



CITY OF ALAMEDA

TRANSPORTATION PLANS

2022 ANNUAL REPORT & 2023 WORK PLAN

Excerpt: Performance Measures

2. PERFORMANCE MEASURES

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

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

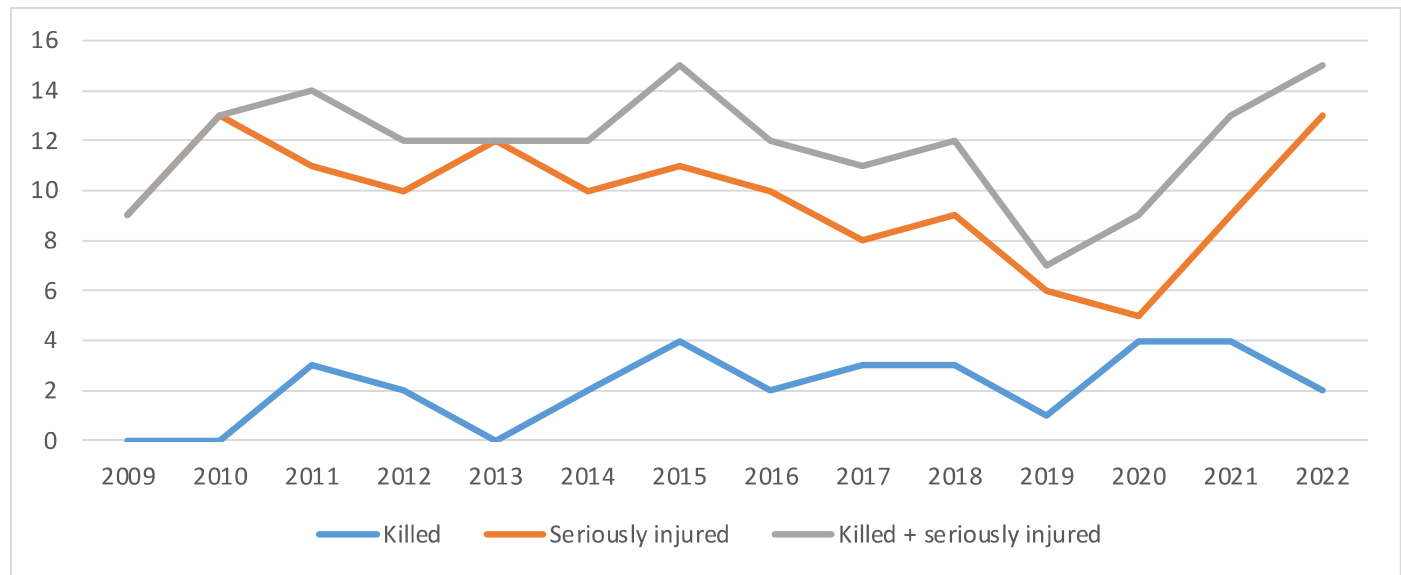
► Traffic Crashes

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

Table 1: Traffic Fatalities and Injuries by Mode of Travel

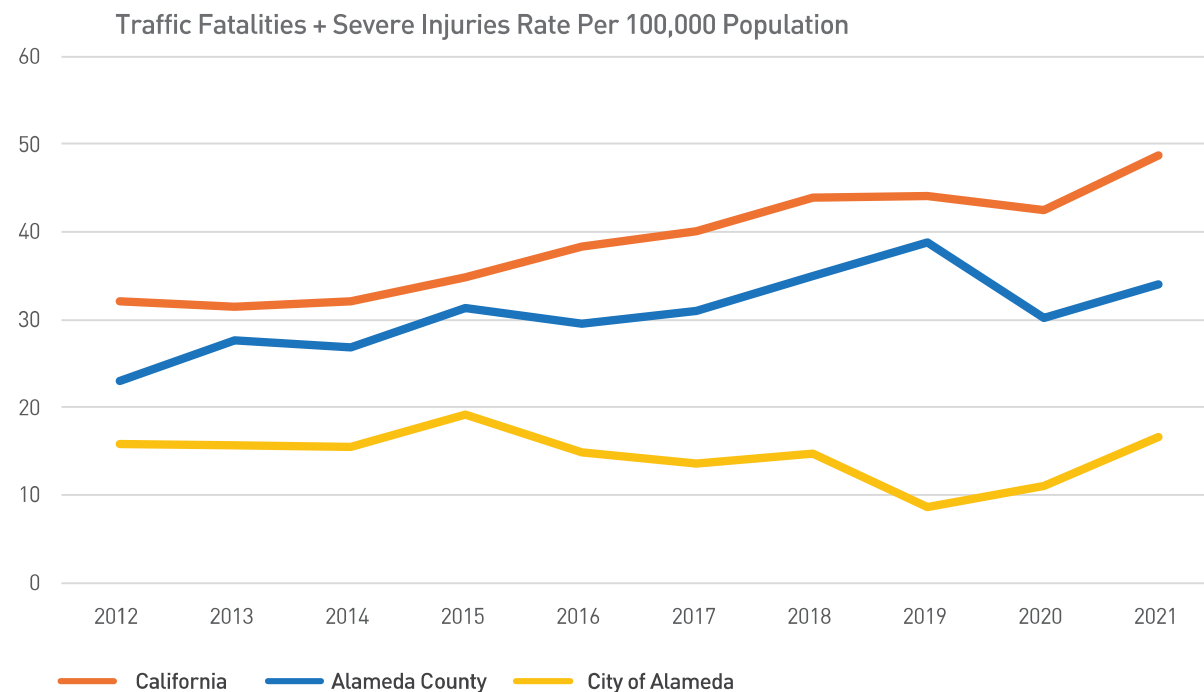
	2019	2020	2021	2022
ALL MODES				
Killed	1	4	4	2*
Severely injured	6	5	9	13
All injuries	273	167	158	175
PEDESTRIANS				
Killed	0	2	2	0
Severely injured	3	2	3	3
All injuries	44	30	29	24
BICYCLISTS				
Killed	0	1	1	0
Severely injured	1	0	2	3
All injuries	29	24	12	25
IN A MOTOR VEHICLE				
Killed	0	1	1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

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

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

Source: TIMS/SWITRS, APD

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

Figure 3: City, County, and State Comparison

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

► Street Safety Improvements & Bikeways

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

Table 2: Safety Improvements at Intersections, 2022

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

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

Table 3: Miles of Bikeways

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

Table 4: Bicycle Parking Spaces

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

► Public Transportation

BUS – AC TRANSIT

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

Figure 4: Average Daily Boardings on Alameda Lines

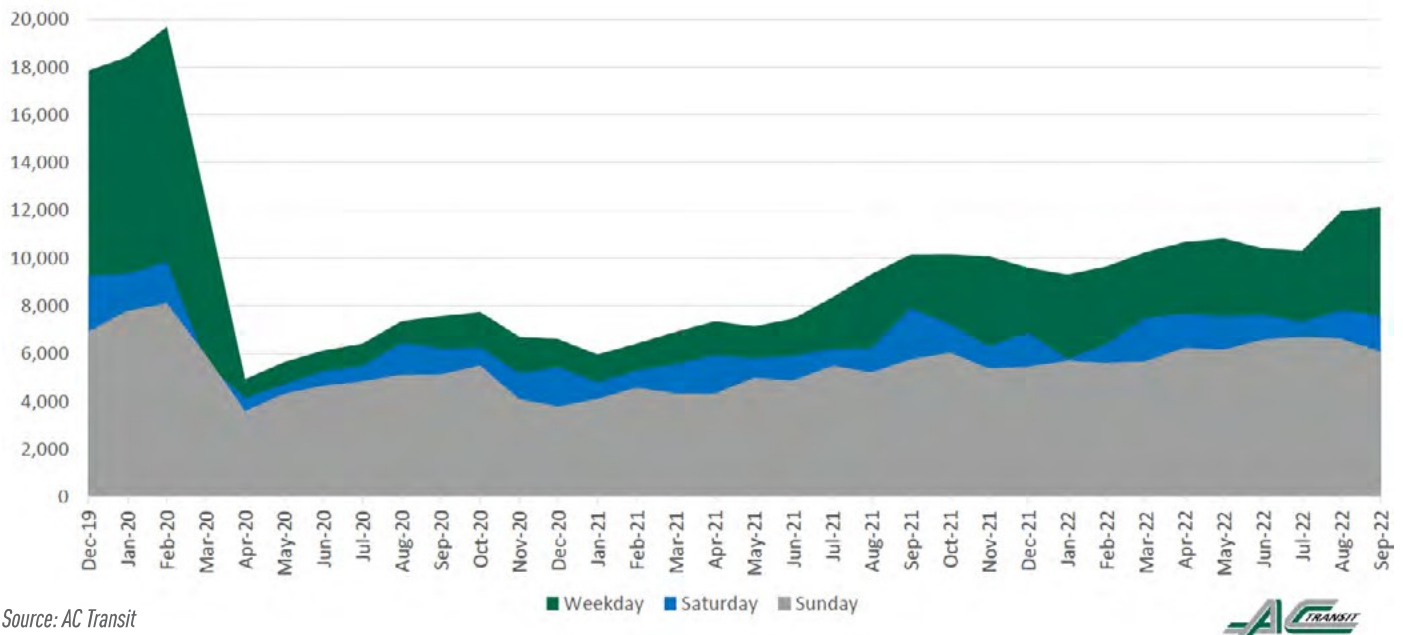


Table 5: Average Daily Boardings by Line

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

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

PARATRANSIT PROGRAMS

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

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

Figure 5: Monthly Boardings Comparison

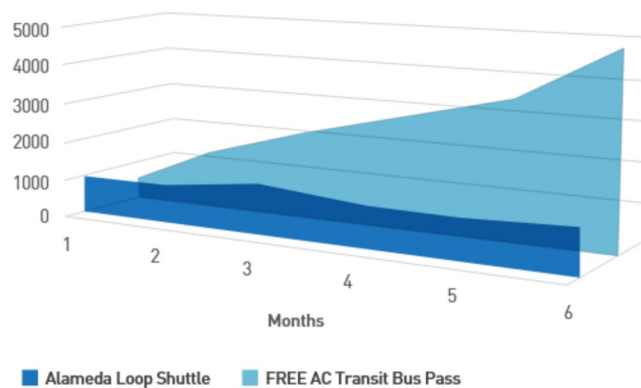
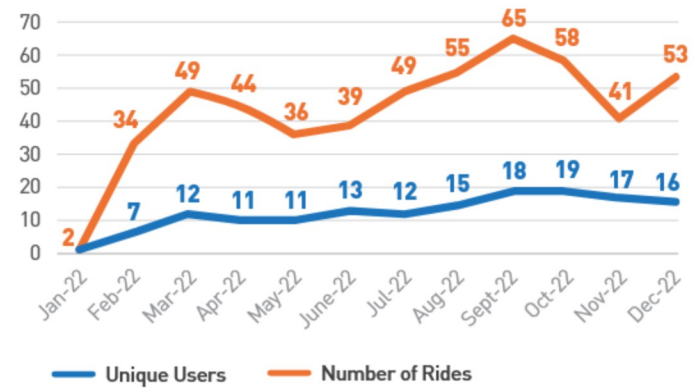


Figure 6: AIM Trends



FERRY – WETA

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

2022 increases in ridership at Alameda ferry terminals:

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

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

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

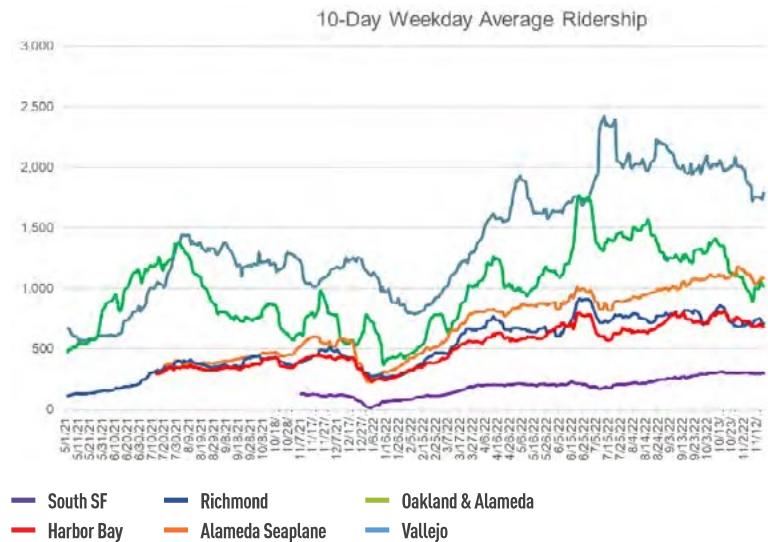


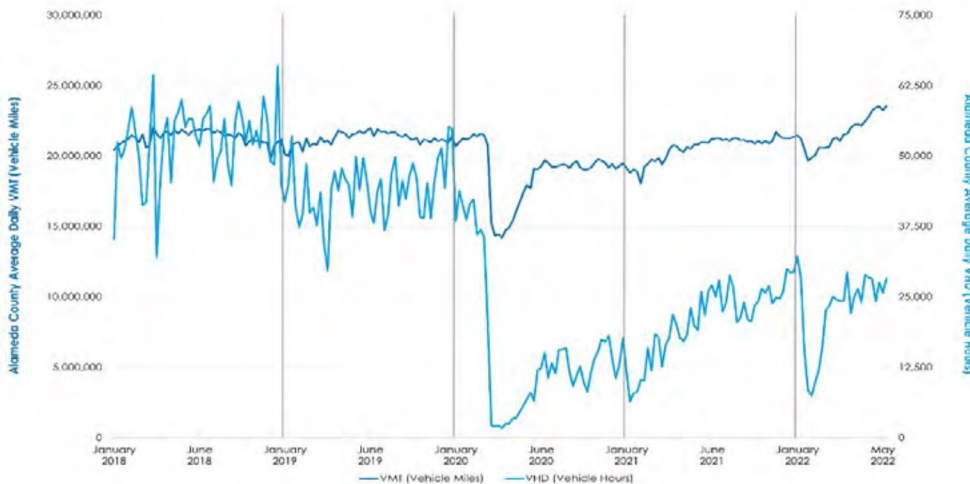
Figure 7: WETA Ridership Trends, May 2021 to November 2022

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



► Motor Vehicle Traffic Patterns

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



2022 VS. 2019

MILES TRAVELED

+7%

VEHICLE DELAY

-53%

Figure 8: Alameda County Average Vehicle Travel Miles

Source: Alameda County Transportation Commission

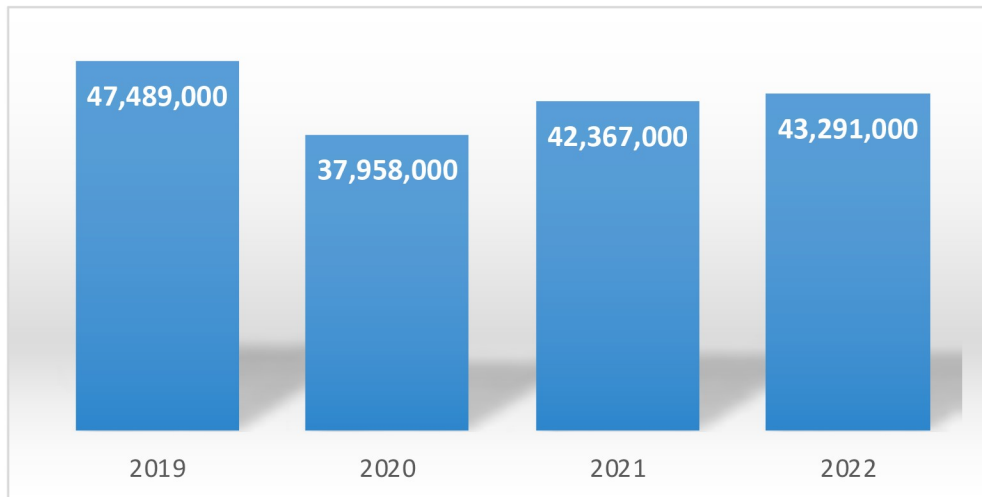
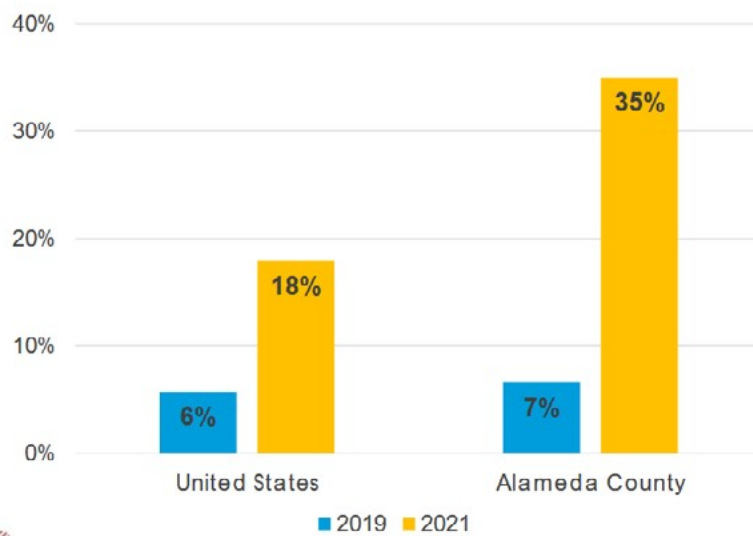


Figure 9: Total Annual Vehicle Volumes, Bay Bridge

Source: Metropolitan Transportation Commission

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

Share of Workers Primarily Working from Home



Remote Workers Are More Likely to be...



Asian or White



High income

Impacts on Travel



- 225,600 commuters

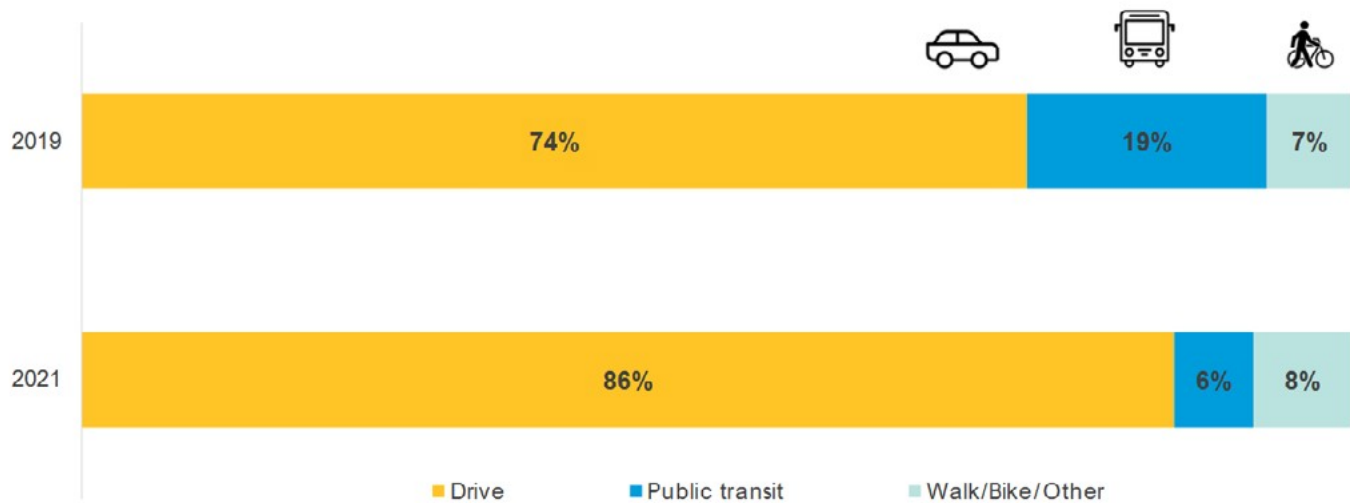


2022 Performance Report

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

Figure 10: Increased Remote Work in Alameda County

Source: Alameda CTC



2022 Performance Report

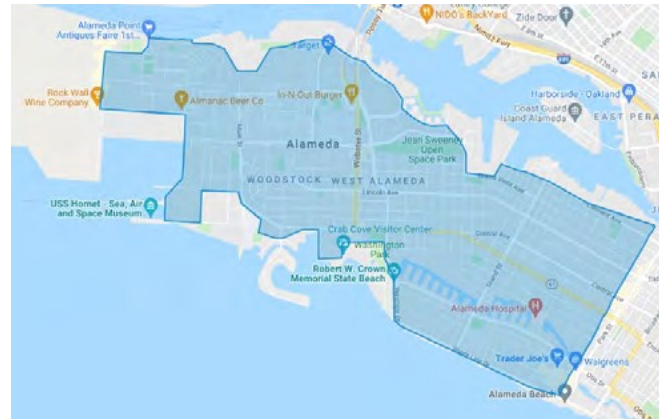
Source: ACS 2021 1-Year, Alameda County

Figure 11: Mode Shift Workers Still Commuting

Source: Alameda CTC

► Car Share

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



Gig Car Share

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

Table 7: Gig Usage

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

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

Getaround

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

Table 8: Getaround Usage

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

► Vehicle Registration

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

Table 9: City of Alameda Motor Vehicle Registrations

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

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

► Pavement Condition

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

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

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

► Emergency Response

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

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

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

► **Communications & Outreach**

2022 EVENTS FOR TRANSPORTATION PLANS & PROJECTS

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

EMAIL MAILINGS TO TRANSPORTATION MAILING LISTS IN 2022

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

2022 TRANSPORTATION WEBPAGES SUMMARY

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

TOP 15 TRANSPORTATION WEBPAGES IN 2022

Webpages that received the most unique pageviews, in order:

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

► Funding and Staffing Resources

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

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

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

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

Public Works Engineering Division Staffing (4.9 FTE)

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

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

Transportation Planning Unit (3.15 FTE)

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

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

► Legislative Agenda Status

FEDERAL LEGISLATIVE UPDATE

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

STATE LEGISLATIVE UPDATE

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

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

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

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

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

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

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

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

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

3. STATUS REPORTS

► **A. Citywide Planning Efforts**

ACTIVE TRANSPORTATION PLAN

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

2022 ACCOMPLISHMENTS:

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

www.ActiveAlameda.org

ADA TRANSITION PLAN

2022 ACCOMPLISHMENTS:

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

2023 WORK PROGRAM:

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