbra,
- Upgrade signal controllers at 8 signals to improve functionality and reliability,
- Install 50 bicycle racks throughout the city, and
- Replace up to 6 bus shelters, install up to 10 bus benches and improve ADA compliance at bus stops.



## **2020 Next Steps:**

- **Maintenance:** Public Works staff will continue to execute Capital Projects that maintain the City's transportation infrastructure including paving, traffic signal modernization and upgrades, streetlight maintenance and LED conversion, sidewalk repairs and street-side drainage improvements.
- **Pacific Avenue:** Restripe to three lanes and bike lanes, which may be delayed due to the need to close-out federal project in 2020 before restriping begins.
- **Miller Sweeney Bridge:** Restriping is expected to be completed in 2020.
- **Bicycle Parking:** Install 17 new bicycle racks along and near Park Street in early 2020. Prepare second phase of rack installation. Install new electronic shared-use bicycle lockers at Seaplane Lagoon Ferry Terminal, and, if grant is successful, at Harbor Bay Ferry Terminal and City Hall.

## **Status for May-August 2020:**

- **Bicycle Lockers:** In August, the City installed 24 electronic, shared-use locker spaces at the Seaplane Lagoon Ferry Terminal. Similar lockers will be installed at the Harbor Bay Ferry Terminal and City Hall later in 2020. All lockers will allow payment with a Clipper card.
- **Bicycle Racks:** 17 new bicycle racks were installed along and near Park Street in early 2020.
- **New Traffic Signal:** Construction continued for new traffic signals on Harbor Bay Road at A Street and Penumbra.
- **Resurfacing:** Construction for street resurfacing and pavement maintenance started in August 2020 in the area east of High Street and on Bay Farm Island, including many local streets. Restriping for these streets will address safety for all transportation modes including appropriate lane widths, improved bicycle lanes and high visibility crosswalks.
- **Sidewalks:** The city continued sidewalk cutting as part of a multi-phase effort to address potential trip hazards.
- **Bus Shelters:** City staff ordered five replacement bus shelters, and is expected to install them in November where bus shelters have reached their end of life.

## **Traffic Calming and Vision Zero Implementation**

Traffic calming is an integral part of the recently adopted Vision Zero Policy focusing on education, enforcement and engineering to improve traffic safety for all users. Recognizing City Council's recent direction and calls from the public to improve traffic safety, the City Manager's office has convened a multi-disciplinary Vision Zero Implementation Group including Public Works, Police and Transportation Planning.

**2020 Next Steps:** Public Works, Police and Transportation Planning are evaluating specific intersections and corridors for safety improvements based on Vision Zero analyses. Intersections and corridors will be prioritized based on reported collisions, high-injury corridor maps, police assessments, pedestrian and bicycle safety considerations, public input and the location's relationship with existing transportation plans and improvements. Following their immediate and short-term response to the school-related incidents in fall of 2019, the Vision Zero Implementation Group intends to transition to a proactive

approach for mid-term traffic calming improvements. Staff is developing a list of the top intersections with potential for relatively inexpensive but effective improvements such as lane narrowing, rectangular rapid flashing beacons, high-visibility pavement treatments, curb extensions and restricted traffic movements. Staff intends to spend the entire Traffic Calming capital budget funding on improvements constructed in 2020.

Long-Term traffic calming improvements, which will likely require significant additional funding, will be considered and prioritized as part of the Active Transportation Plan development, and will be informed by priorities from the Vision Zero Action Plan.

**Status for May-August 2020:**

- In June, Public Works installed a pedestrian safety countermeasure at Fernside Boulevard and Harvard Drive (see inset). The project includes a wireless solar, LED Rectangular Rapid Flashing Beacon crosswalk system with push buttons, concrete and asphalt work, striping and signage.



- In August, Public Works completed a road diet on Lincoln Avenue at Walnut Street so that the intersection is narrower with painted curb bulb-outs and bollards (see inset).



- The Vision Zero Implementation Team held a post-collision site visit at the Shoreline Drive location where a driver had a crash and died a few weeks later in the hospital. The Team has met at the site of all four 2020 fatal crashes, discussing potential safety improvements in response to the crashes.
- The Vision Zero Implementation Team released the Alameda COVID-19 Get Around Safe Pledge, which has been signed by 75 community members: [www.alamedapledge.org](http://www.alamedapledge.org)



- Public Works is working on daylighting intersections to improve safety throughout the City along the high injury network, and is increasing the number of high visibility crosswalks throughout the City (Table 4 and see inset showing Versailles Avenue at Fernside Blvd).



**Table 4: Traffic Calming Improvements (2020)**

	Jan- April	May- Aug	Total (2020)
# of intersections with new red curb	11	2	13
# of intersections with existing red curbs refreshed	10	2	12
# of intersections with new curb bulb-outs	0	5	5
# of intersections with new high visibility crosswalks	8	5	13
Feet of new red curb	745	106	851
Feet of repainted red curb	932	56	987

## **Bus Service and Facility Improvements**

### **AC Transit Service Modifications to Line 96 – June 2020**

AC Transit adjusted Line 96 in June to run through Alameda Point Site A, which was timed with “Day One” occupancy of Alameda Point’s Site A. Due to the COVID-19 pandemic, AC Transit is delaying the increased frequency from 30 minutes to 15 minutes until further notice and in partnership with the Alameda Point property owners and the Alameda TMA in that the increased frequencies will depend on Transportation Demand Management fee contributions from both Alameda Point and Alameda Landing. This new run – Line 96 Express – also is expected to layover at the Seaplane Lagoon ferry terminal, which will provide ferry riders with a bus connection every 30 minutes. A marketing campaign similar to Line 19 will be used to promote Line 96 Express.



## **AC Transit Service Modifications – August 2020**

AC Transit implemented the Service Recovery Plan on Sunday, August 9. The conditions created by the pandemic necessitated swift changes in AC Transit operations and service delivery, which began in March 2020. AC Transit's response to the downturn in the economy was informed by the unprecedented social and public health impacts on our communities. As a result, AC Transit has temporarily stopped fare collection, activated modified service with rear-door boarding and requires face coverings onboard.



As the multi-phase reopening proceeds in the AC Transit service area, AC Transit remains committed to safe operations, optimized service and financial sustainability. The AC Transit recovery includes restoring service to 75 percent of pre-pandemic levels as follows:

- Limited restoration of service on some local and Transbay lines
- Supplementary School Service continues to be suspended
- AC Transit will inform the public when school service resumes

**Table 5: Alameda Bus Line Service changes effective August 9, 2020**

<b>Line</b>	<b>Service Change</b>
19	Operate service every 60 minutes daily.
21	Restore service to the Harbor Bay Ferry Terminal, with minor schedule changes on weekdays.
51A	Restore service on weekdays to operate between every 10 and 12 minutes. Trips that operate school days only are restored for the Fall. Other minor schedule changes.
O	Increase frequency to every 30 minutes. Weekday service operates between 6:00 a.m. and 9:00 p.m. Weekend service operates between 6:00 a.m. and 10:00 p.m.
W	Operate two trips in each direction. Morning trips leave Broadway and Blanding at 6:55 a.m. and 7:45 a.m. Afternoon trips leave San Francisco at 4:30 p.m. and 5:30 p.m.
Other	Minor schedule changes on lines 20 and 851 - No changes on Line 96.

New schedules and route maps are available at [actransit.org](http://actransit.org). All lines have [printable timetables available online](#), and new pocket timetables are available on board buses for local lines and Transbay lines F, NL, O, and 800.

Our complete listing of bus line timetables is available [here](#) or can be requested at the AC Transit Customer Service Center at 1600 Franklin Street in downtown Oakland when it resumes operations. For specific questions, call Customer Service at 510-891-4777, or use the [online form](#).

### **AC Transit Service Reduction Proposal for June 2021**

Due to COVID-19, AC Transit is considering a bus network redesign to reduce service levels by 15 percent to 30 percent to match expected reduced revenues.

#### **Timeline**

AC Transit staff is considering implementing the service reductions in Summer 2021:

- Fall 2020: Call for Public Hearing and Conduct Public Engagement and Communications
- January 2021: Hold Public Hearing and Adjust Plan Based on Feedback
- February 2021: Request Board Approval
- June 2021: Implement New Network

#### **Summary for Alameda of Initial AC Transit Proposal**

The AC Transit proposals included within this plan are draft proposals and reflect an attempt to minimize impacts on disadvantaged communities, people of color, and those of low income. A summary is provided here along with the map below showing existing and proposed routes:

- Eliminate:
  - Line 19: Line would go away and there would be no replacement service along Buena Vista. Passengers could walk to frequent service on Santa Clara Avenue.
  - Line O: Duplicative service with 51A, transfer options for Transbay passengers to BART and low ridership on the East End.
  - Line OX: Discontinued due to low ridership on Bay Farm Island with the most productive segment along Park St is served by the reconfigured W line. Bay Farm Island also has a ferry service to San Francisco and very high car ownership compared to other areas with Transbay service.



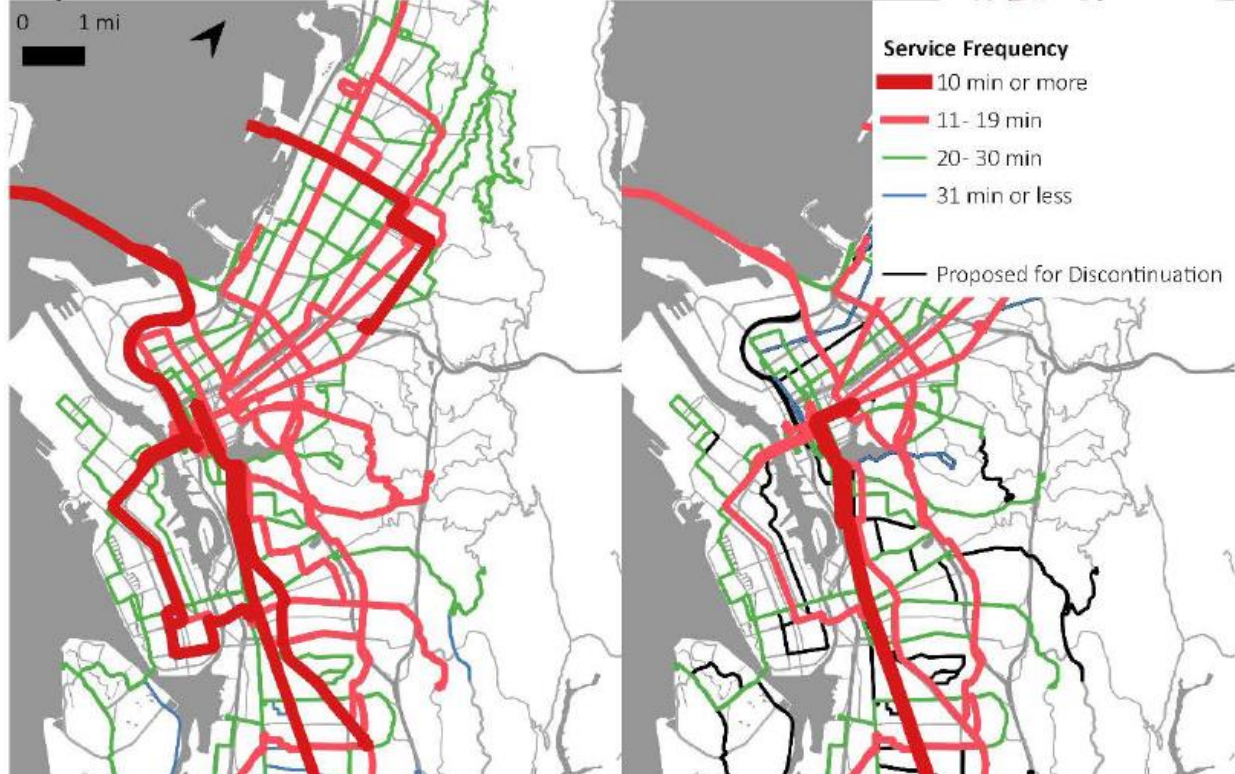
- Modify:
  - Line 51A: Line merged with modified Line 51B at Rockridge BART. Lines 51A and 51B were historically a single line with a significant amount of riders travelling through College Ave. Merging these lines together eliminates the inconvenient transfer that occurs today for passengers that require both lines. Line O eliminated and new 51R overlaid on the Alameda segment of the current 51A between Fruitvale and downtown Oakland. Frequency improvements in 15% scenario.
  - Line 96: Segment between Alameda Point and Willie Stargell Avenue covered by modified Line 88 (every 30 weekday/36 weekends); Alameda Landing served by modified Line 20 (every 31 weekday/50 weekends)
  - Line 21: Line will no longer operate east of Island Drive, eliminating service to the Oakland Airport. Line will be re-routed along Island Drive and Mecartney and terminate at the Harbor Bay Ferry Terminal. Service will no longer run along Aughinbaugh Way and Robert Davey Junior Drive. Service will also no longer run along Fruitvale Avenue. Fruitvale Avenue will continue to be served by Line 20
  - Line 20: Reduced weekend frequency and added loop around Alameda Landing. Weekend service reduced to 36 minutes in 15% scenario and 50 minutes in 30% scenario
  - Line W: Truncate at Park St and extend to cover OX line segment. Reverse direction to start at Park Street

**Reductions in Transbay lines** will be significant in that "Transbay riders as a whole have higher income levels than local service riders and have much higher car-ownership rates." Transbay riders have access to not only higher rates of car-ownership but also local bus service to BART as well as Alameda's ferry terminals.

**Reductions in crosstown routes** such as eliminating Line 19 so as to "preserve the utility of more productive crosstown service nearby and avoid a network of purely hourly service running crosstown. Ultimately this means some residents may walk further but will have access to more frequent service than if all crosstown lines were preserved at a lower frequency."

**Longer and potentially less reliable transit lines** which preserve frequency and coverage. Some lines on major corridors - Lines 51A and B for example - are proposed to be combined to make longer lines to preserve as much frequency as possible.

### Proposed 30% Hours Reduction - Central Service Area



### AC Transit's EasyPass Program Expansion

Expand the citywide EasyPass program to include additional projects in Northern Waterfront, Alameda Landing, Alameda Point and other areas.

**2020 Next Steps:** Coordinating with AHA and the Alameda TMA to allow for AHA to obtain bulk rate bus passes from Alameda TMA using the City's Measure B/BB paratransit monies similar to APC. Through the City's Measure B/BB paratransit program as stated below, City staff is recommending increasing the number of EasyPasses for AHA and expanding to Jack Capon Villa residents and Mastick Senior Center members. Coordinating with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments.

**Status for May-August 2020:** AC Transit, City and Alameda TMA are coordinating to provide Alameda Point Site A and Alameda Landing residents and employees with EasyPasses. In 2020, 40 people have applied for the Mastick Member EasyPass.

AC Transit  
**EasyPass**  
Get Going • Start Saving

## **Paratransit Program**

**2020 Next Steps:** Recommend terminating the taxi subsidy program, increasing the scholarships for free AC Transit bus passes to AHA qualifying residents, Jack Capon Villa residents and Mastick Senior Center members, and supplementing door-through-door transportation providers that already serve Alameda. The reason for the termination is that over the last several years, the taxi service level of service and reliability have continued to decrease, resulting in higher per-ride costs totaling up to \$40 per trip. City staff considered but is not recommending Uber/Lyft type services due to labor and accessibility issues and the lack of finger printing for drivers. These programs are funded by Paratransit Measures B/BB transportation sales tax dollars.

### **Status for May-August 2020:**

- **Meal Delivery:** In response to the COVID-19 pandemic, the City paratransit monies through Measures B/BB contributed \$25,000 to Alameda Meals on Wheels (AMOW) in April, which amounts to 3,846 meals delivered to Alamedans' doorsteps. For this current fiscal year, these paratransit monies will be providing the following three non-profit organizations with a combined \$30,000 for meal delivery: AMOW, Mercy Brown Bag Program and Alameda Food Bank. City staff also filled in as the weekend dispatcher for AMOW during the stay-at-home order in spring 2020.
- **Alameda Loop Shuttle:** The shuttle is running as a lifeline service. For social distancing, the Alameda Loop Shuttle buses have a maximum capacity of six passengers with only one of the two wheelchair spaces in operation and also have enhanced sanitation and protections for the passengers and shuttle drivers. Drivers and riders are required to wear masks - <http://alamedaloopshuttle.com/>
- **Wellness Checks:** The City's paratransit coordinator - Victoria Williams - is providing wellness check phone calls to Mastick members who have been enrolled in the taxi subsidy program. Ms. Williams provides transportation as well as other resources to community members including AC Transit EasyPass sign-ups for all qualifying Mastick members to receive free bus passes, and has contacted over 400 Mastick members since March 2020. In October, City staff will be conducting a survey that includes COVID-19 questions on Transportation Relating to Seniors and People with Disabilities in the City of Alameda.
- **Capital Program:** The City's Measures B/BB paratransit monies will pay for enhanced bus stops on Otis Drive to improve ADA compliance and safety, and also will pay for the replacement of five bus shelters throughout the City.
- **Emergency Wheelchair Breakdown:** Emergency Wheelchair Services are now provided by Easy Does It. If your wheelchair, scooter or other mobility device breaks down while you are out and about in the cities of Alameda, Albany, Berkeley, Castro Valley, Emeryville, Hayward, Oakland, San Leandro or San Lorenzo, call Easy Does It at 510-704-2111. The dispatch will connect you with a technician who will attempt to troubleshoot the problem over the phone. If the issue cannot be resolved, the technician will meet you at your location, attempt minor on-site repairs, and if still needed, get you home safely. The Fast Accessible Safe Transportation and Emergency Repair (FASTER) service is available from 10 AM to 6 PM, Monday through Friday, and is funded by Measures B & BB through the Alameda County Transportation Commission. Web page: <https://easydoesitservices.org/faster/>.

- **Taxi Program (terminated):** As of January 28, 2020, the City of Alameda terminated the Premium Taxi and Medical Return Trip Improvement Program because the transportation vendor was unable to comply with the terms of the contract. Furthermore, over the last several years, the taxi program level of service and reliability had continued to decrease while the costs of City subsidies had increased, resulting in higher per-ride costs totaling up to \$40 per ride. The City is refunding unexpired taxi vouchers.
- **Uber/Lyft-type Services (monitoring):** City staff is considering the addition of Uber/Lyft type services once labor issues are resolved, and accessibility and improved driver screening are provided by these Uber/Lyft type services.

## **Ferry Service and Facility Improvements**

### **Seaplane Lagoon Ferry Terminal**

**2020 Next Steps:** Construction is anticipated to be completed in March 2020. WETA is expected to begin ferry service at Seaplane Lagoon ferry terminal in August 2020. Seaplane service will operate to San Francisco's ferry building every 30 minutes during the peak commute period under an Operating Agreement and License Agreement



approved by WETA and the City in December. AC Transit is expected to operate Line 96 Express bus service to/from the Seaplane Lagoon ferry terminal every 30 minutes. Walkways and separated bicycle lanes will extend to the Terminal from the foot of West Atlantic.

**Status for May-August 2020:** Construction is anticipated to be completed in late August. The start of service at Seaplane is estimated by WETA to be mid-September; however, it will be determined by ridership trends in the larger San Francisco Bay Area. According to WETA, recent declines in ridership after several weeks of growth and significant increases in infection and hospitalization levels, along with counties halting or reversing planned re-openings make service openings and frequency of service a decision the WETA board is considering on a month-by-month basis. Projections for a gradual return to service will be discussed at the next Board Meeting on September 3.

## **Ferry Service Expansion**

Secure funding for additional ferry services to San Francisco and to Oakland beginning in 2020 in the event that Regional Measure 3 funds are delayed due to lawsuits.

**2020 Next Steps:** A 2020 judgment of Regional Measure 3 is possible yet the Court of Appeals may not be the final word. The case has been granted calendar preference for 2020. City staff will participate as a stakeholder in WETA's Hovercraft Feasibility Study (see inset for hovercraft example).

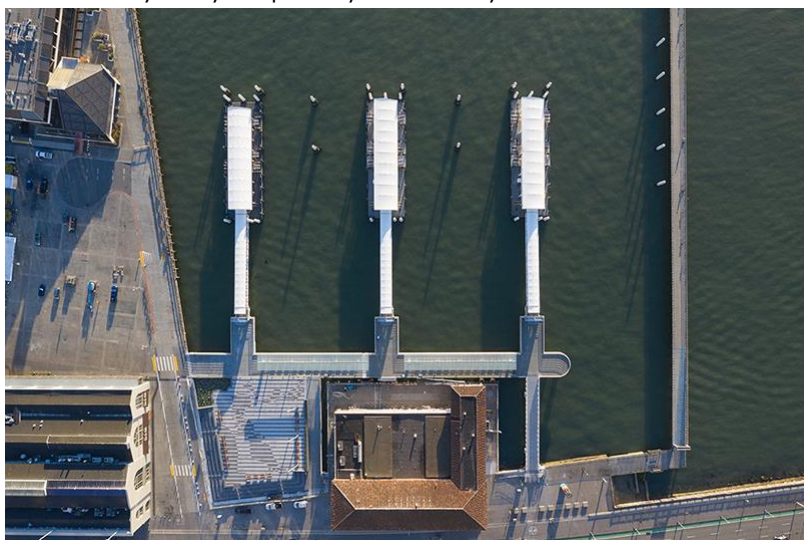


### **Status for May-August 2020:**

**Service Frequencies:** WETA intends to begin operations at Seaplane Lagoon when the Alameda-Oakland route approaches the currently reduced capacity. Ridership has been flat or fallen slightly throughout the summer due to increased COVID-19 case rates. Harbor Bay and South San Francisco service are not expected to return to service until 2021. The WETA Plan calls for a monthly evaluation of ridership demand together with other measures relating to how the Bay Area is responding to the COVID-19 health crisis. WETA recommends that commuter services at Seaplane Lagoon, South San Francisco and Harbor Bay remain suspended until indicators improve for ferry demand and the larger Bay Area economy.

**Hovercraft Study:** City staff participated in a Stakeholder Advocacy Workshop in September to hear updates and provide input on the study. Hovercraft operations face significant environmental, technical and financial challenges; however, it may be a viable alternative to connect East Bay residents with hard to reach Peninsula and South Bay employers. The high-level analysis is studying routes from Alameda's Seaplane Lagoon area to Foster City and the foot of the Dumbarton Bridge near Facebook's headquarters. Preliminary fare estimates would be \$10-16 each way.

**Downtown San Francisco Ferry Expansion:** WETA has completed the ferry terminal expansion in downtown San Francisco. Please see video [here](#) and inset photo. The expansion triples WETA's San Francisco Bay ferry capacity in the city core, creates resilient infrastructure for emergency response activities and provides the public with a new open space on the San Francisco waterfront. WETA began project construction in 2016. The 13,000-square-foot plaza was built over a lagoon just south of the historic Ferry Building. The new passenger floats were built off of a newly constructed promenade connecting the ferry gates to the plaza and the Embarcadero.





## **Active Transportation Plan (Update to Bicycle and Pedestrian Plans)**

This effort is updating the City's 2010 Bicycle Plan and 2009 Pedestrian Master Plan and combining them into one new Active Transportation Plan (ATP) working in consultation with the community and the Transportation Commission. The plan will be brought to City Council for adoption.

**2020 Next Steps:** Staff will develop a final draft Plan for consideration of the Transportation Commission and City Council. This work includes assembling all community input; developing the network, program and policy recommendations; prioritizing recommendations, and drafting the Plan. Staff will continue to solicit public input. The Plan is expected to be adopted by City Council in Spring 2021.



### **Status for May-August 2020:**

- Draft recommendations for the pedestrian and bicycle networks, programs and policies, and draft concept plans for three major streets were developed, based on the collected public input, along with a data-driven review of existing conditions and best practices.
- Due to the coronavirus pandemic restrictions and necessary precautions, the outreach approach was modified to be completely virtual.
- A comprehensive web page with all draft recommendations was developed and widely promoted through emails, social media, and stakeholder groups. In total, over 25,000 emails were distributed via 9 unique mailing lists.
- From July 15-August 16, the City solicited community input on the draft recommendations via surveys, email, a bikeway network map and public meetings. Staff presented to four City Commissions/Boards, conducted one virtual open house, held two general and three specific listening sessions, had one open house for seniors, presented to the Alameda Point Collaborative community, and made presentations to three business groups. With an interactive, web-based bicycle network map, the City collected over 550 comments. Via the 8 unique surveys on the recommendations, over 680 responses were received.
- The project web page, including all draft recommendations, is at [www.ActiveAlameda.org](http://www.ActiveAlameda.org).

## ***Vision Zero Action Plan***

Prepare a Vision Zero Action Plan in consultation with community and Transportation Commission for City Council adoption.

**2020 Next Steps:** Working with the Vision Zero Task Force and Toole Design, staff will develop a Vision Zero Action Plan for adoption by the Transportation Commission and City Council by early 2021. This work will be based on an analysis of traffic collisions and their causes, to help identify the policies and actions that will have the greatest impact on reducing traffic deaths and severe injuries.

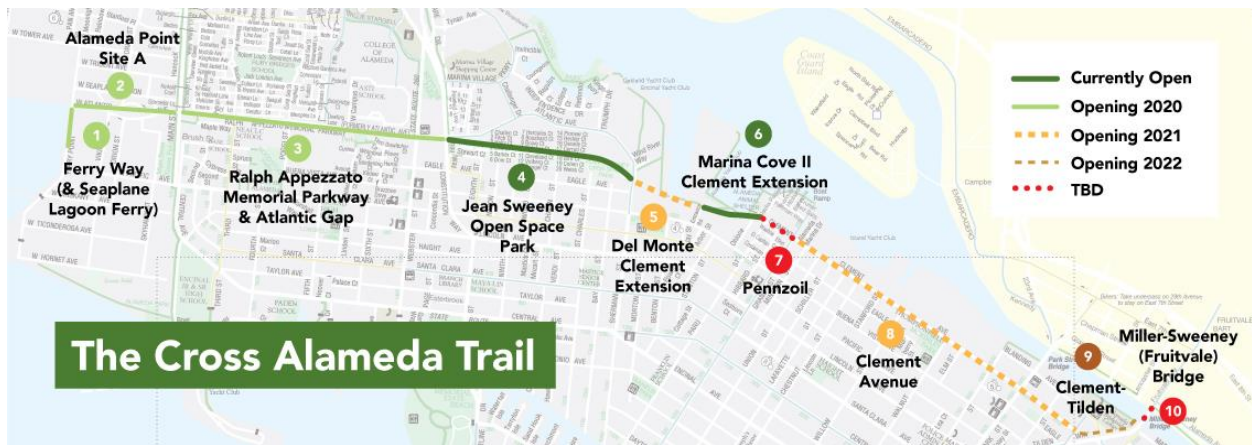
### **Status for May-August 2020:**

- The second Vision Zero Task Force meeting was on June 30, 2020. This group is tasked with helping develop the Vision Zero Action Plan, and is comprised of community members, local agency staff and City staff from seven departments. In its second meeting, the group discussed vision and goals, the role of police enforcement and the crash data analysis.
- The crash data analysis report is complete. Major findings from 10 years of crash data include:
  - Each year, an average of one person dies and 222 people suffer from an injury from traffic collisions in Alameda.
  - The top two dangerous behaviors associated with severe or fatal crashes are failure to yield to pedestrians and unsafe speed.
  - Pedestrians and bicyclists make up 5 percent of Alameda's commute to work mode share, 39 percent of Alameda's crashes, and 62 percent of Alameda's severe injuries.
  - 41 percent of severe crashes occurred in a Socially Vulnerable Community while 30 percent of Alameda's roadways are within a Socially Vulnerable Community.
- The crash analysis report, Task Force presentation slides, and many more documents are available at [www.AlamedaCA.gov/VisionZero](http://www.AlamedaCA.gov/VisionZero).



# Corridor Safety Projects

## Cross Alameda Trail



Source: Bike Walk Alameda

- **West End:** Complete construction and open trail for public use from Seaplane Lagoon in Alameda Point to Jean Sweeney Park. The City is leading major construction activities on Ralph Appezato Memorial Parkway/Atlantic Avenue between Main Street and Constitution Way, which began in February 2019 - web page: [www.alamedaca.gov/cat](http://www.alamedaca.gov/cat). The Site A developer is constructing the Cross Alameda Trail between Main Street and the Seaplane Lagoon. Construction is expected to be completed in February 2020 for the City-constructed segment and in spring 2020 for the Site A portion. **Status for May-August 2020:** In June, West Atlantic Avenue in Alameda Point's Site A opened to the public, which includes the Cross Alameda Trail (please see photo looking east on West Atlantic Avenue toward Main Street).
- **Del Monte Clement Extension:** In 2020, the developers of the Del Monte project began extending Clement Avenue between Sherman Street and Entrance Way, which will include a new traffic signal, sidewalks and separated bicycle lanes. Construction is expected to be completed in 2021. **Status for May-August 2020:** The Del Monte project broke ground in February 2020, and is scheduled to complete the street improvements in 2021. The Del Monte roadway striping plans, which had been developed several years ago, were reviewed again by the City and are being refined.
- **Clement Avenue between Grand Street and Broadway:** The project constructs the Cross Alameda Trail in the street right-of-way. Completion of the environmental



document and final design is expected in 2020. Construction is expected in 2021. **Status for May-August 2020:** In compliance with new City policy on travel and parking lane widths, the City staff/consultant team recommended a concept that provides a wider parking lane, buffer and bikeway between Grand Street and Willow Street and between Elm Street and Oak Street, which was approved by the Transportation Commission in May and the City Council in July along with a request for CEQA environmental clearance and a consultant contract extension to complete the construction drawings.

- **Clement Avenue/Tilden Way:** Develop final design for City Council approval and begin construction for this segment. City staff will hire a consultant to develop the concept plan with public engagement; secure an approved soils remediation plan from the Department of Toxic Substances Control (DTSC); and will strive to finalize acquisition of the property. **Status for May-August 2020:** City staff continued to work with DTSC on an agreement for the soil remediation work plan and with Union Pacific Railroad on acquiring the property.

### **Central Avenue Safety Improvements**

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

**2020 Next Steps:** Caltrans approval of PID and seek Transportation Commission and City Council approval of the final design and the California Environmental Quality Act (CEQA) clearance for the entire corridor in



spring 2020. Completion of the National Environmental Policy Act (NEPA) is expected in 2021. Final design and construction are expected in 2022.

**Status for May-August 2020:** On May 19, the City Council approved a Cooperative Agreement with the City of Alameda for the Project Approvals and Environmental Document and for the Plan, Specifications and Estimate. CDM Smith completed preliminary draft 35 percent design drawings in August. The City staff/consulting team will conduct outreach in October and will request approval of the final design including the Webster Street area by the Transportation Commission on Wednesday, November 18 and by the City Council on Tuesday, December 15.

## **Encinal Avenue Safety Improvements**

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



**2020 Next Steps:** Caltrans is expected to complete environmental clearance and final design with construction starting in December 2021.

**Status for May-August 2020:** Caltrans staff provided the following updates:

- Caltrans completed the environmental document (Categorical Exclusion/Categorical Exemption) on April 24, 2020.
- The Project Report was finalized and approved on June 1, 2020.
- The Design Standard Decision Document was approved by the Deputy District Director of Design on June 24, 2020.
- The project is proposing to move forward with the following build alternative: Two 10 foot through lanes, a 11-foot center turn lane, two Class II bicycle lanes varying between 5.3 to 6.3 feet and parking shoulders varying between 6.8 to 8.8 feet.
- Caltrans staff is coordinating with the City-led Central Avenue's outreach to conduct a joint virtual meeting on both projects in October 2020.
- Design is anticipated to be completed in June 2021.
- Contract approval is tentatively scheduled for December 2021, with the construction duration estimated to be 190 working days.

## **Otis Drive Safety Improvements**

Safety concerns between Westline Drive and Willow Street include high speeds, long crossings for pedestrians, and a lack of bicycle facilities. In 2019, the City Council approved the Otis Drive concept with three motor vehicle travel lanes and Class II bike lanes except with a Class IV parking protected bikeway by Rittler Park.



**2020 Next Steps:** Complete final design and construction.

**Status for May-August 2020:** The Parisi consultant team completed the 100 percent design drawings in May. The construction bid process occurred in the summer with a request for

City Council approval of the City staff selected contractor on September 1 for construction to begin in fall 2020.

### **West End Bicycle and Pedestrian Crossing Feasibility and Design Study Funds**

Secure outside funding for detailed Feasibility Study, including an estimate of projected usage.

**2020 Next Steps:** Final drafts of the Study, which includes design and travel demand projections, were completed in spring 2020. The City will continue to work with the City of Oakland staff and other key stakeholders, such as the Port, on the preferred bridge alignment and landing design options and to pursue funding with regional stakeholders for a Project Study Report (PSR), dependent on the results of the feasibility study.

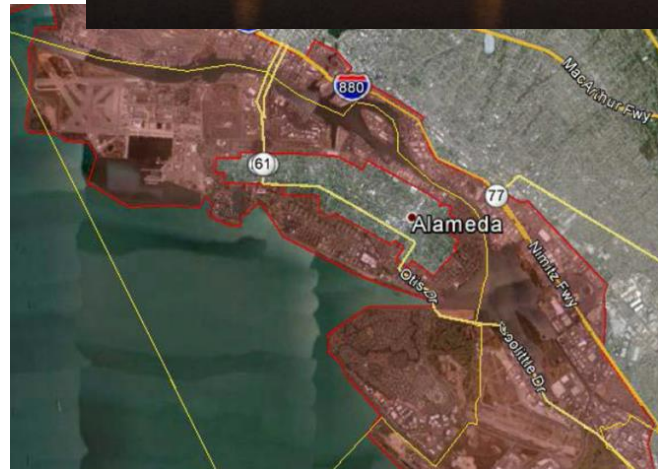
#### **Status for May-August 2020:**

- Staff received a letter supporting continuation of project planning from the Port of Oakland, after their review of the Study and several meetings with Port staff.
- Staff met with the Coast Guard technical leads to present and respond to questions on the draft Study. Staff are awaiting a letter supporting continued project planning from the Coast Guard, and will then publish the Study.
- Various funding sources were explored for the next PSR phase.

## **Emergency Preparedness**

Emergency preparedness priorities for transportation staff include:

- **Emergency Plan:** Refining the Transportation Annex of the City's Emergency Operation Plan and participating in regionally-sponsored trainings. **Status for May-August 2020:** No updates.
- **Fruitvale Rail Bridge Hazard Removal:** City staff is working with the United States Army Corps of Engineers (Army Corps) to address the public safety hazard posed by the abandoned, Army Corps owned, rail bridge in that it is likely that the structure would collapse from a seismic event (see inset). In **2020**, the next steps include adding a provision in the upcoming Water Resources Development Act federal legislation to authorize the removal of the former rail bridge by the Army Corps. City staff considered retrofitting the bridge;



however, the construction, operation and maintenance costs of this former rail bridge exceed the City's financial abilities. **Status for May-August 2020:** The Army Corps is waiting to obtain funding to study bridge removal.

- **Tsunamis:** In **2020**, staff will continue tsunami awareness on an on-going basis as part of an “all-hazard” approach to emergency preparedness. The next step is for the City to become a designated Tsunami Ready Community by the National Weather Service, as shown here: <https://www.weather.gov/tsunamiready/communities>, which will be possible with the City's planned on-going mitigation, preparedness and response steps. **Status for May-August 2020:** City staff is looking to present to the City Council and to install the remaining signs in late 2020.
- **Covid-19:** Please see information as mentioned above.
- **CERT:** For more information on disaster preparedness including training with Alameda's Community Emergency Response Team (CERT) program, please refer to the following City web page: <https://www.alamedaca.gov/Departments/Fire-Department/Disaster-Preparedness>. A total of six CERT members are being deployed daily to assist with the traffic control at the Food Bank on Mondays, Wednesdays and Friday.

## Adaptation/Resilience

As identified in Alameda's *Climate Action and Resiliency Plan*, three of the city's highest-priority adaptation projects are a) raising of the northern shoreline to prevent flooding of Caltrans' tubes in Alameda, b) raising of the low point on Caltrans' Doolittle Drive that will be the source of significant flooding on Bay Farm Island and the airport, and c) Veterans Court seawall improvements (see inset).

**2020 Next Steps:** Coordinating with key stakeholders - Caltrans, Port of Oakland, East Bay Regional Park District and Oakland – to refine project concepts and cost estimates.

**Status for May-August 2020:** City staff coordinated with key stakeholders on these projects, drafted a request for consultant proposals for a Northern Shoreline project grant opportunity and created the following web pages:

- Doolittle Drive/State Route 61 in Oakland: <https://www.alamedaca.gov/ShorelineDoolittleDr>
- Veterans Court: <https://www.alamedaca.gov/ShorelineVeteransCt>
- Northern Shoreline Near Posey/Webster Tubes: <https://www.alamedaca.gov/ShorelineWebsterPoseyTubes>



## Electric Vehicles

Though adoption of electric vehicles (EVs) is secondary to mode shift due to the health, safety and congestion benefits of mode shift strategies, adoption of EVs remains an integral part of reducing greenhouse gas (GHG) emissions in Alameda. Alameda Municipal Power (AMP), which is Alameda's city-owned electric utility, will be 100 percent clean energy starting



January 1, 2020, thereby increasing the impact of transitioning to EVs for people who charge their EVs in Alameda. For more information, community members are directed to the City EV page at <https://www.alamedaca.gov/ElectricVehicles> or AMPs EV page at: <https://www.alamedamp.com/349/Electric-Vehicles>

**2020 Next Steps:** AMP and City staff will continue with efforts to raise awareness, provide financial incentives, electrify the City fleet, provide more EV charging stations including at the Seaplane Lagoon ferry terminal and streamline the EV charger permit process. Staff also are looking at the potential to provide incentives for e-bikes, and will continue to include e-bikes in EV outreach efforts. AMP is considering offering rebates for the purchase of used EVs and electric forklifts as well as time of use rates for EV owners.

### **Status for May-August 2020:**

**Outreach:** Much of AMP's focus for outreach and education was toward planning a Ride & Drive event for the public to learn about and test drive electric vehicles and EV Alley at the city's Annual Car Show. Due to the COVID-19 pandemic, AMP has had to cancel these and all other in-person educational events. Nevertheless, AMP is planning two virtual public workshops for September. The first event is a Time-of-Use (TOU) Town Hall for current EV owners intended to help them learn more about the utility's proposed TOU rate and how to determine if it's the right plan for them. The second event, EV 101, is an educational workshop for Alamedans to learn more about electric vehicles, charging, state and AMP incentives and other helpful resources.

**Rebates:** In May, AMP officially launched the Residential Used EV Rebate of \$1,000 for eligible pre-owned battery electric vehicles and \$500 for used plug-in hybrid electric vehicles, with an additional \$500 towards each type for income-qualified applicants. The Commercial Electric Forklift Rebate was also officially launched in May, which offers up to \$2,000 in rebates for Class 1 or 2 electric forklifts.



## ***Citywide Transportation Management Association***

This TCP project focuses on establishing a combined Transportation Management Association (TMA) to administer Transportation Demand Management (TDM) programs throughout the city to ensure that more of the TDM fees are used for transportation services rather than administration. Currently, the Alameda TMA includes the Northern Waterfront and Alameda Point existing tenants. Alameda Landing's TMA Board voted to join the Alameda TMA in December, and Alameda Point's Site A developers also are on track to join the Alameda TMA.

**2020 Next Steps:** Alameda Landing and Site A tenants and homeowner associations are expected to join the Alameda TMA as voting members by June 2020 to correspond with "Day One" of Site A. Alameda Landing's TMA will dissolve and will eliminate the Alameda Landing shuttle. Instead, the Alameda Landing development will provide free AC Transit bus passes to their residents and employees, and will contribute to increased frequencies of AC Transit's Line 96. The Site A development also will provide free bus passes to their residents and employees, and contributions to Line 96. This public-private partnership approach with AC Transit is expected to benefit the entire west end of Alameda and not only these new developments, and will take advantage of bulk rate bus passes through AC Transit's EasyPass program through an existing EasyPass contract between the Alameda TMA and AC Transit.

**Status for May-August 2020:** The Alameda TMA, Alameda Landing and Site A developer are working together to join into the Alameda TMA by summer.

**Alameda Point Site A:** While the TDM programs for Site A were originally intended to be implemented concurrent with occupancy of Phase 1 developments, the team proposes to delay key programs, such as the 15-minute peak service to BART, until greater demand for transportation exists at Site A and conditions support more frequent use of public transportation for commuting. It is anticipated that by the end of 2020, up to 168 residents will be living at Site A. These residents will have access to the Alameda TMA website with current information on transit options and programs, and will be offered an updated map of bike and pedestrian facilities within Alameda. The site is served by AC Transit Line 96, which offers 30-minute frequency. Site A residents live within walking distance to the new ferry terminal at Seaplane Lagoon, which will begin operating service once ferry demand improves. Currently, AC Transit is offering free service due to the COVID-19 pandemic, though EasyPasses are available to Site A residents through the Alameda TMA. The developer -APP - has worked to establish lines of communication with the building management to provide support and to evaluate the needs of Site A residents and to inform decisions around transit related services.

## ***New Developments***

### **Alameda Point**

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



#### **Status for May-August 2020:**

- In June 2020, Corsair Flats, a 60-unit senior affordable housing project, opened along with Orion Street, West Atlantic Avenue and several blocks of the Cross Alameda Trail. The western portion of West Atlantic Avenue, including the shared plaza, and Pan Am Way are expected to open Fall 2020. Ferry Point Way will open when operations begin at the Seaplane Lagoon Ferry Terminal, which is dependent on ridership levels set by WETA in response to the COVID-19 emergency.
- The Phase 1 anticipated residential occupancy for Site A is as follows:
  - 2020: 168 residents
  - 2021: 648 residents
  - 2022: 1,128 residents
  - 2023: 1,348 residents
- The Phase 1 anticipated commercial employee occupancy for Site A is as follows:
  - 2020: 0 employees
  - 2021: 0 employees
  - 2022: 53 employees
  - 2023: 53 employees
- The Adaptive Reuse Infrastructure project is on track to begin construction in 2021.

### **Alameda Landing**

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

#### **Status for May-August 2020:**

Site improvements are underway, and Pulte Homes is expected to begin vertical construction in 2021. This project will include a waterfront park, a promenade, the San Francisco Bay Trail and a public dock available for water shuttle use. The developer is expected to complete the Mitchell Avenue driveway extension and multi-use path from Bette Street to Estuary Park by 2021. Just west of this new development, Singleton Avenue has been extended east to Fifth Street with bike lanes so as to connect Fifth Street and Main Street for all modes.

## ***Comprehensive Monitoring of Transportation System***

As stated in the *Transportation Choices Plan*, monitoring of the transportation system, projects and programs is a complex task that requires ongoing resources to most effectively evaluate performance so as to best be able to direct future resources.

**2019 Accomplishments:** No Actions.

**2020 Next Steps:** City staff will develop a comprehensive plan to monitor the City's transportation system, and will work on the early implementation phases of the plan.

**Status for May-August 2020:** City staff completed a request for proposal process for on-call transportation consultants, which can assist with this monitoring task.