

City of Alameda Status Report on Transportation, August 2025

In its efforts to meet the City's goals to eliminate traffic deaths and severe injuries by 2035, as well as to reduce solo driving, improve equity, and reduce greenhouse gas emissions, the City of Alameda has an ambitious slate of transportation priorities in 2025. This report provides status updates for the 2025 Work Program in the [Transportation 2024 Annual Report & 2025 Work Plan](#).

Policy Documents Key:

- S – City Council Strategic Plan (2023)
- CIP – Capital Improvement Plan (2025)
- ATP – Active Transportation Plan (2022)
- VZ – Vision Zero Action Plan (2021)
- TC – Transportation Choices Plan (2018)
- *General Plan (2021) items are not marked, though many actions are also included in that plan.*

Citywide Planning Efforts

Plan	2025 Plan	January-August 2025 Status Report
ADA Self-Evaluation and Transition Plan S, CIP	Continue Sidewalk Maintenance program and other transportation programs in alignment with the ADA Transition Plan. Information: alamedaca.gov/ADA	<ul style="list-style-type: none">• See Sidewalk Maintenance and capital project updates below.

Transportation Programs

Transportation Program	2025 Plan	January-August 2025 Status Report
Legislative agenda VZ, ATP	Continue legislative agenda. Information: alamedaca.gov/LegislativeAffairs	<ul style="list-style-type: none">• SB 63 (Wiener) will authorize a regional transportation revenue measure to invest in and sustain public transit services in the San Francisco Bay Area. The City of Alameda supports funding for stable and reliable revenue streams for transportation and transportation efforts to minimize traffic congestion and reduce greenhouse gas emissions. As of September 9, the bill is in its second reading in the Assembly.

Transportation Program	2025 Plan	January-August 2025 Status Report
Parking & Curb Management TC, CIP	<ul style="list-style-type: none"> • Paid parking to begin at Harbor Bay and Seaplane Lagoon ferry terminals pending coordination with WETA. • Construct Civic Center garage permanent improvements. • Launch mobile payment at paid parking citywide and open new paid parking surface lot at the parking at City Hall West lot. <p>Information: alamedaca.gov/Parking</p>	<ul style="list-style-type: none"> • New security guard service launched Harbor Bay Ferry Terminal in May 2025. Pay stations were installed but not activated the same month. • Merchant bank transition completed as of September 2025, enabling City to move forward with mobile payment, likely to launch fall 2025. • Paid parking launch planned for Harbor Bay in fall 2025 and Seaplane Lagoon in winter 2025/2026, with the mobile payment option. • Paid parking at City Hall West lot is in data collection and analysis phase. • Civic Center garage improvements contract approved by City Council 9/2/2025. Construction to begin in fall 2025.
Pedestrian & Bicyclist Education VZ, ATP	<ul style="list-style-type: none"> • Hold annual Bike Festival in April at Paden Elementary School • Continue providing adult/teen/family bicycle safety education via a contract with Bike East Bay. • Continue bicycle education program for 5th graders to interested schools through end of 24/25 school year. <p>Information:</p> <ul style="list-style-type: none"> • alamedabikefestival.org • bikeeastbay.org/education <p>alamedacountysr2s.org/our-services/plan-an-event/drive-your-bike</p>	<ul style="list-style-type: none"> • The Bike Festival, held on April 26 at Paden ES, was well-attended and included free bike repairs, helmet giveaways and decoration, bike rodeos, bike riding and safety classes, and more. • From January-June, Bike East Bay (BEB) provided 2 one-hour workshops, 1 family cycling workshop and 1 Urban Cycling Day 1 class, educating just under 50 people in total. The City and BEB are developing a new contract for services that will be brought to Council later this year for approval. • From January-June, Cycles of Change provided bike education at two schools: Nea and Edison, reaching 110 students in total.
Transportation Management Associations: Alameda TMA and West Alameda TDMA S, TC	<ul style="list-style-type: none"> • Merge Alameda TMA and West Alameda TDMA for streamlined operations and unified customer experience. • Expand the Bay Pass program by approximately 500 members. • Work with BART and MTC staff to evaluate Bay Pass pilot and develop a sustainable pricing model for ATMA and partner transit agencies. <p>Information: alamedatma.org</p>	<ul style="list-style-type: none"> • TMA consolidation in progress, delayed by staffing changes at Alameda TMA. • West Alameda TDMA ended Target-to-BART shuttle & transitioned to AC Transit EasyPasses. • 2026 Clipper BayPass cost increase projected to be modest. Alameda TMA pricing model still under development, may include cost-share for Alameda Point employers.
Vision Zero	<ul style="list-style-type: none"> • Hold a Traffic Safety Open House. 	<ul style="list-style-type: none"> • Next Traffic Safety Open House slated for 2026

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VZ	<ul style="list-style-type: none"> Continue Police Department training efforts <p>Information: alamedaca.gov/VisionZero</p>	<ul style="list-style-type: none"> Held one Vision Zero training for new recruits to date in 2025
Vision Zero: Fatal Crash Response program S, VZ	<ul style="list-style-type: none"> Continue monitoring and responding to collisions through the Fatal Crash Response Program. Construct flashing beacons and pedestrian crossing improvements at three Mecartney Rd intersections, including site of a 2023 fatal crash. <p>Information: alamedaca.gov/FatalCrashResponse</p>	<ul style="list-style-type: none"> One person has died in collisions in 2025 to date, after a driver struck a person walking across Ralph Appezzato Memorial Parkway at Poggi St. The City held a multi-departmental post-collision site visit and is evaluating roadway configuration changes to be implemented with pavement resurfacing in 2026. Flashing beacons and pedestrian crossing improvements at three Mecartney Rd intersections constructed in June 2025

Public Transportation

Public Transit Program	2025 Plan	January-August 2025 Status Report
Alameda CTC Funded Transit Project (City)	<p>In 2024, Submitted project request to Alameda CTC in March. Concept would use the \$9 million Named Measure BB bus project for roundabouts and other transit-related improvements on the Lincoln/Marshall/Pacific and Stargell Avenue corridors, and for the Westline Bus Lane. Pending formal request from City Council and approval from Alameda CTC, proceed with project planning for reprogrammed transit project funding.</p> <p>Information: 1/30/2025 AC Transit ILC Meeting</p>	<ul style="list-style-type: none"> On May 6, City Council approved the staff recommendation to use the funds for transit-focused multimodal projects. On June 11, the AC Transit Board approved the recommendation. On June 16, the Mayor sent a formal request letter to the Alameda CTC. The next step is a request for a 45-day review period on September 29, 2025 and then final approval in early 2026, which both require Alameda CTC full Commission approval.
Bus Service (AC Transit) S, G, TC	<p>AC Transit will implement AC Transit Realign bus service changes. City to install bus stop infrastructure at new stop locations.</p> <p>Information: actransit.org/Realign</p>	<ul style="list-style-type: none"> City staff supported outreach efforts about bus service changes with a mailing, emails to community-based organizations, and distribution of materials. Bus stop infrastructure improvements at new stop locations underway, including new red curb, concrete landing areas, and new pedestrian ramps.
Oakland Alameda Water Shuttle Pilot (City, WETA, Alameda TMA)	<ul style="list-style-type: none"> Continue to monitor ridership and explore ways to increase frequency to meet the strong demand, within the funding constraints of this two-year pilot. 	<ul style="list-style-type: none"> The Water Shuttle reached its one-year service milestone in July, with 105,000 rides provided. A

Public Transit Program	2025 Plan	January-August 2025 Status Report
S, TC, ATP	<ul style="list-style-type: none"> Seek funding to continue operations after July 2026 and to electrify the vessel. <p>Information: alamedaca.gov/WaterShuttle</p>	<p>celebration was held on July 13 with music, free ice cream and tie-dyed rubber duck giveaways.</p> <ul style="list-style-type: none"> On July 8, an expanded service schedule was launched for a period through at least early November. Tuesdays were added, creating six days a week service and Fri/Sat/Sun service was expanded by 26% daily. In May, Alameda CTC approved grant funding to support Years 3 and 4 baseline service (Fiscal Years 26/27 and 27/28), In July, staff applied for additional funding to provide expanded service, similar to what is being provided today, during the anticipated 1.5 years of Oakland Alameda Access Project (OAAP) construction in the Webster and Posey Tubes. In August, the Partnership (City, Alameda TMA, and WETA) solicited proposals to study compliance options to meet the California Air Resources Board vessel electrification requirements.
San Francisco Bay Ferry Service (WETA) TC	<ul style="list-style-type: none"> Implement enhanced security at terminals with paid parking implementation WETA to begin permitting and planning work on the Central Bay Facility Expansion and Electrification Project WETA to finalize WETA 2050 Business Plan. <p>Information: sanfranciscobayferry.com/our-ferry-future/</p>	<ul style="list-style-type: none"> See parking and curb management re security and paid parking. Preliminary planning & design for electrification of Harbor Bay & Seaplane terminals underway.
Link21 regional rail service planning (BART, Capital Corridor) S, TC	<p>Continue to monitor and provide input on Link21 rail planning as the project progresses to corridor identification and project development.</p> <p>Information: link21program.org</p>	<ul style="list-style-type: none"> In June, the BART and Capitol Corridor Joint Powers Authority (CCJPA) Boards agreed to advance Link21 using standard-gauge regional rail, with CCJPA assuming day-to-day management responsibilities. While the standard-gauge choice rules out the possibility of future BART in Alameda, the Alameda still has a good chance of gaining a rail station on the West End due to its location between downtown Oakland and San Francisco.

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Alameda Connect/Paratransit (City)	<ul style="list-style-type: none"> Continue programming in all current programs. Expand AIM program to serve all residents 70+, per updated requirements. Convert Free Bus Pass program from a pilot to a permanent program. Information: alamedaca.gov/AlamedaConnect 	<ul style="list-style-type: none"> Expanded Alameda Independent Mobility (AIM) eligibility to all residents 70+. Extended the AC Transit Free Bus Pass program contract for an additional two years. Undertook annual enrollment renewals for the Free Bus Pass and AIM programs with new paperwork requirements. Held monthly Transportation 101 & Senior Clipper Card events. Launched new Alameda Connect branding.
Harbor Bay Business Park Shuttle (City, Harbor Bay Business Park Association)	<ul style="list-style-type: none"> ADA upgrades and construction of new bus shelters at Line 21 bus stops and the Harbor Bay Ferry terminal. 	<ul style="list-style-type: none"> Construction began in July 2025. New bus shelters to be installed at shuttle stop locations in early 2026 due to manufacturing long lead times.

Capital Project Planning & Design

Planning/Design Project	2025 Plan	January-August 2025 Status Report
Fernside Blvd Traffic Calming & Bikeways Project VZ, ATP <i>High Injury Corridor</i>	<ul style="list-style-type: none"> Final concept review for approval at City Council. Final design and preparation for near-term, quick-build construction west of High Street for 2026 pavement program. Information: alamedaca.gov/Fernside	<ul style="list-style-type: none"> Final concept approved March 2025: Near-Term Design Concept – Quick-Build Pedestrian Median Islands with Buffered Bike Lanes; Long-Term Design Concept – Pedestrian Median Islands with Two-Way Protected Bikeway. Completed traffic study for proposed changes at Gibbons Dr/Fernside Blvd/High St, with public engagement on design and phasing options planned for the fall.
Lincoln/Marshall/Pacific Ave Corridor S, CIP, VZ, ATP, TC <i>High Injury Corridor</i> <i>Includes Equity Priority Areas</i>	<p>Execute agreement with USDOT and continue design and preparation for construction in late 2026. <i>Funding may be in jeopardy in the current presidential administration.</i></p> Information: alamedaca.gov/LincolnMarshallPacific	<ul style="list-style-type: none"> On February 4, City Council authorized the City Manager to execute documents with the U.S. Department of Transportation (USDOT) to accept \$16 million in Safe Routes for All federal funding to construct the project. Given the change in the federal administration, some of the new federal grants contain new conditions that are inconsistent with City policy and State law, such as requirements

Planning/Design Project	2025 Plan	January-August 2025 Status Report
		<p>to cooperate with immigration enforcement and anti-DEI programs.</p> <ul style="list-style-type: none"> • There are multiple pending lawsuits challenging these federal conditions, including one brought by the California Attorney General. • The City Attorney is analyzing whether the City's legal interests are protected under this existing litigation or whether the City should formally join the litigation as a party. • Joining one of these legal challenges could potentially allow the City to enter into the USDOT grant while reserving the right to challenge any unconstitutional federal conditions.
High Injury Corridor Daylighting VZ <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i>	<ul style="list-style-type: none"> • Beginning January 1, 2025, the California Daylighting Law (AB 413) took effect to ban cars and trucks from stopping, standing, or parking within 20 feet of the approach side of all marked and unmarked crosswalks, essentially every street intersection within the City. This improves visibility of pedestrians, bicycle traffic, and motorists approaching and crossing intersections. • While the law prohibits parking within 20 feet of the approach side of crosswalks regardless of red curb, the City plans to continue its focus on improving visibility at intersections along High Injury Corridors with red paint and/or signs, coupled with enforcement. • Red curb intersection daylighting will be expanded to include Tier 3 corridors in 2025. <p>Information: alamedaca.gov/HICdaylighting</p>	<ul style="list-style-type: none"> • Tier 3 High Injury Corridor daylighting completed in August 2025.
Neighborhood Greenways S, ATP, CIP <i>Includes 1 High Injury Corridor</i> <i>Includes Equity Priority Areas</i>	<ul style="list-style-type: none"> • Construct first segment of Pacific Ave Neighborhood Greenway (Lafayette to Oak) in two phases, in 2025. • Conduct community outreach, collect speed and volume data, and develop concept plans for Morton/San Jose and Versailles Neighborhood Greenway segments. 	<ul style="list-style-type: none"> • The Pacific Ave Neighborhood Greenway broke ground on April 18 with new all-way stop signs, high visibility crosswalks, and daylighting at the intersections with Willow St and Walnut St. The contract for the remaining work from Lafayette to Oak was awarded in July and construction will be completed in the fall.

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	<ul style="list-style-type: none"> Seek funding to implement remaining Phase 1 Neighborhood Greenways and start construction phase, pending funding allocations. Continue to seek grant funding to implement additional Neighborhood Greenways, including for permanent crossing improvements. <p>Information: alamedaca.gov/NeighborhoodGreenways</p>	<ul style="list-style-type: none"> Data was collected for the Morton/San Jose and the Versailles Greenways and concept plans were developed which were presented to the public on April 19 at two popular pop-up events. The concept plans continue to be refined. As part of the two-year biennial budget, City Council approved \$2.4M to complete construction of the Phase 1 Greenways. In May, the City's grant application for \$2M to improve four Neighborhood Greenway crossings of major streets, including at Pacific Ave and Wilma Chan Way, was awarded by Alameda CTC.
Oakland Alameda Estuary Bridge S, ATP, TC	<ul style="list-style-type: none"> Hire consultant and begin Waterway Study. Continue to explore implementation options, and to provide public information and conduct public engagement. <p>Information: estuarybridge.org</p>	<ul style="list-style-type: none"> In August, the City released an RFP for the Waterway Study; the contract is expected to be awarded in October with work to begin immediately after.
Safe Routes to School Infrastructure S, VZ, ATP, TC, CIP	<ul style="list-style-type: none"> Construct improvements at the seven selected schools with completed School Safety Assessments sites: Academy of Alameda, Earhart, Edison, Franklin, Love, Maya Lin, and Nea. Begin design on improvements at school sites with newer or in-development School Safety Assessments, for 2026 construction: Bay Farm School, Alameda High, Otis, and Ruby Bridges <p>Information: alamedaca.gov/SchoolStreets</p>	<ul style="list-style-type: none"> Bid construction of improvements at seven selected schools. Unfortunately, no reasonable bids were received, so the project will be rescoped. City staff aims to complete construction at the seven schools with adjusted scope by the end of 2025. After construction of current project is complete, City staff will begin design for improvements at school sites with newer or in-development School Safety Assessments, for 2026 construction: Bay Farm School, Alameda High, Otis, and Ruby Bridges.
Stargell Ave Safety Improvements S, VZ, ATP, TC	<ul style="list-style-type: none"> Seek approval for project design concept, with roundabout and transit stops, from Council in the Spring. Finalize concept plans and begin environmental phase. As needed, continue to pursue funding for final design and construction. <p>Information: alamedaca.gov/Stargell</p>	<ul style="list-style-type: none"> Concept plan was approved at City Council in April. 35% design and environmental studies began in July. The project was awarded multiple grants in early 2025 from MTC and Alameda CTC, and is now almost fully funded. Staff applied for additional grants to support the project, including an Affordable Housing and Sustainable Communities grant together with RESHAP.

Capital Project Construction

Construction Project	2025 Plan	January-August 2025 Status Report
Alameda Point Adaptive Reuse S, CI <i>Equity Priority Area</i>	<ul style="list-style-type: none"> The existing parking lot on Saratoga Street between W. Tower Avenue and Ranger Street will be reconstructed and reopened to the public during the first quarter of 2025. Design will continue for the Phase 2 Adaptive Reuse project extending the reconstructed roadways from Saratoga Street to Monarch Street and including W. Tower Avenue and W. Midway Avenue. Information: alamedaca.gov/AdaptiveReuse 	<ul style="list-style-type: none"> The existing parking lot reconstruction completed in Spring 2025. Council accepted the Phase 1 Adaptive Reuse Project as complete in July 2025.
Central Ave Improvements S, VZ, ATP, CIP, TC <i>High Injury Corridor</i> <i>Equity Priority Area (partial)</i>	<ul style="list-style-type: none"> This \$23 million project includes traffic calming, protected bikeways, pedestrian crossing improvements, and the City's first three modern roundabouts. Begin construction, which is scheduled through 2026. Information: alamedaca.gov/Central	<ul style="list-style-type: none"> Construction began in January 2025. Work completed thus far includes demolition and reconstructing roadway and sidewalk at Third St and Fourth St/Ballena Blvd, as well as a handful of curb ramp improvements between Fifth St to Sherman St. City staff has coordinated extensively with AUSD, WABA, AC Transit, and other entities; and delivered public notifications to those affected by construction.
Cross Alameda Trail: Clement Ave/Tilden Way S, VZ, ATP, TC <i>High Crash Intersection</i>	Begin construction in spring, pending approval by DTSC of the soil clean-up plan. Information: www.alamedaca.gov/ClementTilden	<ul style="list-style-type: none"> Construction bids were received in June and awarded in July. Submitted revised soil clean-up and monitoring plans to DTSC with DTSC approvals and work notice expected by September 15, 2025. City staff are coordinating with external stakeholders (AUSD, DABA, AC Transit) regarding construction, which is expected to begin in the fall.
Cross Alameda Trail: Jean Sweeney Open Space Park Trail Connectors (led by ARPD) ATP <i>Equity Priority Area</i>	Pending DTSC approval, begin construction. Information: alamedaca.gov/CAT	<ul style="list-style-type: none"> Discussions continued in 2025 with DTSC and the project designers, to find implementable design solutions within the project budget.

Construction Project	2025 Plan	January-August 2025 Status Report
Cross Alameda Trail: Signal and Intersection Improvements, Main St to Wilma Chan Way VZ, ATP <i>High Injury Corridor</i> <i>Equity Priority Area</i>	Monitor signal operations and adjust timing as needed. Information: www.alamedaca.gov/CAT	<ul style="list-style-type: none"> Installed separated left-turn phasing for westbound approach at Wilma Chan Way. Project is complete, staff continues to monitor for additional signal timing and or signage updates.
Cross Alameda Trail: Clement Ave Extension (Ohlone Ave to Grand St) S, VZ, TC, CIP <i>High Injury Corridor</i> <i>Equity Priority Area</i>	The Clement Avenue Extension will be completed prior to occupancy of the first building in the 2015 Grand Street project and is expected by Summer 2025. Information: alamedaca.gov/CAT	<ul style="list-style-type: none"> Anticipated to be completed by late 2025.
Grand St Improvements <i>High Injury Corridor</i> S, VZ, ATP	<ul style="list-style-type: none"> Construct Phase 1 of the project, in coordination with planned work at Wood Middle School. Design Phase 2 of the project. Information: alamedaca.gov/Grand 	<ul style="list-style-type: none"> Construction for Phase 1 began in May, with improvements substantially complete including repaving Grand Street (Shore Line to Otis) and installing two-way separated bike lane. Preliminary Engineering design plans completed for Phase 2 (Otis to Encinal), which includes resurfacing Grand Street and constructing raised two-way separated bike lanes. Design for Phase 2 scheduled for completion in Spring 2026.
Mecartney Rd Pedestrian Improvements S, VZ	This project will install new flashing beacons at three intersections along Mecartney Road including Baywalk Rd, Baywood Rd, and Ironwood Rd. Construct in 2025. Information: alamedaca.gov/rapidresponse	<ul style="list-style-type: none"> Construction completed and accepted by City Council in July.
Park and Webster St Striping Update & Concrete Barricades <i>High Injury Corridors</i> <i>Equity Priority Area (partial)</i>	Several businesses have elected not to renew their parklet agreements. These parklets and barriers will be removed in early 2025 and the curb area returned to parking with an emphasis on increasing the amount of short term, time-limited parking spots. Information: alamedaca.gov/CommercialStreets	<ul style="list-style-type: none"> Parklets and barriers were removed and continue to be removed for businesses that elect not to renew their parklet agreements. Curb areas have been returned to parking with an emphasis on installing short-term parking.
Pavement Management & Safety Improvements <i>High Injury Corridors (partial)</i>	<ul style="list-style-type: none"> Design and construct paving project in east Alameda and Bay Farm Island (east of High St and Bay Farm Island). 	<ul style="list-style-type: none"> Construction started August. Estimated completion date is end of December 2025.

Construction Project	2025 Plan	January-August 2025 Status Report
	<ul style="list-style-type: none"> Consistent with the City's Vision Zero Plan and Active Transportation Plan, Aughinbaugh Way, Mecartney Road and Maitland Drive will include additional treatments to support pedestrian, bicycle, and vehicular safety. <p>Information: alamedaca.gov/Pavement</p>	
Sidewalk Maintenance CIP, ATP	Continue sidewalk maintenance and repair Information: alamedaca.gov/Sidewalks	<ul style="list-style-type: none"> Initiated a new Sidewalk Repair Program in 2025 offering option to homeowners for City to repair sidewalk and send invoice. This make the repair process much simpler and allows for economies of scale in pricing.
Trails Maintenance (Construction) CIP, ATP	<ul style="list-style-type: none"> Continue to work with EBRPD to improve safety and comfort of Wooden Bridge in near and mid-terms. Repave trails along Island Dr, Mecartney Rd and Veterans Court as part of 2025 Pavement Management Project (Cycle 43). As funding allows, repave a segment of Shoreline Park trail from Sheffield Rd towards Brunswick Rd. City staff have identified long-term planning for Wooden Bridge replacement as a priority due to the bridge condition and sea level rise. This will be phased in future years. 	<ul style="list-style-type: none"> Estimated completion of Pavement Management Project Phase 43 is end of December 2025 In August, the Park District made minor improvements to the surface of the Wooden Bridge and placed new signs instructing bicyclists to dismount and walk their bikes. City staff are working with EBRPD to develop a mid-term solution that can prolong the life of the Wooden Bridge until a long term solution can be developed, funded and built.
Signal and Pedestrian Improvements (Highway Safety Improvement Program project) CIP <i>Includes High Injury Corridors</i>	<ul style="list-style-type: none"> Complete construction at four intersections: Santa Clara Ave at Grand St; Otis Dr at Willow St; Otis Drive at Park St; and Fernside Blvd at San Jose Ave. Identify locations for next round of HSIP funding. 	<ul style="list-style-type: none"> Completed construction at the four intersections in June 2025. City staff will start exploring locations for next round of HSIP funding.
Striping Maintenance CIP <i>Includes High Injury Corridors</i> <i>Includes Equity Priority Areas</i>	Complete construction of improvements. Information: 1/12/2024 Vision Zero Update	<ul style="list-style-type: none"> Striping maintenance was complete in April 2025 at various locations including Wilma Chan Way, RAMP, Viking St, W Hornet Ave, Webster St, Santa Clara Ave, Clement Ave, Buena Vista Ave. Design for 2026 improvements is underway.

Other Agency & Developer-Led Transportation Projects

Project	2025 Plan	January-August 2025 Status Report
Caltrans: Broadway/Otis/Doolittle <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i>	Continue coordination with Caltrans to include safety improvements in final resurfacing project design.	<ul style="list-style-type: none"> At Caltrans' presentation to the Transportation Commission in May 2025, they agreed to include Pedestrian median islands at Otis/Mound and Otis/Versailles, with the planned flashing beacons at both legs of the crosswalks, and quick-build bulb-outs at Otis/Bayview. Caltrans has also promised a follow-up safety project for the Rt 61 segment of Otis Dr: outreach/concepts 2026-2027, funding 2028, and construction by the early 2030s. The Mayor sent a letter to Caltrans in June thanking them for committing to safety improvements, and outlining roles and expectations. City staff reviewed Caltrans' bid addendum designs in August.
Alameda CTC: Oakland Alameda Access Project <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i>	Alameda CTC will put project out to bid. City will support community/business outreach regarding construction phases. Construction is planned for 2025 to 2028. Information: OaklandAlamedaAccessProject.com	<ul style="list-style-type: none"> Alameda CTC held public information workshops, including two in Alameda, in the spring. Construction contract awarded and approved in August. Contractor now developing plan/schedule for review. Communications lead has formally passed from Alameda CTC to Caltrans. The City continues to coordinate with Alameda CTC and Caltrans to promote minimization of tube lane closures as well as clear and accessible public communications.
Army Corps: Fruitvale Rail Bridge Hazard Removal	U.S. Army Corps is expected to complete a draft report of potential solutions for public comment.	<ul style="list-style-type: none"> U.S. Army Corps of Engineers (USACE) is working on a Real Estate Disposal Report to the General Services Administration (GSA). The City continues to follow up with USACE due to concerns about the Fruitvale Rail Bridge collapsing during an earthquake.