



City of Alameda

ANNUAL REPORT ON TRANSPORTATION

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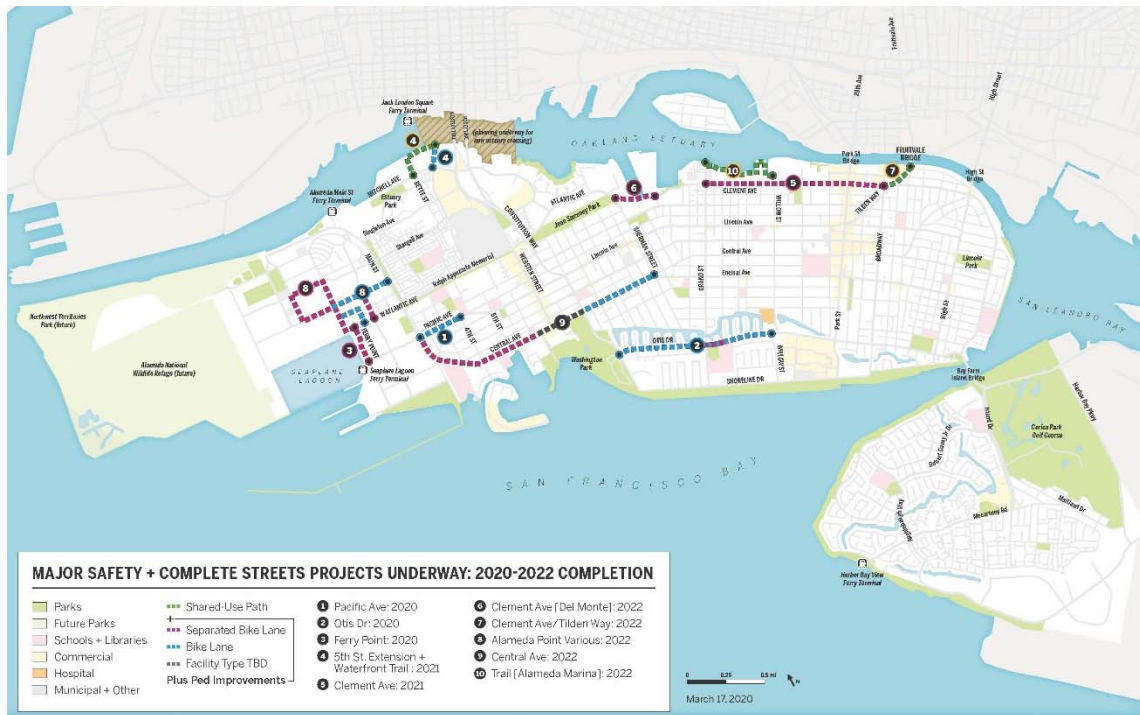
Introduction

The *Transportation Choices Plan* (2018) requires an annual review of progress toward meeting the City’s transportation improvement needs, which is done in the early months of each year at the Transportation Commission and the City Council. City staff also provide status reports to the Transportation Commission in May and September to give a snapshot of work in progress or completed.

The purpose of this Annual Report is to highlight the progress of transportation projects and programs in the City of Alameda, to acknowledge the accomplishments of the previous year – in this case 2020 - and to provide the priorities for the next year – in this case 2021 (Figure 1). This Annual Report builds on the *Annual Report* (January 2020) and the *Status Report on Transportation* in May and September 2020. City staff share the information in the Annual Report to help spread awareness of Alameda’s transportation programs and projects via social media or focus groups.

The goals of the *Transportation Choices Plan* are to reduce solo driving and to increase the share of other modes with the 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 COVID-19 pandemic is one example of how the City modified the transportation priorities, projects and programs such as with the Commercial Streets and Slow Streets programs.

Figure 1: Major Safety and Complete Streets Projects



Quick Facts

Transportation indicators showed positive trends in 2019 and until the stay-at-home order in March 2020. During COVID-19, bus and ferry ridership as well as usage of shared mobility such as Getaround and Gig Car Share dropped significantly. Anecdotally, people walking increased during COVID-19, and bicycling also is on the rise. These quick facts help the City measure performance and effectiveness of the transportation project and program investments. City staff is actively working on improving how the City monitors the transportation system through multimodal data collection as part of the Smart City Master Plan effort, which is just beginning and is expected to be about a one-year effort.

Vision Zero Traffic Safety

The Alameda Vision Zero Policy, adopted in November 2019, establishes a goal to achieve zero fatal and severe injury collisions. The California Office of Traffic Safety (OTS) rankings in Table 1 find that, between 2017 and 2018, Alameda’s crash rate improved relative to similar-sized California cities, except for alcohol-involved crashes. OTS is not currently providing rankings from other years.

Table 1: Injury Crash Rankings Compared to Similar-Sized Cities¹

Type of crash	Percentile rank*	
	2017	2018
Total fatal and injury	47	56
Speed related	57	64
Alcohol involved	78	56

**Rankings have been converted to percentiles from 1-100, with the number 1 representing the highest (worst) crash rate and number 100 the lowest.*

In 2020, four people lost their lives on Alameda streets, higher than Alameda’s average of two annual fatalities, and higher than the one fatality in 2019. Each of the crashes was unique from the others, involving factors such as intoxicated driving, distracted driving, driver error and crossing on a red light. Table 2 compares the 2019 and 2020 injury crash numbers to the 2009-2018 averages. The 2009-2018 numbers are used as a baseline, and will be the foundation of the upcoming Vision Zero Action Plan. An average number is more useful than displaying all ten years of data because: 1) the 2009-2018 crash analysis found no clear trend line in fatal and injury crashes during that time; and 2) as a mid-size city, Alameda’s crash numbers do not create large enough datasets to show meaningful year-by-year trends.

¹ OTS crash rankings: <https://www.ots.ca.gov/media-and-research/crash-rankings-results/>. Rankings for pedestrian and bicycle injury crashes are not included here because they do not take mode share into account; cities with high rates of walking and biking tend to rank the worst, regardless of the relative safety per mile traveled.

Table 2: Traffic Fatalities and Severe Injuries²

	Average 2009- 2018	2019	2020
All modes			
<i>Killed</i>	1.9	1	4
<i>Severely injured</i>	10	6	5
<i>All injuries</i>	221	273	167
Pedestrians			
<i>Killed</i>	0.8	0	2
<i>Severely injured</i>	3	3	2
<i>All injuries</i>	33	44	30
Bicyclists			
<i>Killed</i>	0.2	0	1
<i>Severely injured</i>	3	1	0
<i>All injuries</i>	38	29	24
In a motor vehicle			
<i>Killed</i>	0.6	0	1
<i>Severely injured</i>	3	2	3
<i>All injuries</i>	139	196	109
Riding a motorcycle			
<i>Killed</i>	0.3	1	0
<i>Severely injured</i>	2	0	0
<i>All injuries</i>	12	4	4

Bus – AC Transit

In February 2020, average daily ridership on [AC Transit's](#) Alameda lines was 19,506, and by April, average weekday ridership was 4,941, or 25 percent of February levels. Since the spring, ridership has trended upwards, with average weekday ridership in October reaching 7,750, at 40 percent of February levels.

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



² Sources: 2009-2018 data are the Statewide Integrated Traffic Records System, augmented with Alameda Police Department (APD) fatality data. 2019 and 2020 data are from APD.

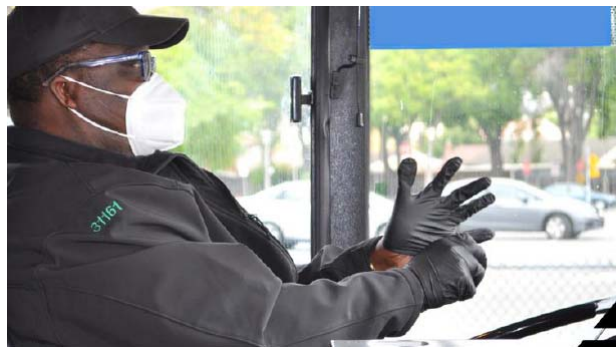
response to school closures, all supplementary school services were suspended. In August, AC Transit added back regular weekday services on most local trunk lines, including Line 51A. Service on Line O has been improved to every 30 minutes to promote physical distancing. In December, AC Transit added service to Line O in the evening and to Line 20 weekday service, and revised operations on Line 21 due to the suspension of the Harbor Bay ferry service. Minor schedule changes were applied to Lines 51A and 19.

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 resumed collecting fares once protective plexiglass shields were installed, which occurred in October 2020.

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 (PPE) – including gloves, masks and hand sanitizer to staff (see inset). Hand sanitizer and facemasks were offered to passengers on every bus beginning September 2020.



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.

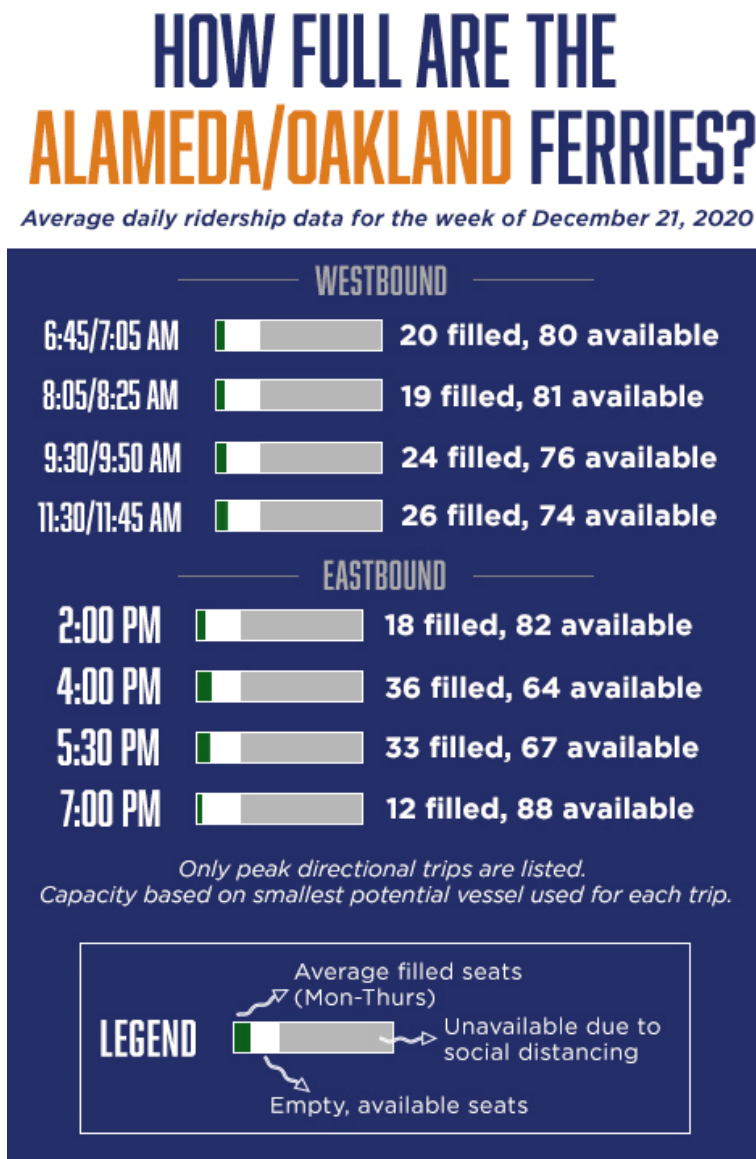
Funding: AC Transit received a portion of the federal Coronavirus Aid, Relief and Economic Security (CARES) Act stimulus package totaling \$114 million to help fund transit operations given the significant revenue decreases from the decline in ridership. With the December 2020 passage of a second stimulus package, AC Transit expects an additional smaller infusion of stimulus monies in 2021 to help maintain transit operations.

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

Ferry – WETA

The WETA Ferry Service Recovery Plan states that ferry service will restart at minimum levels to match expected reduced demand. WETA ridership grew slightly in October and November 2020, and dropped again in December. The Alameda/Oakland service does not have any trips that are currently at risk of reaching the adjusted capacity threshold that would trigger additional ferry runs (Figure 2). Four midday departures (two from Alameda/Oakland and two from Downtown San Francisco) were added on November 16. The 4:00 pm departure is nearing capacity limits, and will need to be monitored into 2021.

Figure 2: Alameda/Oakland Ferry Service Ridership



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 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. With the December 2020 passage of a second stimulus package, WETA expects an additional smaller infusion of stimulus monies in 2021 to help maintain transit operations.

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

Alameda Loop Shuttle

In 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 has dropped to 22.



Bikeways

In 2020, Alameda added 1.2 miles of bikeways with the opening of the Cross Alameda Trail between Constitution Way and Viking Street for a total of 48.6 miles of bikeways across the city (Table 3).



Table 3: 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	44.2	16.1	15.6	10.3	2.2	0
Added in 2018	1.4	0.7	0.4	0.3	0	0.2
Added in 2019	1.9	0	1.9	0	0	0.6
Added in 2020	1.2	0.8	0	0	0.4	0.2
Totals	48.6	17.5	17.9	10.6	2.6	1.0

Carshare

Gig Car Share

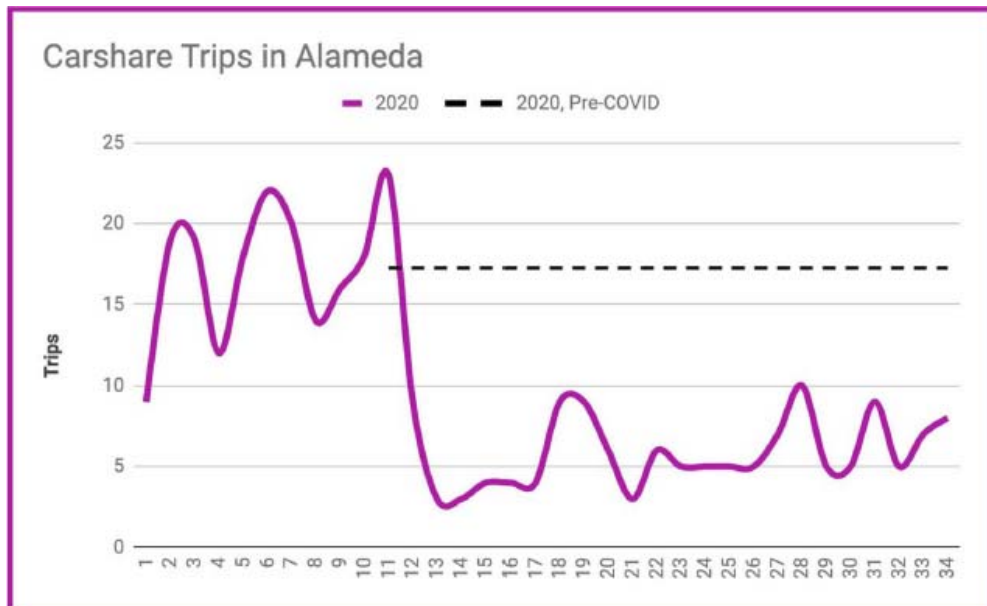
[GIG Car Share](#) serves the Bay Area, Sacramento and Seattle as a convenient, affordable and eco-friendly one-way transportation option. Gig has continued to operate during this unprecedented period, with enhanced cleaning services, dedicated to helping Gig Members achieve essential trips such as grocery shopping. In response to changing Member demand, Gig introduced multi-day rental periods. Gig remains focused on achieving sustainability with its Member-centric approach to car sharing in Alameda and elsewhere in the Bay Area.

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 current Gig service area, which was modified in November 2020 to best meet Gig demand in Alameda. Currently, there are on a daily average 7 to 10 Gig vehicles located in Alameda. There are 223 active members, which is a 34 percent decrease from last year at 340 members. The number of trip starts by month in Alameda average 700 or 23 per day. The number of trip ends by month in Alameda average 724 or 24 per day. Last year, the number of trip starts and trip ends per day were totaling 31 and 33, respectively, representing a 26 to 27 percent decrease.



Getaround

Getaround saw growth in trips and unique renters until COVID-19 (see inset and Table 4). 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 4: Getaround Usage of Three Vehicles in Public Parking Lots

Year	Trips	Average Monthly Trips	Average Daily Trips	Unique Renters
2020	495	41	1.4	286
2019	1,703	142	4.7	570
2018	1,131	94	3.1	392

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 5). 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: 61 residential and 0 commercial



Table 5: California Clean Vehicle Rebate Statistics for Alameda

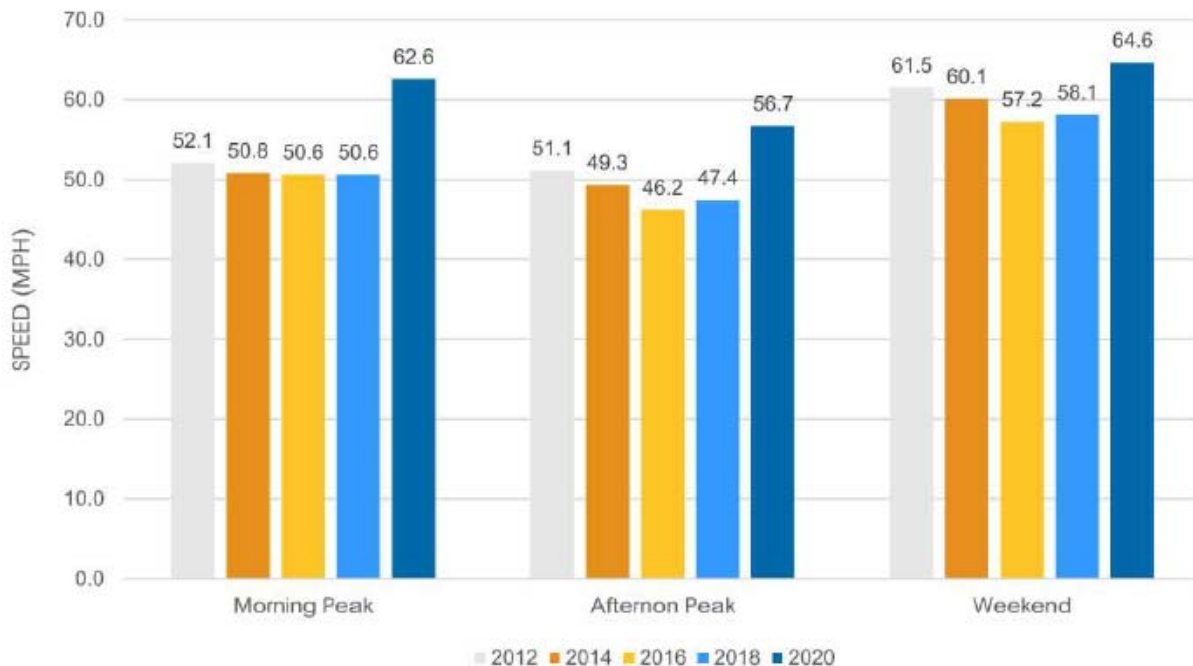
Year	BEV	PHEV	FCEV	Yearly total	Cumulative total
2011	22	0	0	22	22
2012	18	26	1	45	67
2013	54	55	0	109	176
2014	87	80	0	167	343
2015	145	61	0	206	549
2016	93	50	2	145	694
2017	108	52	3	163	857
2018	178	79	4	261	1,118
2019	153	61	2	216	1,334
2020 (thru Aug. 31)	59	25	3	87	1,421
Total	917	489	15	1,421	1,421

Source: Center for Sustainable Energy. California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated December 28, 2020. <https://cleanvehiclerebate.org/eng/rebate-statistics> BEV: All-battery electric vehicle; PHEV: Plug-in hybrid electric vehicle (electricity and gasoline); FCEV: Fuel-cell electric vehicle

Roadways

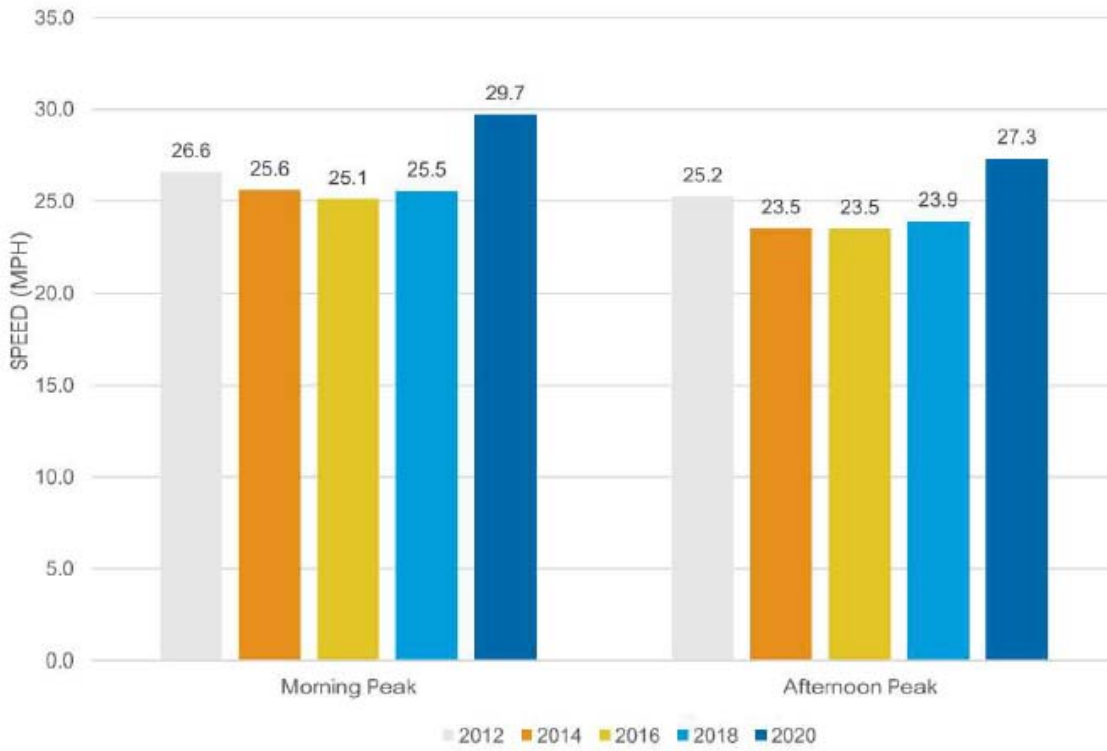
According to the Alameda County Transportation Commission (Alameda CTC) as part of its Multimodal Monitoring preliminary results, it is unclear what the “new normal” will be due to COVID-19 impacts. In Alameda County, fall 2020 speeds on roadways throughout the County are up significantly, especially for freeways in the mornings. Delay is down substantially. Vehicle miles traveled also are lower but not by much. Figure 3 shows that average freeway speeds in Alameda County are up over 20 percent, and have near free-flow in the morning. Figure 4 shows that average highway and arterial speeds in Alameda County also are up but not as much – at about 16 percent, and the afternoon peak is comparable to the mid-recession speeds at about 14 percent increase. Figure 5 shows that daily vehicle hours of delay is down by 74 percent. Figure 6 shows that the all-day volumes on the Bay Bridge are down by 11 percent from pre-COVID levels. As of October 2020, morning volumes were back to pre-COVID levels.

Figure 3: Freeway Speeds in Alameda County



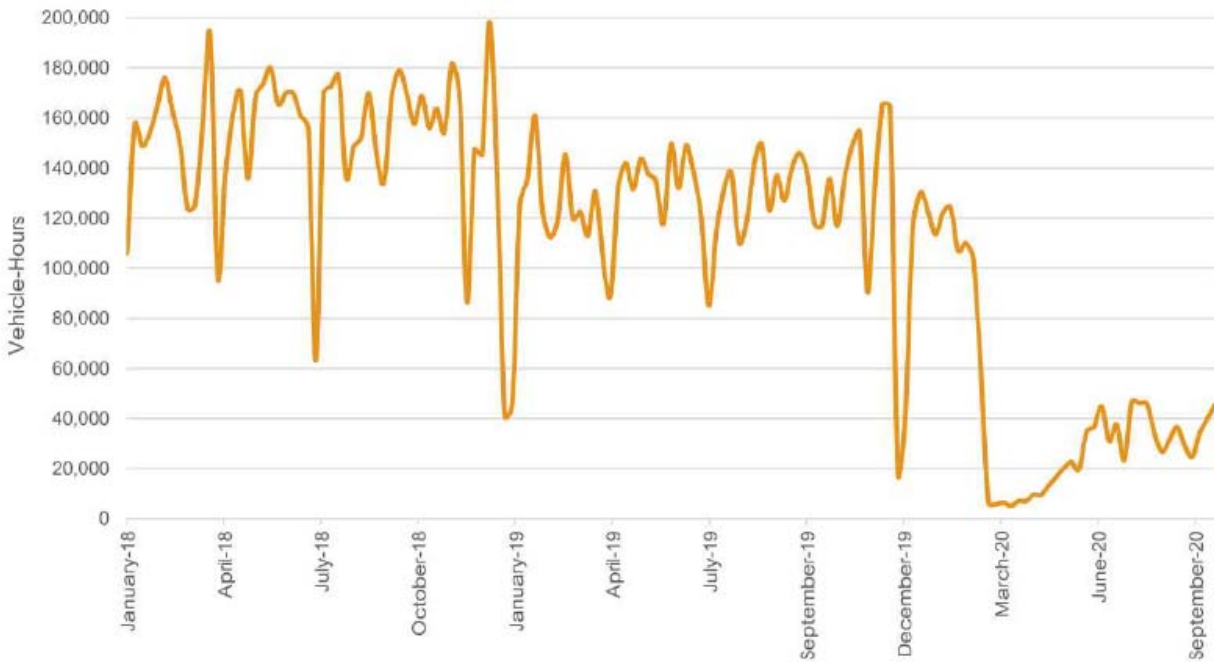
Source: INRIX data (September 2020)

Figure 4: Highway and Arterial Speeds in Alameda County



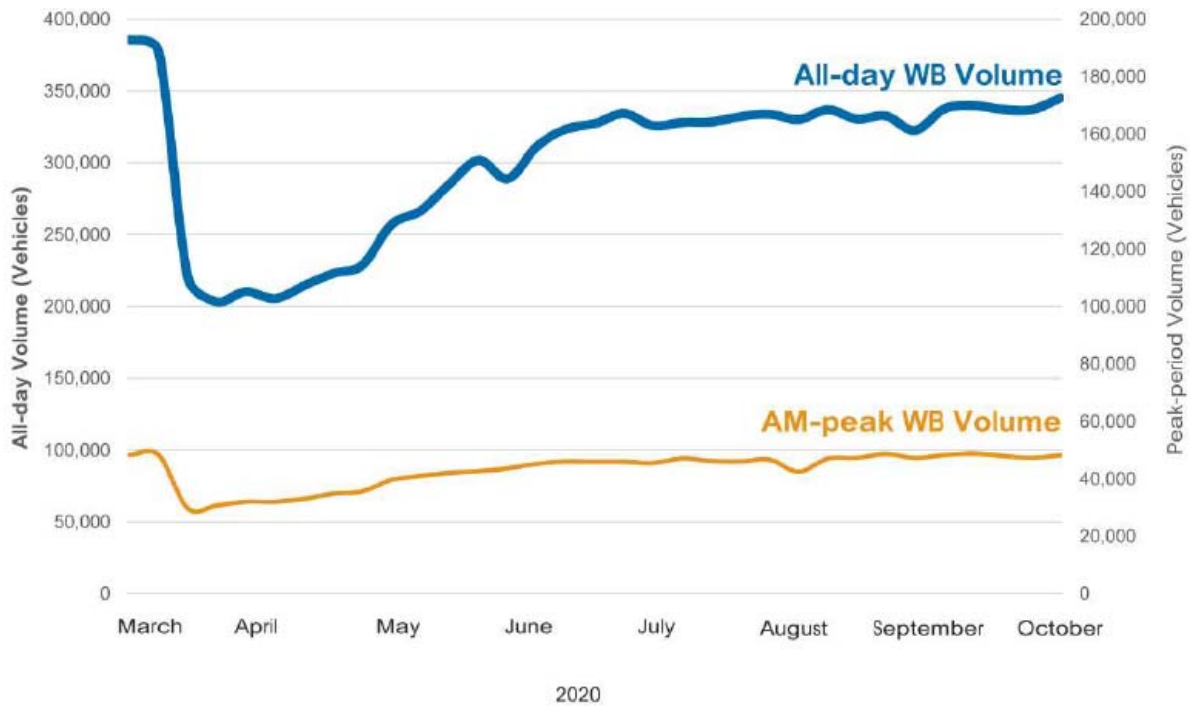
Source: INRIX data (September 2020)

Figure 5: Daily Vehicle Hours of Delay in Alameda County



Source: PeMS

Figure 6: Bay Bridge Volumes



Source: BATA

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 is as follows and shows an upward trend:

- January 2019: 1,400
- November 2019: 4,266
- November 2020: 12,021

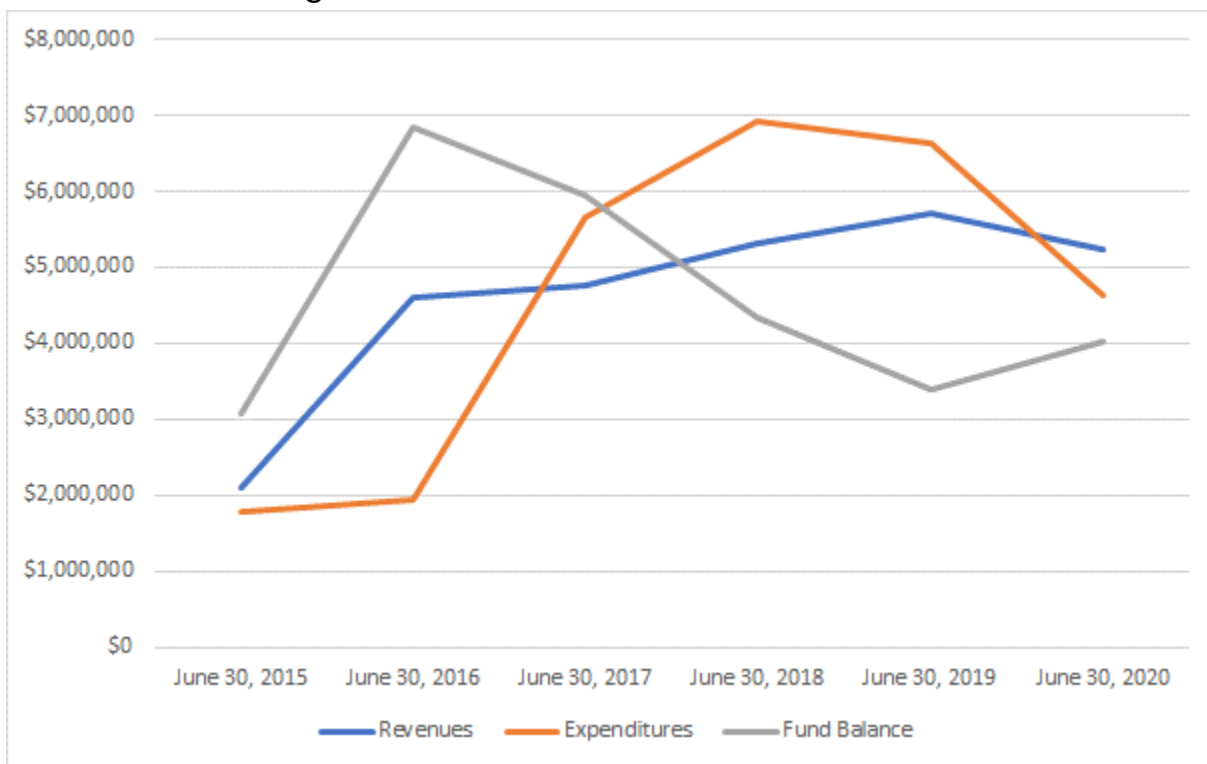
Subscribe to AC Alert here: <https://www.acgov.org/emergencysite/>

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.

Funding and Staffing Resources

For funding, transportation projects, programs and staff are funded by a variety of sources. The most significant and stable stream of funding comes from Measures B and BB and the Vehicle Registration Fee (VRF), which all see a decline during economic downturns in that Measures B and BB are from sales tax and VRF is from car purchases. In 2000, nearly 82 percent of Alameda County voters approved Measure B, the half-cent transportation sales tax. In November 2010, 63 percent of voters approved a vehicle registration fee to fund transportation programs. In November 2014, over 71 percent of voters approved Measure BB, authorizing an extension of the existing transportation sales tax (Measure B). Figure 7 shows that the Measure B, BB and VRF revenues have been fairly stable over the past few years, and Alameda has increased the expenditures of these funding sources, which has caused a decrease in the fund balance.

Figure 7: Measures B, BB and VRF - Year Ended



This funding is combined with competitive grants to pay for maintenance, capital projects and staffing, which includes the following:

Public Works Department Staffing

- City Engineer (vacant)
- Donya Amiri, Principal Engineer
- Robert Vance (part time to transportation), Senior Engineer
- Trung Nguyen, Project Manager I

- Alan Ta, Assistant Engineer

Transportation Planning Unit

- Andrew Thomas (part time to transportation)
- Gail Payne, Senior Transportation Coordinator
- Rochelle Wheeler, Senior Transportation Coordinator
- Lisa Foster (part-time staff), Transportation Planner

2020 Accomplishments and 2021 Next Steps

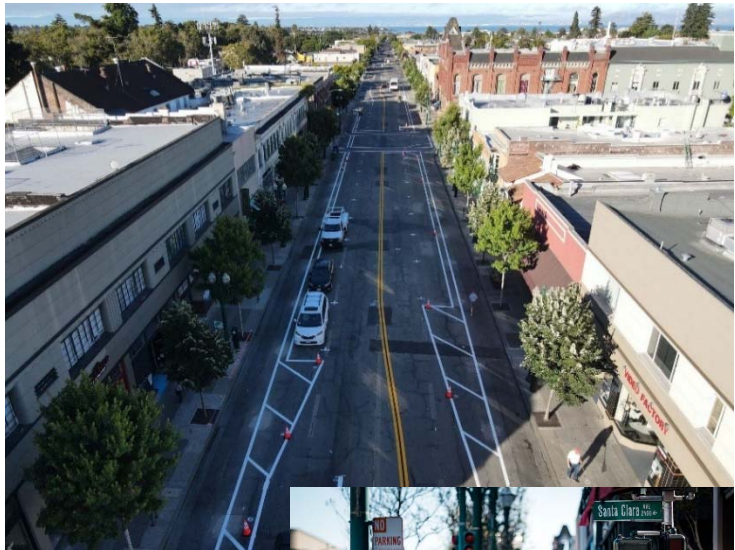
The purpose of this Status Report is to highlight the progress of transportation projects and programs in the City of Alameda. This Status Report builds on the 2019 Annual Report, and explains the current priorities in light of the coronavirus pandemic and the associated stay-at-home order. In general, 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, and is being monitored as the pandemic evolves. To achieve the City's transportation objectives, the City will need adequate project/program funding, expanded 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 CTC, are lower compared to pre-COVID levels, which is expected to be offset with a reduction in expenditures on capital spending.

Public Right-of-Way Projects

Commercial Streets (New COVID-19 Program)

In May 2020, the City Council endorsed the Commercial Streets to support the Alameda business community and the health and safety of Alameda residents, employees and visitors during the pandemic. 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.
- 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 dining and shopping.
- Create more space for convenient customer pick up of products and to-go meals from outside the building.
- **Webpage:** www.alamedaca.gov/CommercialStreets



2020 Accomplishments:

- **Park Street Restriped:** In July, 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:** In August, 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:** In August, 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 is activated and maintained by DABA for outdoor to-go food dining and other socially-distanced activities when permitted by health orders.
- **Parklet Permits:** The City updated and streamlined its parklet and sidewalk encroachment permit process in May and June. In 2020, 25 parklet permits were issued with 2 more in-process. Staff from Public Works, Transportation Planning and Economic Development 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 purchased over 80 water-filled barricades, to protect parklets from moving vehicles.
- **Sidewalk Encroachment Permits:** No sidewalk seating permits were issued; however, 2 permits were in-process for businesses along the Central Avenue and Encinal Avenue sections of State Route 61, which is controlled by Caltrans. To support businesses here, the City applied for and was issued a newly-created permit from Caltrans that allows businesses, with a City permit, to have sidewalk seating and short-term parking in conformance with their strict guidelines.
- **District-wide Encroachment Permits:** 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 Permits:** 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:** Citywide, over 100 parking spaces were converted to short term (15 minute) curbside pick-up parking to support quick pick-ups and drop-offs at businesses, which includes the parking spaces along the restriped sections of Webster Street and Park Street as well as 35 individually-requested short-term

parking spaces, installed via a new City program created for businesses to request the conversion to short-term parking.

- **Outreach:** City staff created a webpage 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 webpage. Social media and press releases also have been used to get out the word.
- **Team Meetings:** Since 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 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 new participants included City staff from Fire; Police; Public Works Maintenance, Waste Management and Parking plus AC Transit, WABA and DABA staff. Code Enforcement staff were also added in fall 2020.
- **Grants:** 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, was not successful. The City also submitted a grant to the Alameda CTC for \$75,000, matched with \$75,000 of City funds, to expand and fortify the Commercial and Slow Streets programs. This grant was successful, and was approved in November 2020.

2021 Next Steps: Staff will continue the Commercial Streets, per Council direction in October 2020, through at least October 31, 2021. These additional steps also will be taken:

- **Fortify and Expand:** Park Street will be restriped from four to two lanes between Encinal Avenue and San Jose Avenue to extend the parklet “lane” one block south in support of businesses located here. Using the Alameda CTC grant funding, the striping, bollards and signage along both Webster Street and Park Street will be “upgraded to emphasize the parklet areas, increase pedestrian safety, regulate traffic movements and enhance the aesthetics of the quick build project to last through October 2021. This work will take place in early 2021.
- **Evaluate:** In advance of the current expiration date of October 2021, staff will conduct an evaluation of the impacts and benefits of the Commercial Streets, and will develop recommendations for next steps to bring to the City Council in mid-year.
- **Bicycle Parking:** Locations for in-street bike parking corrals were identified for both Park Street and Webster Street, with input from the BIAs in 2020. Twenty new bike racks were purchased. Additional racks will be purchased, and all racks will be installed in early 2021.

Slow Streets (New COVID-19 Program)

In response to the shelter-in-place orders and to provide safer opportunities for being active, the City launched Slow Streets Alameda in April 2020. The program grew to 4.5 miles of residential streets 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. The 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)



Webpage: www.SlowStreetsAlameda.org

2020 Accomplishments:

- **Outreach:** A program webpage 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 were distributed to people living on the Slow Streets to 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:** The City collected public input via an online survey, and used this input to shape the program expansion. Almost 1,000 people responded to the survey since the program inception, with 73 percent of respondents supporting the program, and 72 percent wanting it to continue.
- **Grants:** The City submitted a grant to the Alameda CTC for \$75,000, matched with \$75,000 of City funds to expand and fortify the Commercial and Slow Streets programs. This grant was successful, and was approved in November 2020.

2021 Next Steps: Staff will continue the Slow Streets per Council direction through at least October 31, 2021. These additional steps also will be taken per Council direction:

- **Fortify and Expand:** Using the Alameda CTC grant funding, new Slow Streets will be added to create a usable network, additional barricades will be installed and a few select temporary speed humps and traffic circles will be piloted to slow speeds and to deter through traffic. New signage also will be developed, and the existing barricades will be replaced with semi-permanent installations such as delineators (or “flex posts”) to last through October 2021.

- **Evaluate:** In advance of the current expiration date of October 2021, staff will conduct an evaluation of the impacts and benefits of the Slow Streets, and will develop recommendations for next steps to bring to the City Council in mid-year.

Maintenance

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 continued to invest in the maintenance and improvement of the existing transportation network.

2020 Accomplishments:

- **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 totaling 10 miles of streets (see inset photos). Restriping for these streets addressed 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, and mitigated more than 6,000 trip and fall hazards due to uplift from City street trees.



- **Traffic Signals:** Installed 2 new traffic signals on Harbor Bay Road at A Street and Penumbra. Upgraded signal controllers at 8 signals to improve functionality and reliability.
- **Pedestrian Push Buttons:** Public Works posted signs letting pedestrians know that select intersections’ pedestrian push buttons were deactivated to reduce pedestrians’ exposure to high-touch points. Affected intersections feature automatic “walk” cycles that operate without the need for pedestrians to press crosswalk buttons.
- **Pedestrian Crossing Improvements:** In November 2020, City staff submitted a pedestrian crossing enhancement grant application to Caltrans in response to the Highway Safety Improvement Program call for projects.
- **Bicycle Lockers:** With grant funding, the City installed 24 electronic, shared-use locker spaces at the Seaplane Lagoon Ferry Terminal and 4 locker spaces at City Hall. The lockers can be accessed with a Clipper card.
- **Bicycle Racks:** 17 bicycle racks were installed along and near Park Street in 2020.
- **Bus Shelters:** City staff ordered five replacement bus shelters where bus shelters have reached their end of life.

2021 Next Steps: 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.

- **Resurfacing:** The inset shows the Public Works' plan for street selection by geographic area with west/central Alameda in 2021 and east Alameda in 2022. Grand Street between Shore Line Drive and Pacific Avenue is receiving federal OBAG funding for 2021 paving.
- **Pacific Avenue:** Restripe to three lanes and bike lanes.
- **Miller Sweeney Bridge:** Work with the County to restripe to add bike lanes.
- **Trails:** Planning staff, with Recreation and Parks staff, are pursuing grant funding for trail maintenance, including repaving, restriping and widening trails.
- **Bicycle Parking:** Prepare rack installation and install racks. Install new electronic shared-use bicycle lockers at Harbor Bay Ferry Terminal using grant funds.
- **Bus Shelters:** Installation of five replacement bus shelters is expected in early 2021.



Traffic Calming and Vision Zero

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. Driving even a small amount over the speed limit matters: a pedestrian hit by someone driving 25 mph has around a 27 percent likelihood of dying or suffering a severe injury, whereas at 30 mph their likelihood is 40 percent.³

³ Minnesota Department of Transportation research found that each mile per hour reduced was linked to a three-percentage point decrease in the chance of death or serious injury, given a crash occurs. <https://www.dot.state.mn.us/peds/design-engineering.html>

2020 Accomplishments:

- In June, Public Works staff installed a pedestrian safety countermeasure at Fernside Boulevard and Harvard Drive (see inset). The project includes a rectangular rapid flashing beacon crosswalk system with push buttons, concrete and asphalt work, striping and signage.



- In August, Public Works staff 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 met at the site of all four 2020 fatal crashes to decide on safety improvements in response to the crashes, some of which have been implemented.

- 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



- In December, Public Works staff reviewed collisions at the Pacific Avenue/Oak Street intersection as requested by the Transportation Commission in November 2019 to analyze the impacts of the daylighting one year after the safety improvements were made. For the five years prior to the daylighting improvements, there were five collisions - three occurring in 2016, one in 2017 and one in 2018. For the one year after the improvements, there were no collisions.
- Public Works worked 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 6 and see inset showing Versailles Avenue at Fernside Blvd).

Table 6: Traffic Calming Improvements (2020)

Improvement Type	Total
# of intersections with new red curb	57
# of intersections with existing red curbs refreshed	17
# of intersections with new curb bulb-outs	5
# of intersections with new high visibility crosswalks	17
Feet of new red curb	5,648
Feet of repainted red curb	1,491

In 2020, the following pedestrian safety and access improvements were made:

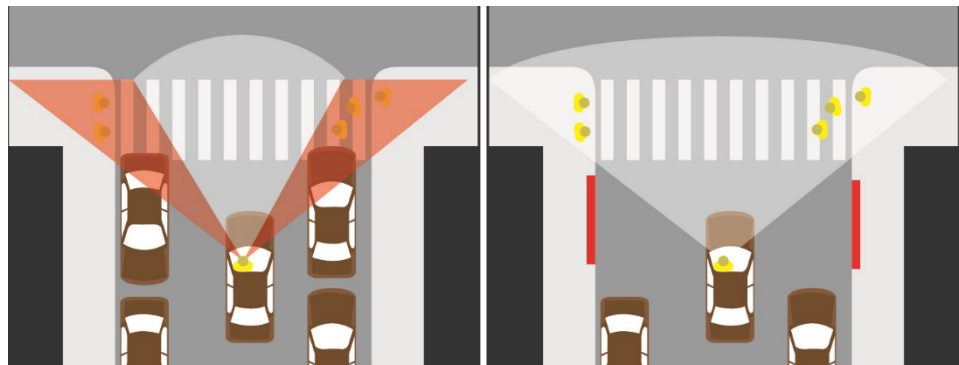
- 1.1 miles of walking trail (West Atlantic Avenue and Ralph Appezzato Memorial Parkway (Appezzato Pkwy), between Viking Street and Webster Street)
- 0.8 miles of jogging path (Appezzato Pkwy between Main Street and Webster Street)
- 4 intersection crossing safety and visibility enhancements (Appezzato Pkwy 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 to improve visibility and safety for all modes including pedestrians (see inset photos of West Midway Avenue at Main Street).
- Planning staff finished the Crash Data Summary⁴, which the Vision Zero Task Force is using to inform the Draft Plan. Key findings from this 10-year analysis include:
 - Top two dangerous behaviors associated with severe and fatal crashes:
 - Failure to yield to a pedestrian
 - Unsafe speeds.



⁴ Alameda Crash Data Summary: <https://www.alamedaca.gov/files/assets/public/departments/alameda/transportation/vision-zero/alamedavisionzerocrashreport-update.pdf>

- Top four dangerous behaviors associated with all injury crashes:
 - Failure to yield automobile right-of-way
 - Failure to yield to a pedestrian
 - Improper turning
 - Unsafe speeds
- 63 percent of crashes involving younger victims (ages 18 or younger) occurred within ¼ mile of a school while only 38 percent of Alameda’s streets are within a ¼ mile of a school
- Pedestrians are involved in 18 percent of Alameda’s crashes but 35 percent of the city’s severe crashes.

2021 Next Steps: Public Works, Police and Transportation Planning are evaluating specific intersections and corridors for safety improvements based on Vision Zero crash data analyses. Long-term traffic calming improvements, which will likely require significant additional funding, are being considered and prioritized as part of the Active Transportation Plan development, and will be informed by priorities from the Vision Zero Action Plan. Under the sign and striping program, Public Works staff will stripe/restripe 131 intersections. Public Works staff also will paint red curbs at intersections along the below eight corridors to improve visibility for motorists, bicyclists and pedestrians (see inset). The existing condition allows for vehicles to be parked near the intersection, resulting in blind spots and increased collisions.



Source: SFMTA

Phase 1: Scheduled for December 2020/January 2021

1. Grand Street, Shore Line Drive to Pacific Avenue

Future Phases: Scheduled for early 2021

2. Central Avenue, Grand Street to Hansen Avenue
3. Lincoln Avenue, Paru Street to Fountain Street
4. Main Street, Navy Way to Pacific Avenue
5. Otis Drive at South Shore Center
6. Park Street, Shore Line Drive to Blanding Avenue
7. Santa Clara Avenue, Park Street to Grove Street
8. Webster Street, Central Avenue to Stargell Avenue

Webpage: <https://www.alamedaca.gov/Departments/Public-Works/City-Projects/High-Injury-Corridor-Daylighting-Project>

Corridor Projects

Cross Alameda Trail

The Cross Alameda Trail is being constructed in multiple segments as shown in Figure 8 and described in more detail below.

Figure 8: Cross Alameda Trail Segments



Source: *Bike Walk Alameda*

- **West End Section:**

2020 Accomplishments: In February, the community celebrated the official opening of the third segment of the Cross Alameda Trail between Main Street and Constitution Way. In June, West Atlantic Avenue in Alameda Point's Site A opened to the public, which includes the Cross Alameda Trail (see photo looking east on West Atlantic Avenue toward Main Street).

2021 Next Steps: Traffic signal improvements for people walking and bicycling will be completed at the Webster Street/Atlantic Avenue and Constitution Way/Atlantic Avenue intersections in the first half of 2021. Construction of the trail linking Viking Street and Ferry Way will be completed.



- **Del Monte Clement Extension:**

2020 Accomplishments: The Del Monte project broke ground in February 2020, and the construction is underway of the Clement Avenue extension including sidewalks and separated bicycle lanes between Sherman Street and Entrance Road.

2021 Next Steps: Construction is expected to be completed in 2021.

- **Pennzoil Section**

2020 Accomplishments: Pennzoil, the owner of the property that will include the Clement Avenue extension between Hibbard Street and Grand Avenue, closed its business in 2020 and began the process of dismantling its structures.

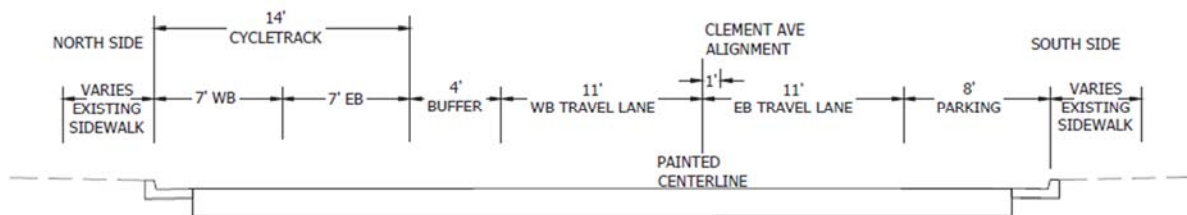
2021 Next Steps: Pennzoil will focus on environmental clean-up of the property, and will place the property on the market for a new housing development.

- **Clement Avenue between Grand Street and Broadway:**

The project constructs the Cross Alameda Trail in the street right-of-way.

Webpage: <https://www.alamedaca.gov/Clement>

2020 Accomplishments: 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 the California Environmental Quality Act (CEQA) environmental clearance and a consultant contract extension to complete the construction drawings (see below inset).



2021 Next Steps: Completion of the National Environmental Policy Act (NEPA) environmental clearance. Construction drawing and construction are expected in 2022.

- **Clement Avenue/Tilden Way:**

2020 Accomplishments: After a two-year eminent domain process, the City acquired the former Union Pacific Railroad property along the western edge of Tilden Way in October via a settlement.

2021 Next Steps: City staff will hire a consultant to develop a concept plan with public engagement, will seek Council approval of the design, and will secure an approved soils remediation plan from the Department of Toxic Substances Control.

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 (see insets).

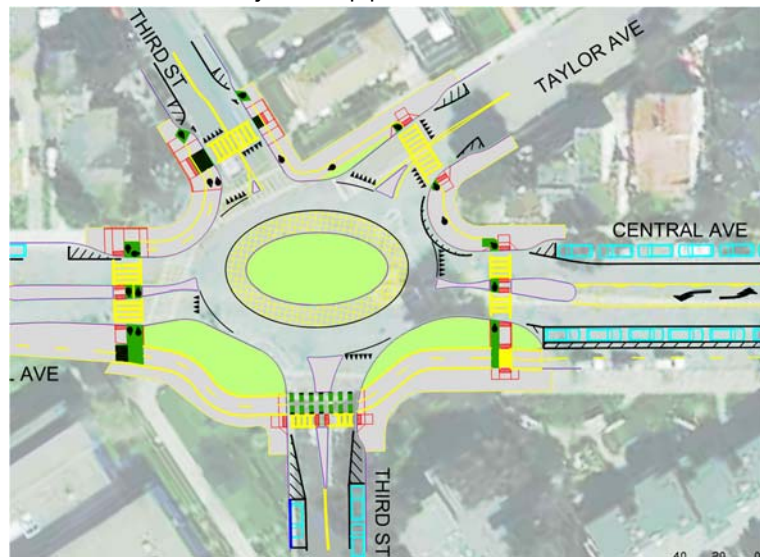
Webpage:

<https://www.alamedaca.gov/Central>

2020 Accomplishments: Caltrans approved the Project Initiation Document in April. In May, 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 conducted outreach in October and obtained approval of the final concept including the Webster Street area and the proposed roundabouts by the Transportation Commission in November.

2021 Next Steps: City staff will request City Council approval of the final concept as well as the

CEQA clearance for the entire corridor in spring. Completion of NEPA is expected in 2021. Final design and construction are expected in 2022 with project completion in 2023.



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 Accomplishments: Caltrans staff provided the following updates:

- Caltrans completed the environmental document (Categorical Exclusion/Categorical Exemption) in April 2020.
- The Project Report was finalized and approved in June 2020.
- The Design Standard Decision Document was approved by the Deputy District Director of Design in June 2020.
- The project is proposing to move forward with the following build alternative: Two 10 foot through lanes, an 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 coordinated with the City-led Central Avenue's outreach to conduct a joint virtual meeting on both projects in October 2020.

2021 Next Steps: Design is anticipated to be completed in June 2021. Caltrans is expected to begin construction starting in 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, Class II bike lanes except with a Class IV parking protected bikeway by Rittler Park and bus stop improvements.

Webpage: <https://www.alamedaca.gov/Otis>

2020 Accomplishments: 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 in September for construction that began in November.

2021 Next Steps: Complete construction in early 2021.



Transit Services, Programs and Facilities

AC Transit Bus Service

New schedules and route maps are available at 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. AC Transit's 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](#).

June 2020: AC Transit Service Modifications to Line 96

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.

August 2020: AC Transit Service Modifications

AC Transit implemented a Service Recovery Plan in August after the conditions created by the pandemic necessitated swift



Modified Service

changes in AC Transit operations and service delivery, which began in March 2020. As a result, AC Transit 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 included restoring service to 75 percent of pre-pandemic levels by restoring some local and Transbay lines and by continuing the suspension of supplementary school service (Table 7).

December 2020: AC Transit Service Modifications

AC Transit has quarterly schedule changes to adjust service based on input from riders, Board of Directors, staff and community stakeholders. The changes implemented in December focused on improving reliability and service quality, and included service additions on Lines 20 and O, revised operations on Line 21 due to the suspension of the Harbor Bay Ferry Service, and minor scheduled changes on Lines 851. Please be advised that Supplementary Service to schools remains suspended until further notice (Table 7).

Table 7: Alameda Bus Line Service Changes (Fall and Winter 2020)

Effective August 9, 2020

Line	Service Change
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.

Effective December 20, 2020

Line	Service Change
19	Revised weekday operations with first trip leaving Downtown Oakland at 6:45 a.m. Minor schedule changes apply.
20	Revised weekday operations to include one additional trip from Downtown Oakland to the Dimond District, and two additional trips from the Dimond District to Downtown Oakland. Minor schedule changes apply.
21	Due to the suspension of the Harbor Bay Ferry service, trips to the Ferry Terminal are temporarily discontinued. Additional weekday changes include one less trip from Oakland Airport to the Dimond District: the first trip will leave Oakland Airport at 7:26 a.m. and the Dimond District at 7:15 a.m. Minor schedule changes apply.
51A	Revised Sunday operations with one less trip in each direction from Rockridge BART to Fruitvale BART. Minor schedule changes apply.
O	Addition of weekday service in the evening: the last trip will leave Fruitvale BART at 9:00 p.m. and the Salesforce Transit Center at 10:00 p.m.
Other	Minor schedule changes on Line 851 - no changes on Line 96.

Next Steps: AC Transit Service Recovery Planning

2020 was a challenging year for Bay Area public transportation, including AC Transit. AC Transit responded with enhanced safety measures and innovative solutions to continue providing vital transit service to the City of Alameda and the greater East Bay.



As AC Transit looks beyond current reduced service levels with limited capacity, AC Transit is preparing to begin a community engagement process for input on post-pandemic service recovery that will include a survey and virtual events followed by a formal public hearing process for additional input and decision-making by fall 2021. Transbay service, crosstown service, and all aspects of bus service will be the topics of our outreach. AC Transit has weathered the difficult storm of 2020 with federal aid and adjustments to service in a time of uncertainty, operating at reduced levels. AC Transit, like everyone, is moving towards a COVID-19 health and economic recovery – a new normal. AC Transit looks forward to partnering with the City of Alameda and the community to help plan bus service. Thank you for your partnership and patience as we navigate a path forward.

Timeline

AC Transit staff is planning to implement its service recovery plan, including any proposed changes, in December 2021:

- Early 2021: Call for Public Hearing and Conduct Public Engagement and Communications
- Spring 2021: Draft Plan and Conduct Public Engagement
- Summer 2021: Finalize Plan
- Fall 2021: Request Board Approval
- December 2021: Implement Any Proposed Network Changes

City Paratransit Program

2020 Accomplishments: As of January 28, 2020, the City of Alameda terminated the Premium Taxi and Medical Return Trip Improvement Program (MRTIP) 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 have continued to decrease while the costs of City subsidies have increased, resulting in higher per-ride costs. In March 2020, the program experienced a sudden shift due to the COVID-19 pandemic shelter-in-place restrictions. City staff temporarily suspended group trips and door-through-door travel assistance; however, the Alameda Loop Shuttle and free bus passes continue during shelter-in-place and meal delivery was added. A status summary is as follows:

- **Alameda Loop Shuttle:** In October 2017, two new shuttle buses began running with a 30-minute frequency – as opposed to the previous one-hour frequency – and a rebranded service began with bike racks and wheelchair lifts. As a result, the ridership grew from 450 monthly boardings to 1,000 monthly boardings. During COVID, 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 at a time and also have enhanced sanitation and protections for the passengers and shuttle drivers. Drivers and riders are required to wear masks. The COVID travel restrictions have caused a drop in usage to 290 monthly boardings. The average cost of the shuttle went from \$13 per trip pre-COVID to \$47 per trip, which is above the required maximum of \$20 per trip specified in Alameda CTC's *Paratransit Program Implementation Guidelines*.

- **Free Bus Passes:** Since 2017, qualifying residents living in Alameda Point Collaborative's 167 units receive free bus passes. In 2019, the City and Alameda Housing Authority also established a partnership for qualifying residents to obtain free bus passes at their facilities, which now total almost 100 free bus passes. In January 2020, City staff began providing free bus passes to qualifying Mastick Senior Center members, and has now issued 53 of these free bus passes.
- **Group Trips:** In 2020, the group trip program was temporarily discontinued, and is expected to be made available in 2021 due to COVID vaccine availability.
- **Meal Delivery:** In response to COVID, the City paratransit monies contributed \$25,000 to Alameda Meals on Wheels (AMOW) in April, which amounts to almost 4,000 meals delivered to Alamedans' doorsteps. In fall 2020, the following three non-profit organizations received a combined \$30,000 for meal delivery totaling an additional 4,600 meals delivered: 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.
- **Outreach:** In 2020, staff delivered shuttle schedules to key stakeholders, hung the cross-street banner, listed services in the City Recreation Guides, issued a press release on the annual survey and provided wellness checks during COVID. For the wellness checks, staff contacted over 800 Mastick members since March to provide them with transportation as well as other resources including free bus pass sign-ups.
- **Capital Program:** The City's Measures B/BB paratransit reserve monies paid for enhanced bus stops on Otis Drive to improve ADA compliance and safety, and paid for the replacement of five bus shelters throughout the City.

2021 Next Steps: The City of Alameda paratransit program for fiscal year 2021/22 is expected to include the following locally developed solutions to address the mobility challenges of older adults and people with disabilities:

- Free Alameda Loop Shuttle (www.AlamedaLoopShuttle.com).
- Group trips: monthly Mastick trips for seniors, bi-weekly Leisure Club trips for adults with developmental disabilities and an annual picnic for Skilled Nursing Facility residents.
- Free AC Transit bus passes for qualifying Mastick Senior Center members, Alameda Point Collaborative residents, Alameda Housing Authority residents and Jack Capon residents.
- Door-to-door transportation services through third-party providers for travel assistance or meal delivery. A third-party provider such as GoGo Technologies, which is known by users as "GoGo Grandparent," is a potential option and would work with Lyft/Uber to provide 24/7 dispatch and concierge on-demand services, which is especially helpful for community members without smart phones.
- Customer service, materials, outreach and promotions.
- Staff and consultants to ensure that these programs are effectively managed.

WETA Ferry Service and Facilities

Seaplane Lagoon Ferry Terminal

2020 Accomplishments: Construction was complete in August with benches and interpretive signage installed at the end of the year. In July, the United States Coast Guard conducted a security inspection and found no deficiencies. The new terminal is ready for operations.

2021 Next Steps: The start of service at Seaplane was estimated by WETA to be mid-September 2020; however, due to the pandemic, recent declines in ridership after 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.



Ferry Service Expansion

Secure funding for additional ferry services to San Francisco and to Oakland beginning in 2021 in the event that Regional Measure 3 funds are delayed due to lawsuits.

2020 Accomplishments:

Seaplane Shift: WETA staff developed a marketing and outreach plan, branded "Seaplane Shift" to support the new Seaplane Lagoon service and related changes to the Alameda/Oakland estuary services. The campaign plan was revised in the wake of the COVID-19 crisis and the modified campaign was launched in May 2020. Outreach to passengers continues despite the uncertainty around the timing of launch of Seaplane Lagoon service. Staff has prepared a minor route rebrand timed to coincide with the Seaplane Shift to ensure passenger clarity around the differences between service out of Seaplane Lagoon (commute-focused) and the Main Street Alameda Ferry Terminal (off-peak, through Oakland).

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 and fall 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 Feasibility Study: WETA completed a Hovercraft Feasibility Study in December 2020. City staff participated as a member of the Stakeholder Advocacy Committee. Key findings include:



- Hovercraft operations are technically feasible, but expensive, likely requiring \$10-16 fares each way between Alameda and Foster City or the Dumbarton Bridge area.
- Hovercraft are versatile, able to reach destinations for transit and emergency evacuations that cannot be reached by traditional ferries.
- Hovercraft face environmental concerns, including: noise, air quality impacts and protected wildlife areas, which eliminates some otherwise desirable destinations from consideration.

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.



The new passenger floats were built off of a newly constructed promenade connecting the ferry gates to the plaza and the Embarcadero.

Alameda Main Street Terminal Refurbishment: This project will design and construct terminal refurbishments and upgrades to maintain it in a state of good repair. WETA received a \$4,456,000 discretionary Federal Transit Administration Ferry Grant Program award in July 2020 to support this project. Staff is in the process of preparing an RFP for engineering and design services to design and develop this project for construction.

2021 Next Steps: WETA is expected to launch the "Seaplane Shift" and make progress with the Main Street Terminal Refurbishment project as mentioned above.

New Development

Transportation Management Associations

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 Accomplishments: 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. By the end of 2020, up to 168 residents are living at Site A. These residents have access to the Alameda TMA website with current information on transit options and programs, and were offered a 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. 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.

2021 Next Steps: Alameda Landing and Site A tenants and homeowner associations are expected to join the Alameda TMA as voting members 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.

New Development Projects

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.



2020 Accomplishments:

- 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.

2021 Next Steps:

- 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.

2020 Accomplishments: Site improvements are underway.

2021 Next Steps: 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.

Planning Efforts

Active Transportation Plan

The City is updating its 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.

Webpage: www.ActiveAlameda.org.



2020 Accomplishments:

- The initial public outreach phase continued through February. Over 2,100 comments were collected on the web-based map of existing walking and biking conditions from approximately 500 unique respondents. Staff and the consultant team held focus groups with Mastick seniors, Alameda Point Collaborative residents and key agency stakeholders.
- 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.
- In the summer, 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.
- Due to the coronavirus pandemic restrictions and necessary precautions, the outreach approach was modified to be virtual.
- A webpage 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.
- The consultant and staff began reviewing the public comments and revising the recommendations.

2021 Next Steps: Staff will develop a draft Plan for public review by mid-2021, which will include a finalized bikeway network, pedestrian priorities, program and policy recommendations, prioritization of recommendations and an implementation plan. The final Plan is expected to be adopted by City Council in late 2021.

Vision Zero Action Plan

As required by Alameda's Vision Zero Policy, the Vision Zero Action Plan will include measurable actions to increase street safety with the goal of eliminating traffic fatalities and severe injuries. This Plan will use crash data analysis, best practices and community input to identify the policies and actions that will be most effective at reducing traffic violence in Alameda. The Vision Zero Task Force is guiding development of the plan. This

group comprises community members such as a traffic violence victim family member, an Alameda Point Collaborative resident, and an AUSD parent/Safe Routes to School champion; representatives from the Commission on Disability and the Transportation Commission; staff from external agencies including Alameda Unified School District, AC Transit and the Alameda County Public Health Department; and City staff from seven different departments. *Webpage:* www.AlamedaCA.gov/VisionZero



2020 Accomplishments:

- Consultants and staff completed the 2009-2018 Crash Data Summary, which includes major crash factors, high injury corridor maps by mode, an assessment of crashes in socially vulnerable areas, a map of reported near-misses and more.
- The Vision Zero Task Force met three times in 2020, in January, June, and December. The group has accomplished the following:
 - Gained an understanding of the Vision Zero movement;
 - Gleaned takeaways from crash data;
 - Established goals;
 - Discussed the role of police enforcement in Vision Zero; and
 - Reviewed the Draft Actions Memo, which included 58 proposed actions based on the five agreed-upon goals.
- A Bay Area designer created the Alameda Vision Zero logo.
- In April, the City Council approved a package of street design updates as required by the Alameda Vision Zero policy, covering street width, parking lane width, crosswalks and bulb-outs. The resolution states that safety for people walking and bicycling shall be the highest priority when allocating right-of-way space, followed by transit efficiency and finally on-street parking. It established clear guidelines for appropriate lane widths for different street classifications to promote slower speeds while adequately serving truck routes, transit service and fire equipment. Additionally, the resolution called for the development of detailed standards for intersection treatments such as crosswalks, bulb-outs and bollards in conjunction with the Vision Zero Action and Active Transportation Plans.

2021 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 mid-2021. Steps to achieve this include:

- Three more meetings of the Vision Zero Task Force.

- Collaboration with members of the Committee on Police Reform & Racial Justice regarding the role of traffic enforcement in Vision Zero.
- Public engagement with the Draft Vision Zero Action Plan.

After Plan adoption, the City will begin implementing the actions outlined in the plan at the pace staffing levels allow. The Vision Zero Implementation Team, the multi-departmental staff-level group first convened in fall 2019, will collaborate on Vision Zero implementation.

West End Bicycle and Pedestrian Bridge

The City, in partnership with the City of Oakland, is advancing the implementation of a bicycle and pedestrian bridge to create high-quality multi-modal access between Oakland's Jack London Square area and west Alameda. This project is the long-term crossing option identified in the 2009 *Estuary Crossing Study*. Currently, the only bicycle and pedestrian access is inside the Posey Tube, on a narrow three-foot wide walkway. Only approximately 100



people brave this crossing each day. A new bicycle and pedestrian bridge will provide a safe and convenient sustainable travel option between commercial districts, the downtown Oakland employment center, the many residents in both cities, and to and from the BART stations that connect people to the rest of the Bay Area region.

2020 Accomplishments:

- The final draft detailed Feasibility Study on West End Bicycle and Pedestrian Crossing Options, which includes design and travel demand projections, was completed in spring 2020 and determined that a bicycle/pedestrian bridge that meets the Coast Guard and Port navigational clearances is technically feasible. The travel demand section of the study shows that a new bicycle/pedestrian bridge would attract 5,000-6,000 crossings per day, eliminating over 40,000 auto trips across the estuary per week.
- Staff received a letter supporting continued 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 in mid-2020. The Coast Guard's review of the Study still is underway, and a letter supporting the City's continued project planning is expected in early 2021.
- Various funding sources were pursued for the next phase, which is Project Initiation, or more specifically a Project Study Report (PSR).

2021 Next Steps: Once the Coast Guard letter is received, the City will publish the detailed Feasibility Study. The City also will continue to pursue funding for a PSR in collaboration with the Alameda CTC. The PSR will allow the bridge to become a fundable project by

further defining potential build alternatives and landing locations on both sides of the estuary, preparing detailed cost estimates, outlining environmental and permitting requirements, exploring potential ownership and maintenance of the bridge, plus identifying any other major elements that should be investigated. Once funding is secured, the City will initiate the development of the PSR.

Smart City Master Plan (New!)

The City is in the beginning stages of preparing a Smart City Master Plan, and is seeking consultant expertise to develop the Plan. The Smart City Master Plan will guide the use of technology to improve community members' lives. The plan will focus on connecting community members, especially lower-income households and small businesses, and on ensuring City activities are transparent, responsive, equitable and secure. The Smart City initiatives to consider include more equitable internet access, traffic signal synchronization, more energy efficient street lights, remote lighting, irrigation for enhanced water conservation, multimodal citywide traffic counts, citywide parking data, enhanced transportation safety measures, better connected City buildings and economic development opportunities.

2020 Accomplishments: The Smart City Master Plan was on the Special City Council Meeting consent calendar in December to provide an update on the Smart City initiatives in the *Information Technology Strategic Plan* and the related City Council Referral, to execute the consultant contract with Iteris for \$120,000 to develop the Smart City Master Plan and to seek additional funding, which the City Council approved.

2021 Next Steps: Starting in January, the Smart City Master Plan will review existing conditions, conduct needs assessments with focus groups, develop goals and objectives, assess community needs, identify gaps in existing infrastructure and make recommendations that could potentially be a hybrid solution of both fiber and wireless telecommunications. This planning effort is expected to take one year to complete with expected completion in early 2022. Once completed, the City will be in a better position to seek grant funding for implementation.

Citywide Roundabouts Analysis (New!)

As part of Vision Zero safety, an analysis is being conducted by Kittelson consultants to identify top locations for potential roundabouts, to peer review the proposed Central Avenue roundabouts and to add policies related to roundabouts in the General Plan update. The work also includes a potential quick build pilot for mini-roundabouts along the City's proposed bicycle boulevards as part of the Action Transportation Plan.

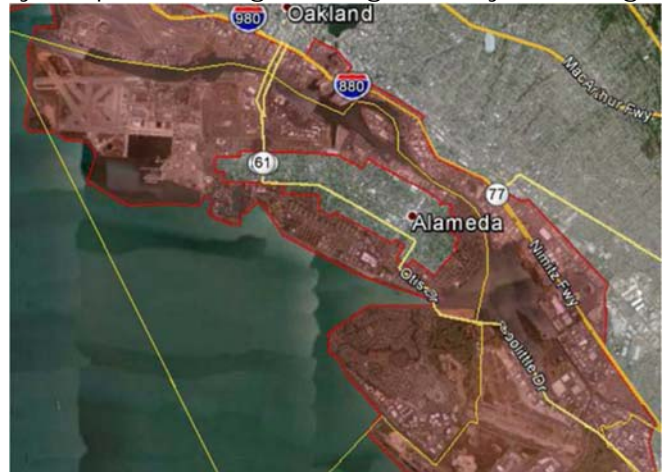
2020 Accomplishments: In fall 2020, Kittelson provided a peer review of the proposed Central Avenue roundabouts, the draft citywide roundabout analysis parameters and the General Plan policy.

2021 Next Steps: Kittelson will complete the roundabout analysis and the quick build pilot for mini-roundabouts, and will provide an educational presentation on roundabouts to the Transportation Commission and City Council in early 2021. City staff will initiate community outreach and will seek grant funding on any next steps.

Emergency Preparedness

Emergency preparedness priorities for transportation staff include:

- **Emergency Plan:** City staff will continue to refine the Transportation Annex of the City's Emergency Operation Plan and to participate in regionally-sponsored trainings.
- **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 Washington D.C., Mayor Ezzy Ashcraft met with Congresswoman Barbara Lee's office to discuss the removal in January 2020. In 2020, the Army Corps requested to obtain funding to study bridge removal. City staff considered retrofitting the bridge; however, the construction, operation and maintenance costs of this former rail bridge exceed the City's financial abilities. The Army Corps is seeking funding to study the bridge removal.
- **Tsunamis:** In 2020, staff presented an overview to the City Council and installed seven tsunami signs at key gateways. In 2021, staff will continue with sign installation and with tsunami awareness 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.
- **CERT:** For more information on disaster preparedness including training with Alameda's Community Emergency Response Team (CERT) program, please refer to the following City webpage: <https://www.alamedaca.gov/Departments/Fire-Department/Disaster-Preparedness>. In 2020, CERT members were deployed to assist with the traffic control at the Food Bank on Mondays, Wednesdays and Friday and at the Alameda County call center during the wildfires, and participated in a virtual earthquake drill to practice damage assessment reporting using a smart phone app.



Climate Action and Resiliency Plan

The City's *Climate Action and Resiliency Plan* (CARP), which the City Council approved in September 2019, lists several transportation-related projects and programs, and two categories are described below in detail – adaptation projects and electric vehicles. A separate CARP Annual Report provides a status of all the CARP projects and programs.

Adaptation Projects

As identified in Alameda's *Climate Action and Resiliency Plan*, three of the city's highest-priority adaptation projects are

- Doolittle Drive/State Route 61: Involves raising the low points on Caltrans' Doolittle Drive to prevent flooding on Bay Farm Island and the airport – webpage: <https://www.alamedaca.gov/ShorelineDoolittleDr>
- Northern Shoreline near Posey/Webster Tubes: Involves raising the northern shoreline to prevent flooding of Caltrans' tubes in Alameda – webpage: <https://www.alamedaca.gov/ShorelineWebsterPoseyTubes>
- Veterans Court: Involves seawall, public access and nature-based solutions to prevent flooding in this area of Bay Farm Island – webpage: <https://www.alamedaca.gov/ShorelineVeteransCt>

2020 Accomplishments: City staff coordinated with key stakeholders on these projects, and created the above adaptation project webpages as well as completed the following project-specific tasks:

- Doolittle Drive/State Route 61: Coordinated on a grant that BART submitted, which was unsuccessful.
- Northern Shoreline near Posey/Webster Tubes: City staff initiated a consultant contract with Wood Rodgers to begin the concept development process and for grant writing. City staff/Wood Rodgers team submitted a pre-application to MTC for the Caltrans Sustainable Transportation Planning Strategic Partnership grant to fund outreach, concept approval and up to 35 percent design drawings.
- Veterans Court (see inset): Researched ways to combine this project with the Packet Landing Lagoon Outfall project and with the Doolittle Drive model airplane area, San Francisco Bay Trail public access improvements and nature-based solutions that could include managed retreat of Veterans Court for a more expansive wetlands area.



2021 Next Steps:

- Doolittle Drive/State Route 61: Consider coordinating City portion near the model airplane area with the Veterans Court/Packet Landing project to conduct

community outreach, develop a concept and seek further funding. Work with key stakeholders on the Oakland portion of the project, and seek ways to combine projects for future funding.

- Northern Shoreline near Posey/Webster Tubes: City staff/Wood Rodgers team will continue to seek funding to conduct community outreach, to approve a concept and to complete up to 35 percent design drawings.
- Veterans Court: Consider combining this project with the Packet Landing Lagoon Outfall and the City portion of the Doolittle Drive project, initiate a consultant contract to begin concept development and community outreach and to seek additional grant funding.

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, began providing 100 percent clean energy on 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 Accomplishments:

Outreach: AMP launched a new EV-focused addition to its website. The new EV webpage provides customers with information on how to choose, charge and purchase an EV. To learn more, visit: <https://www.alamedamp.com/349/Electric-Vehicles>. 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 as well as 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. AMP is currently transitioning its popular EV 101 workshop to an online format and will begin offering it to the public in January 2021. The workshop enables Alamedans to learn more about AMP, EVs, charging and incentives to help reduce the costs of going electric.

Time of Use Rates: The Public Utilities Board approved a time-of-use electric rate to encourage EV customers to shift their electricity usage to different times of the day or night, which will enable customers to potentially benefit from lower pricing and have more control over their electric bill. The new rate goes into effect on July 1, 2021. Prior to the approval of the new rate, AMP conducted a webinar to educate EV customers on the proposed rate and added a rate comparison tool to its EV website.

Rebates: In May, AMP launched new rebates for used EVs. The rebate varies based on the type of vehicle: residential customers who buy a pre-owned battery EV can get up to \$1,000 back, while customers who purchase a pre-owned plug-in electric hybrid are eligible for up to \$500 back. Income-qualified customers can receive an additional \$500

for each of these rebates. AMP also launched a new rebate for electric forklifts. Commercial customers can receive up to \$2,000 back for Class 1 or 2 electric forklifts.

Free Charging: AMP continues to provide free DC fast-charging at its Service Center, 2000 Grand Street.

Permits: In March, the City Council passed an ordinance amending the Alameda Municipal Code to establish procedures for expediting the permit processing for electric vehicle charging stations. The City of Alameda is now in compliance with the State adopted Assembly Bill 1236, which allows for state EV infrastructure funding to be spent in the City of Alameda.

2021 Next Steps: AMP and City staff will continue with efforts to raise awareness, provide financial incentives, electrify the City fleet, and provide more EV charging stations including at the Seaplane Lagoon ferry terminal.

Through June 30, 2021, AMP will offer extra cash back to customers who go electric. Residential customers who buy a used EV and install a level 2 charger at the same can qualify for up to \$2,300 cash back. Income-qualified customers are eligible for up to \$3,300 cash back. Commercial customers who install a level 2 charger or who purchase an electric forklift will receive an additional \$1,000 cash back on top of AMP's regular rebates.



Transportation Choices Plan Project and Program Tracking

Near-Term Completion (1-3 Years) Projects and Programs

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
1	Alameda Shuttle Exploration	High	No Action.	Coordinate on AC Transit's Service Recovery Plan.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	ATP: Draft recommendations for the pedestrian and bicycle networks, programs and policies, and draft concept plans for three major streets were developed. An extensive outreach phase was conducted virtually to collect input on recommendations. Vision Zero: A comprehensive crash analysis was completed, three Task Force meetings were held, goals were finalized and draft actions were developed and reviewed.	Release draft Active Transportation Plan and adopt final Plan; Adopt final Vision Zero Action Plan.
3	Bus Stop Improvements	High	City staff ordered five replacement bus shelters where bus shelters have reached their end of life. As part of the Otis Drive safety improvements, new bus pads were constructed on the far side of the street.	Replace five bus shelters. Finalize Otis Drive bus stop improvements. Improve safety at bus stops, including ADA compliance. Add signs stating "right turn only – buses exempt" in existing right-turn lanes before far side bus stops.
4	EasyPass Expansion	High	Provided EasyPasses to Site A residents, and coordinated with Alameda Landing and Alameda Point to expand EasyPasses.	Coordinate with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments.
5	Harbor Bay Ferry Terminal Access and Parking Management	High	No action.	Install new electronic bicycle lockers.
6	Main Street Ferry Terminal Access and Parking Management	High	The signal timing is completed along Main Street to better accommodate ferry riders driving to/from the ferry.	Finalize and implement parking management plan. Develop design for near-term improvements to parking areas, and secure local and BCDC approval for those improvements. Work with WETA on replacing the existing Main Street ferry terminal float, and strategize for long-term terminal, parking and open space improvements.

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
7	Parking Management	High	Parking violations for residential street sweeping were not being enforced at the beginning of COVID except for Park Street and Webster Street. Also being enforced are safety-related parking violations, including disabled parking, red zone, wheelchair ramp access violations, blocked sidewalks and blocked driveways.	Seek City Council approval for a parking enforcement budget and the City staff classifications, and recruit staff. Increase parking fees, where appropriate, to meet the 85 percent occupancy standard per 2014 City Council direction. Implement parking management plan. Install a minimum of 50 additional bike parking spaces by June 2021.
8	Parking Policies for New Development	High	No Action.	Preparing a parking policy for parking maximum requirements rather than parking minimum requirements for City Council approval.
9	Pedestrian Master Plan and Design Guidelines Update	High	See TCP #2	See TCP #2
10	Transit Signal Priority	High	Coordinated with AC Transit on providing transit signal priority at the intersections on Park Street.	Activate Park Street signal upgrades.
11	Transportation Awareness Campaign	High	Provided Transportation Awareness Advisory Group meetings in February, June and October. Provided updates to multiple media platforms.	Continue Transportation Awareness Advisory Group meetings, and bicycle safety education classes and workshops. Ongoing updates to City website, press releases, social media posts and presentations on transportation projects and programs. Expand on existing campaigns to improve safety, to reduce solo driving and to shift to other modes.
12	Transportation Partnerships with Existing Businesses and Residences	High	Provided the Commercial Streets program to assist businesses during COVID, and participated in the Chamber of Commerce Government Relations Committee.	Continue business partnerships and outreach with key stakeholders.
13	Bike Share	Medium	No Action.	Develop electric shared-use dockless bike and scooter permit program.
14	Casual Carpool Additional Pickup Locations	Medium	No Action.	Analyze the potential to expand casual carpool in Alameda.
15	Constitution Way Carpool Lane	Medium	Worked with Alameda CTC to include it in the Oakland Alameda Access project (OAAP).	Monitor if included in the OAAP. If not, then initiate a concept and outreach to create a carpool queue jump at the Constitution Way/Mariner Square Drive intersection.

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	WETA is figuring out their budget and how to ramp up the ferry service based on demand of when residents return to work.	Participate in WETA Board meetings and ongoing coordination efforts. WETA service between Main Street and Jack London Square to run as direct service to Oakland in the AM and direct service from Oakland in the PM to benefit Alamedans commuting to Oakland. Construct dock at Alameda Landing by private developer. Secure funding and a private partner for pilot water shuttle program between Alameda and Jack London Square.
17	Westline Drive Bus Lane	Medium	Coordinate with Active Transportation Plan for potential bus lane and bikeway along Westline Drive.	Continue coordination with Active Transportation Plan for potential bus lane and bikeway along Westline Drive.
18	Shared Ride Service for Seniors and People with Disabilities (City's Paratransit Measures B/BB transportation sales tax dollars)	Medium	In January, the City terminated the taxi program. In March, group trips and in-person outreach were temporarily discontinued due to COVID. Continued running the Alameda Loop Shuttle, and initiated free bus passes for Mastick Senior Center members, COVID meal deliveries and COVID wellness checks via phone. Paid for enhanced bus stops on Otis Drive to improve ADA compliance and safety, and paid for the replacement of five bus shelters.	Recommend continuing existing program and initiating Uber/Lyft type services through a third-party vendor such as GoGo Technologies.

Mid-Term Completion (3-8 Years) Projects and Programs Summary

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
19	Alameda Point Bus Rapid Transit Service	High	No Action.	On hold until completion of AC Transit's Service Recovery Plan so as to better understand the bus service needs for Alameda.
20	Bicycle and Pedestrian Corridor Improvements	High	<p>#20A Alameda Point Bay Trail: Coordinated with East Bay Regional Park District on an adaptation project in the Northwestern Territories of Alameda Point</p> <p>#20B Bay Farm Bike/Pedestrian Wooden Bridge Study: No Action</p> <p>#20C Bayview Drive Feasibility Study: No Action</p> <p>#20D Blanding Avenue: Completed bike lanes in 2019.</p> <p>#20E Mariner Square Drive trail: No Action</p> <p>#20F Mecartney Road Bike Lanes: No Action</p> <p>#20G Miller-Sweeney Bridge: Coordinated with the County on the restriping.</p> <p>#20H Neptune Park path: Coordinated with OAAP project.</p> <p>#20I Resurfacing: Collaborated on potential to include in 2021 grant.</p> <p>#20J: The concept design for the new Webster Tube walkway was completed by the Oakland Alameda Access Project consultant, and included as part of the project.</p> <p>#20K Cross Alameda Trail between Main Street and Constitution Way was completed.</p>	<p>Coordinate with adaptation project partners on #20A and #20B.</p> <p>Restripe Miller-Sweeney Bridge to add bike lanes and improve bike safety (#20G).</p> <p>Apply for Funding for resurfacing sections of the Bay Trail (#20I).</p> <p>Environmental Review of the new Webster Tube walkway, as part of the OAAP (#20J).</p>
21	Citywide Safe Routes to School Audits and Improvements	High	The City continued contract negotiations with two non-profit organizations for bike safety education, and is now determining how to offer these programs with physical distancing. The City contracted with TransForm to manage the annual Alameda Bike Festival targeted to children, which due to COVID, was cancelled. The Earhart school audit was conducted, and a draft report was completed.	Finalize contracts for bicycle safety education classes and workshops, whether virtual or in-person. Implement simple striping and signage recommendations for all seven completed School Safety Assessments.
22	Crosstown Express Bus Service	High	No Action.	Coordinate on AC Transit's Service Recovery Plan.
23	Increase Frequency and Span of Service for Ferry Service	High	The Seaplane Lagoon Ferry Terminal and the Downtown SF Ferry Terminal expansion were completed. WETA developed a marketing plan, branded "Seaplane Shift." The Main Street Terminal Refurbishment project received federal monies to provide upgrades to maintain it in a state of good repair.	Due to the pandemic, recent declines in ridership make service openings and frequency of service a decision the WETA board is considering on a month-by-month basis. WETA plans to make progress on the design of the Main Street terminal project.

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
24	Increase Frequency and Span of Service for Local Bus Routes	High	In Spring, due to ridership reductions, AC Transit began operating abbreviated service that mirrors a typical Sunday service with a few additions. In June, AC Transit adjusted Line 96 to run through Alameda Point Site A, which was timed with "Day One" occupancy of Alameda Point's Site A. In August, AC Transit restored service to 75 percent of pre-pandemic levels. In December, the service changes implemented focused on improving reliability and service quality.	AC Transit staff is planning to develop and implement its Service Recovery Plan.
25	Increase Transbay Bus Service	High	Lawsuit in progress.	Increased Transbay frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit, which could be settled in 2021.
26	Miller-Sweeney Multimodal Lifeline Bridge	High	<i>Rail Bridge:</i> In Washington D.C., Mayor Ezzy Ashcraft met with Congresswoman Barbara Lee's office to discuss the rail bridge removal in January.	<i>Rail Bridge:</i> Army Corps to obtain federal monies to study the removal of the former rail bridge. City staff considered retrofitting the bridge; however, the construction, operation and maintenance costs exceed the City's financial abilities.
27	New Seaplane Lagoon Ferry Terminal & Service	High	Construction was complete in August. Due to the coronavirus pandemic, WETA examined when and how to provide service due to low ridership on a month-to-month basis.	Due to the pandemic, recent declines in ridership make service openings and frequency of service a decision the WETA board is considering on a month-by-month basis.
28	Regional Transit Hub Connector Bus Service	High	No Action.	Coordinate on AC Transit's Service Recovery Plan.
29	TDM Ordinance Update	High	No Action.	TBD.

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
30	Vision Zero Safety Improvements and Traffic Calming	High	<p><i>#30A - Central:</i> In April, Caltrans approved the PID. In May, 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. In November, the Transportation Commission approved the final concept after conducting outreach in October on the 35 percent drawings.</p> <p><i>#30B - Clement:</i> 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 CEQA environmental clearance and a consultant contract extension to complete the construction drawings.</p> <p><i>#30B - Tilden/Clement:</i> Acquired right of way from UPRR via settlement of eminent domain case.</p> <p><i>#30C - Clement Avenue by Pennzoil:</i> Pennzoil closed its business in 2020 and began the process of dismantling its structures.</p> <p><i>#30D - Main Street:</i> Completed bike lanes in November 2019 and implemented signal retiming in 2020.</p> <p><i>#30E - Otis Drive:</i> Completed plan, specifications and estimate and started construction.</p> <p><i>#30F - Stargell:</i> Initiated concept plan development for ATP Cycle 5 grant application to construct bicycle and pedestrian trail and bus queue jump lanes between Fifth Street and Main Street. The grant was not submitted due in part to concerns regarding adequate matching funds.</p> <p><i>#30G - Lincoln Avenue/Pacific Avenue:</i> As part of the ATP draft recommendations, concept designs were developed for lane reductions on one-block segments of both the wider and narrower sections of Lincoln Avenue. Implemented a road diet on Lincoln Avenue at Walnut Street.</p>	<p><i>#30A - Central:</i> City staff will request City Council approval of the final concept as well as the CEQA clearance for the entire corridor in spring. Completion of NEPA is expected in 2021. Final design and construction are expected in 2022 with project completion in 2023.</p> <p><i>Encinal:</i> Caltrans is expected to complete environmental clearance and final design with construction in 2021.</p> <p><i>#30B - Clement:</i> Completion of NEPA environmental clearance. Construction drawing and construction are expected in 2022.</p> <p><i>#30B - Tilden/Clement:</i> Secure regulatory approval of a remediation plan; develop and approve concept plan.</p> <p><i>#30C - Clement Avenue by Pennzoil:</i> Will focus on environmental clean-up of the property, and will place the property on the market for a new housing development.</p> <p><i>#30D - Completed</i></p> <p><i>#30E - Otis Drive:</i> Complete construction in early 2021.</p> <p><i>#30F - Stargell:</i> Continue developing concept plan, with public input, to prepare for future grant application.</p> <p><i>#30G - Lincoln Avenue/Pacific Avenue:</i> Install bike lanes and restripe between Main Street and Fourth Street. Seek input on road diet concept designs.</p>
31	Bikes in Buses through Webster/Posey Tubes	Medium	No Action.	No Action.

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
32	Citywide Transportation Management Association	Medium	In progress.	Expand Alameda TMA to include: <ul style="list-style-type: none"> • Alameda Landing tenants/HOAs • Alameda Point's Site A • Alameda Housing Authority • Jack Capon Villa • Hotel at Park St/Clement Ave.
33	Faster Line 51A Bus Service	Medium	No Action.	Coordinate on AC Transit's Service Recovery Plan.
34	New Technologies and Innovations	Medium	<p>Carshare providers – Getaround and Gig Car Share – continued to operate in Alameda during the pandemic. Gig Car Share reduced their boundary to no longer cover the east end of Alameda, which corresponds better with demand.</p> <p>Smart City Master Plan: City staff received City Council approval in December to initiate an effort to prioritize new technology initiatives such as modernized traffic signals, digital inclusion, improved emergency response and multimodal traffic counts.</p> <p>Electric Vehicles: AMP created a webpage: https://www.alamedamp.com/349/Electric-Vehicles The Public Utilities Board approved a time-of-use electric rate to encourage EV customers to shift their electricity usage to different times of the day or night. In May, AMP launched new rebates for used EVs. AMP continues to provide free DC fast-charging at its Service Center, 2000 Grand Street. In March, the City Council passed an ordinance amending the Alameda Municipal Code to establish procedures for expediting the permit processing for electric vehicle charging stations.</p>	<p>Initiate the Smart City Master Plan.</p> <p>Continue with carshare and electric vehicle adoption efforts to raise awareness, provide financial incentives, electrify the City fleet, provide more EV charging stations including at the Seaplane Lagoon ferry terminal.</p> <p>Consider providing incentives for e-bikes, and continue including e-bikes in outreach efforts.</p> <p>Develop electric shared-use dockless bike and scooter permit program.</p>

Long-Term Completion (8+ Years) Projects and Programs Summary

TCP	Projects & Programs	Priority	2020 Accomplishments	2021 Next Steps
35	BART to Alameda - New Transbay Rail Crossing	n/a	BART and Capitol Corridor are partnering to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco. Now in the early planning, the project will evaluate a 21-county megaregion for demand through 2050, and will define a project to meet future demand that supports the regional economy and preserves quality of life. The project will double the transbay capacity of BART, reduce train and station crowding, make the rail system more flexible and resilient, offer new connections to passenger rail systems, and serve new markets in East Bay communities and in San Francisco. This multi-billion dollar project will involve extensive engagement with the public, advocates and partnering transportation agencies. No decisions on location, scale, funding or operator have been made. City staff contributes to the project's working group.	
36	Comprehensive Congestion Management, (Citywide EasyPass, Increase Bus Frequency to 15-minute, Congestion Pricing)	n/a	No actions.	No actions.
37	New Transit/Bike/ Pedestrian Lifeline Tube	n/a	A cost estimate of \$1.9 billion was developed as part of the Draft Feasibility Study of Estuary Crossing options (see #39).	No action anticipated, due to extremely high cost.
38	Webster/Posey Multimodal Lifeline Tubes	n/a	No actions.	No actions.
39	West End Bicycle/ Pedestrian Crossing	n/a	The final draft detailed Feasibility Study on the West End Bicycle and Pedestrian Crossing Options, which includes design and travel demand projections, was completed. It determined that a bicycle/pedestrian bridge that meets the Coast Guard and Port navigational clearances is technically feasible. Met with Port and Coast Guard to address questions and seek letters supporting continued project planning. Pursued funding for next phase, a Project Study Report (PSR).	Publish detailed Feasibility Study once Coast Guard letter received. Pursue funding for PSR to position project to be eligible to receive construction funding in future, and lead the development of the PSR.

