

# Transportation Plans

**2025 Annual Report &  
2026 Work Plan**

**DRAFT**

*City of Alameda, DRAFT February 23, 2025*

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# STATUS REPORT ON TRANSPORTATION

This report summarizes City of Alameda (City) transportation accomplishments from 2025 and priorities for 2026. It fulfills General Plan Mobility Element requirements for annual public reviews of the transportation system and serves as a combined annual report for the Active Transportation Plan (2022), Vision Zero Action Plan (2021), and Transportation Choices Plan (2018). It also tracks progress on transportation-related actions in the City Council Strategic Plan (2023). These plans set goals to eliminate traffic deaths and severe injuries; create safe, comfortable, and accessible ways for people of all ages and all abilities to get around Alameda by walking and biking; and reduce solo driving and increase other modes while improving safety, equity, and climate.

## 2025 BY THE NUMBERS



**1.5**

*Miles New All Ages and Abilities Bikeways*



**8,184**

*Sidewalk Trip Hazards Repaired*



**79**

*Intersection Safety Improvements*



**125,301**

*Passengers on the Oakland Alameda Water Shuttle*



**25**

*New or Upgraded Curb Ramps*



**225,467**

*Rides taken by members of the Free Bus Pass Program*

# TOP ACCOMPLISHMENTS IN 2025

## Constructed First Neighborhood Greenway on Pacific Avenue

In November 2025, the City completed construction of the first full segment of a [Neighborhood Greenway](#) along Pacific Avenue, from Oak to Lafayette Streets. Improvements include speed humps, new stop signs, painted curb extensions, new crosswalk and bikeway markings, and a neighborhood traffic circle at Chestnut Avenue. In 2026, the City will use community input and evaluation of the pilot segment to finalize designs for the Slow Street segments on Versailles Avenue, San Jose Avenue and the remainder of Pacific Avenue, and construct these segments.



*Photo by Maurice Ramirez*

## Launched Citywide Mobile Parking Payment System

The City modernized its parking system by launching mobile payments at parking meters and surface lots citywide. The City also started mid-week paid parking at Harbor Bay Ferry Terminal to open up parking spaces on the busiest days and to offset costs for a new security guard. Seaplane Lagoon Ferry Terminal security and paid parking began in February 2026.

## Repaired Sidewalks at 8,000 Locations

The City's Sidewalk Repair Program launched a new effort allowing homeowners to partner with Public Works to repair sidewalks in front of their homes. In 2025, the program made repairs at over 8,000 locations, replacing 36,400 square feet of sidewalk and eliminating 7,600 trip hazards. The program continues each year to maintain safe and accessible sidewalks in Alameda.

## Held Successful Alameda Bike Festival

In April 2025, the City held the annual [Alameda Bike Festival](#), this year at Paden Elementary School, in partnership with the Alameda County Safe Routes to School Program. The event drew hundreds of participants for a fun day of activities including free bike repairs, helmet fitting and giveaways, bike rodeo education classes, cargo and electric bike test rides, food trucks, music and more. In 2026, the Bike Festival will be held on May 2 at Ruby Bridges Elementary.



*Helmet decorating at the annual Bike Festival*

## Constructed Alameda's First Roundabouts on Central Avenue

Throughout 2025, the City made major progress on constructing the Central Avenue Safety Project, including roundabouts, bikeways, new crosswalks, roadway reconfigurations, and pavement resurfacing. Thanks to the patience and cooperation from residents and visitors, the project is ahead of schedule and on track for completion in Spring 2026. Two roundabouts are nearly complete as of early 2026, with upgraded lighting to come. When complete, the [Central Avenue project](#) will improve safety for all street users and reduce vehicle delays. [Roundabouts](#) reduce the types of crashes where people are seriously hurt or killed by up to 78 percent compared to signalized intersections.



*Central Avenue under construction in 2025. Photo by Maurice Ramirez.*

# WHAT TO LOOK FOR IN 2026



The year ahead will be a busy one for transportation project construction in Alameda. When complete, these projects represent major investment in safety and quality of life for residents and visitors in Alameda. The City recognizes the challenges of detours and lane closures during construction. Find the latest information on traffic changes via up-to-date websites and project [email lists](#). Thank you for your patience as Alameda invests in safer, more sustainable infrastructure.

## Completion of The Cross Alameda Trail

The Cross Alameda Trail will be complete by the end of 2026, with the construction of the final two segments at the Clement Avenue Extension (Ohlone Ave to Grand Street) and the [Clement Avenue/Tilden Way Project](#). This premiere cross-town, low-stress four-mile walking and bicycling corridor connecting the island's east side to the west was first envisioned in the 1991 General Plan. In 2017, the first segment opened on Clement Avenue from Entrance Road to Ohlone Way. Since then, six more segments have been completed including City-led parks, on-street separated bikeways, and segments constructed with new development. Now the full Cross Alameda Trail is on track for completion this year!



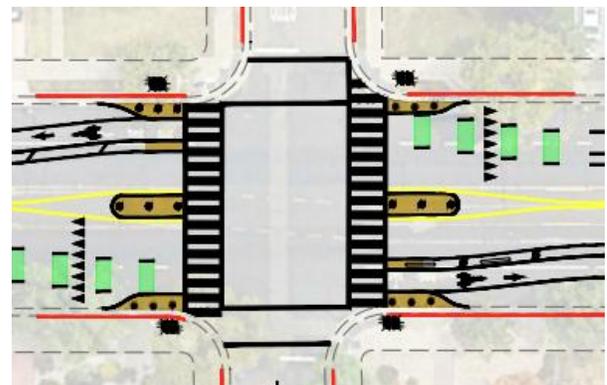
Cross Alameda Trail segment under construction along Clement Avenue. Photo by Maurice Ramirez.



Concept plan for Cross Alameda Trail at Clement Avenue/Tilden Way Project.

## Repaving and Safety Improvements

Each year, the Pavement Program works to include safety and multi-modal transportation improvements with pavement. In 2026, the program will include the San Jose Avenue Neighborhood Greenway from San Antonio Avenue/Morton Street to Oak Street and the Fernside Boulevard near-term design from Tilden Way to High Street.



Concept plan for Fernside Boulevard repaving.

## New Bike Racks Near Businesses

Thanks to a Transportation Fund for Clean Air grant from the Alameda CTC, the City will begin installing 100 new bike racks in 2026. Racks will be placed near community destinations and businesses, focusing on areas with high community requests such as Alameda’s “station” business districts along Encinal and Lincoln Avenues.



## Oakland Alameda Access Project to Begin Construction

Led by the Alameda CTC and constructed by Caltrans, the [Oakland Alameda Access Project](#) will make freeway access easier, improve safety in Oakland Chinatown and Downtown, and add a new 4-foot pathway for people walking and biking in the Webster Tube.

Construction is set to begin in spring 2026 and last approximately 3.5 years. During much of this time, travelers can expect delays through the Webster and Posey Tubes, as well as limited tube closures. The Oakland Alameda Water Shuttle will operate on Tuesdays and for longer weekend hours during the Oakland Alameda Access Project Tube construction periods thanks to funding from Alameda CTC. To stay updated on construction status, closures, and reroutes, [sign up for Caltrans project updates](#).



# 2025 TRANSPORTATION FACTS

## Traffic Safety



In 2025, 1 person died and 8 people were seriously injured in traffic collisions on Alameda streets. As of 2024, the City's rate of traffic fatalities + severe injuries per 100,000 population was 65% lower than the rate in Alameda County and 73% lower than the California rate.



In 2025, 1.69 miles of roadway and 79 intersections were upgraded with interventions like speed humps, new separated bike lanes, traffic signal upgrades, new curb extensions, new/upgraded crosswalk markings, and intersection daylighting.



70% of Police Department traffic enforcement stops in 2025 were on High Injury Corridors, with officers continuing to prioritize efforts on dangerous streets.

See the *Vision Zero Annual Report* for detailed information.

## Motor Vehicle Trends

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

- Average daily vehicle miles traveled (VMT) on Alameda County freeways increased 2.5% from 2024 to 2025, about 12% above 2019 levels.
- Average daily vehicle hours of severe delay on Alameda County freeways decreased by less than one percent from 2024 to 2025, about 3.5% below 2019 levels.

## Pavement Condition

As of the end of 2024, the City's three-year moving average Pavement Condition Index<sup>1</sup> is 65, which is "fair condition." This is close to the Bay Area average of 67. Three-year moving averages are reported in the following year.

## Bikeways

Alameda added 2.1 miles of bikeways in 2025, including 1.5 miles of low-stress bikeways and 0.6 miles of new bike lanes. The City now has more than 60 miles of bikeways, including 25 miles of low-stress facilities.

See the *Active Transportation Annual Report* for detailed information.

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

## COMMUNITY ENGAGEMENT

### 2025 OUTREACH EFFORTS

**3** public workshops organized by transportation staff (not including commissions or City Council)

**89** email bulletins sent with **401,698** delivered and a **47%** unique email open rate

**74,300** unique page views on **38** webpages

**11** Mastick Senior Center events to help seniors access transportation options

**4** adult bicycle safety education courses and 4 family bicycling events

### TOP 10 WEB PAGES WITH THE MOST UNIQUE PAGE VIEWS IN 2025:

- [Oakland Alameda Water Shuttle](#)
- [Parking Citations & Enforcement](#)
- [Central Avenue Safety Project](#)
- [Ferry Terminal & Transit Parking](#)
- [Parking FAQs](#)
- [Get Around Alameda](#)
- [Park & Webster Street Area Parking](#)
- [Roundabouts in Alameda](#)
- [Transportation](#)
- [Neighborhood Greenways](#)

## AC Transit Bus Service

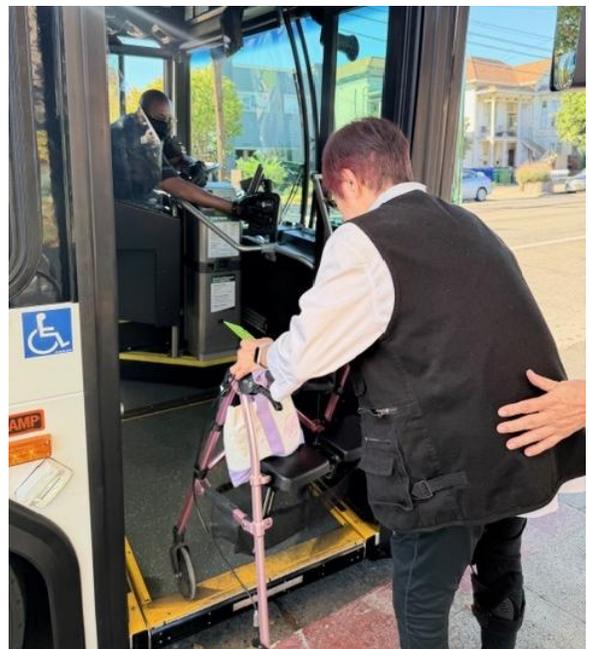
*[AC Transit ridership data for 2025 is forthcoming.]*

AC Transit service changes from the Realign planning process took effect in August 2025. The City of Alameda has been working closely with AC Transit to update bus stop infrastructure at new stop locations, including for the newly re-routed Line 19.

Bus pass programs in Alameda continue to be a success. Participants of the City of Alameda’s Free Bus Pass Program for seniors and people with disabilities took 225,467 bus trips in 2025. The 1,725 Alameda TMA Clipper BayPass holders took almost 200,000 transit trips in 2025, about a third of which were on AC Transit. This program replaced the AC Transit EasyPass program for residents and employees in the Alameda TMA.

## San Francisco Bay Ferry Service

In 2025, WETA’s ferry service continued to see growing ridership across its system, with recovery to 88% of 2019 ridership levels. Ferry ridership on the Alameda Seaplane and Harbor Bay routes grew 18% from 2024 with 732,000 boardings on these routes in 2025.



*Mastick Senior Center members riding SF Bay Ferry and AC Transit on Alameda Connect travel training trips.*

# 2025 ACCOMPLISHMENTS & 2026 PLAN

This report covers citywide efforts largely undertaken by the transportation planners in the Planning, Building, and Transportation Department and engineers in the Public Works Department. It also includes projects led by the Recreation and Parks Department, private developers, and transportation agencies outside of Alameda.

## Policy Documents Key:

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



**New Project**



**Complete Project**

## CITYWIDE PLANNING EFFORTS

Plan	Status Report
<b>Vision Zero Action Plan Technical Update</b> <b>VZ</b> 	<b>2026:</b> For a 5-year technical update of the Vision Zero Action Plan, update High Injury Corridor maps and in-depth collision analysis based on newer data. The existing High Injury Corridor maps utilize 2009-2018 data. <b>Information:</b> <a href="http://alamedaca.gov/VisionZero">alamedaca.gov/VisionZero</a>

## TRANSPORTATION PROGRAMS

Program	Status Report
<b>ADA Self-Evaluation and Transition Plan Implementation</b> S, CIP	<b>2025:</b> <ul style="list-style-type: none"> <li>• Continued Sidewalk Maintenance program and other transportation programs in alignment with the ADA Transition Plan.</li> <li>• Held a roundabout training for blind and low-vision community members in fall 2025.</li> </ul> <b>2026:</b> Continue implementation of the ADA transition plan and accessibility programs. <b>Information:</b> <a href="http://alamedaca.gov/ADA">alamedaca.gov/ADA</a>
<b>Bike Share</b>	<b>2025:</b> <ul style="list-style-type: none"> <li>• Advocated for Alameda CTC funding for a bike share program during Oakland Alameda Access Project (OAAP) construction period.</li> <li>• Met with MTC about bringing BayWheels to Alameda.</li> </ul> <b>2026:</b> Pending funding from Alameda CTC, develop and launch a limited bike share program in the west end by early 2027.

Program	Status Report
<p><b>Legislative agenda</b> VZ, ATP</p>	<p><b>2025:</b> Several bills the City of Alameda supported were signed into law in 2025. This includes Senate Bill 63, which authorizes a regional transportation revenue measure to invest in and sustain public transit services in the San Francisco Bay Area.</p> <p><b>2026:</b> Continue legislative agenda.</p> <p><b>Information:</b> <a href="http://alamedaca.gov/LegislativeAffairs">alamedaca.gov/LegislativeAffairs</a></p>
<p><b>Parking &amp; Curb Management</b> TC, CIP</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• New security guard service began at Harbor Bay Ferry Terminal in May, and paid parking began in October, including parking occupancy data collection.</li> <li>• Constructed ADA and bus stop improvements in the Harbor Bay Ferry Terminal in September.</li> <li>• Launched mobile parking payment options citywide at parking meters and pay stations; replaced pay stations on Park Street from Central Ave to San Jose Ave.</li> <li>• Began constructing Civic Center garage improvements in November.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Launch paid parking and new security guard service at Seaplane Lagoon Ferry Terminal in early 2026, including parking occupancy data collection.</li> <li>• Begin collecting parking occupancy data in business districts..</li> <li>• By summer, complete construction of Civic Center garage security, lighting, paint, bike locker relocation, and technology improvements.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/Parking">alamedaca.gov/Parking</a></p>
<p><b>Pedestrian &amp; Bicyclist Education</b> VZ, ATP</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Successful Bike Festival at Paden Elementary in April.</li> <li>• 4 adult/teen/family bicycle safety education classes in 2025.</li> <li>• Cycles of Change provided bike education at 2 schools, reaching 110 students total.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Bike Festival at Ruby Bridges Elementary on May 2, 2026</li> <li>• Renew contract with Bike East Bay and continue offering adult/teen/family bike safety education classes</li> </ul> <p><b>Information:</b>  <a href="http://alamedabikefestival.org">alamedabikefestival.org</a>  <a href="http://bikeeastbay.org/education">bikeeastbay.org/education</a>  <a href="http://alamedacountysr2s.org/our-services/plan-an-event/drive-your-bike">alamedacountysr2s.org/our-services/plan-an-event/drive-your-bike</a></p>

Program	Status Report
<p><b>Transportation Management</b>  <b>Associations: Alameda TMA and West Alameda TDMA</b>  S, TC</p>	<p><b>2025:</b> All actions listed below are done by the Alameda TMA and West Alameda TDMA, not the City of Alameda.</p> <ul style="list-style-type: none"> <li>• 1725 Alameda TMA Clipper BayPass holders took almost 200,000 transit trips.</li> <li>• West Alameda TDMA ended Target-to-BART shuttle and transitioned to AC Transit EasyPasses.</li> <li>• Restructured transit pass program to ensure fiscal sustainability.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Continue monitoring and refining Bay Pass/Easy Pass programs for long term stability.</li> <li>• Alameda TMA will lead effort to secure funding commitments from West Alameda TDMA, Port of Oakland and Jack London Improvement District for Phase II (years 3 &amp; 4) of Water Shuttle pilot.</li> </ul> <p><b>Information:</b> <a href="http://alamedatma.org">alamedatma.org</a></p>
<p><b>Vision Zero</b>  VZ</p>	<p><b>2025:</b> Held two Vision Zero trainings for new police recruits and regular Vision Zero implementation team meetings.</p> <p><b>2026:</b> Continue Vision Zero trainings for new police recruits and regular Vision Zero implementation team meetings.</p> <p><b>Information:</b> <a href="http://alamedaca.gov/VisionZero">alamedaca.gov/VisionZero</a></p>
<p><b>Vision Zero: Fatal Crash Response program</b>  S, VZ</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• One person died in a traffic collision in 2025, when driver struck a person walking across Ralph Appezzato Memorial Parkway at Poggi St. The City held a multi-departmental post-collision site visit. With signal and crossing improvements installed at this intersection in 2024, the team did not identify remaining quick-build improvements and concluded that more systemic change is needed. Staff is evaluating a potential roadway configuration change that would be implemented with pavement resurfacing.</li> <li>• Flashing beacons and pedestrian crossing improvements at three Mecartney Rd intersections constructed in June, including the site of a 2023 fatal collision.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Continue monitoring and responding to collisions through the Fatal Crash Response Program.</li> <li>• Conduct outreach and create final design concept for Ralph Appezzato Memorial Parkway.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/FatalCrashResponse">alamedaca.gov/FatalCrashResponse</a></p>
<p><b>Speed Hump Guidelines</b></p>	<p><b>2025:</b> Developed draft Speed Hump Prioritization Guidelines and presented to Transportation Commission for feedback.</p> <p><b>2026:</b> Finalize Speed Hump Prioritization Guidelines and begin prioritization.</p>

## PUBLIC TRANSPORTATION

Program	Status Report
<p><b>Alameda CTC Funded Transit Project (City)</b></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• City Council and the AC Transit Board approved the request to reprogram \$9 million in dedicated funding from Measure BB to support a program of transit-supportive projects on the West End of Alameda. Projects include the Willie Stargell Complete Street Corridor, Lincoln/Marshall/Pacific Safety Project, and the Westline Bus Queue Jump Lane.</li> <li>• Alameda CTC approved the request, which then had a public comment period.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Alameda CTC approved amendment on January 22, 2026.</li> <li>• Pending agreements with Alameda CTC, proceed with project planning for reprogrammed transit project funding.</li> </ul> <p><b>Information:</b> <a href="#">January 22, 2026 Alameda CTC Meeting</a></p>
<p><b>Bus Service (AC Transit)</b> S, G, TC</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• AC Transit began Realign service changes in August 2025. City staff supported public communications about new service.</li> <li>• Coordinated with AC Transit for location and design of temporary bus stops for the re-routed line 19.</li> </ul> <p><b>2026:</b> Construct temporary bus stops for re-routed line 19. Final design for the new stops will be constructed with the Stargell Avenue Complete Street Project.</p> <p><b>Information:</b> <a href="http://actransit.org/Realign">actransit.org/Realign</a></p>
<p><b>Oakland Alameda Water Shuttle Pilot (City, WETA, Alameda TMA)</b> S, TC, ATP</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• One-year service milestone reached in July; provided 125,301 total rides in 2025.</li> <li>• Started Tuesday service and tested expanded weekend service for four months (July-October).</li> <li>• Secured \$730,000 in grant funding, to match Partnership funding, for Years 3 and 4 operations.</li> <li>• Advocated for and secured \$931,000 from Alameda CTC to run an expanded schedule during OAAP construction period.</li> <li>• Applied for and received one-year extension request for complying with the California Air Resources Board (CARB) vessel electrification requirement.</li> <li>• In May, received Transportation Planning Award of Excellence from American Planning Association’s northern section.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Re-launch expanded weekend hours on March 10, to continue into 2027.</li> <li>• Complete an evaluation of the initial two-year pilot by Fall.</li> <li>• Complete study identifying recommendations for CARB compliance, and seek funding to implement.</li> <li>• Begin study of long-term options for water shuttle operations.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/WaterShuttle">alamedaca.gov/WaterShuttle</a></p>

Program	Status Report
<p><b>San Francisco Bay Ferry Service (WETA)</b> TC</p>	<p><b>2025:</b> Preliminary planning &amp; design for electrification of Harbor Bay &amp; Seaplane terminals underway and led by SF Bay Ferry.</p> <p><b>2026:</b> SF Bay Ferry will obtain entitlements &amp; permits for electrification of Harbor Bay &amp; Seaplane Lagoon terminals.</p> <p><b>Information:</b> <a href="https://sanfranciscobayferry.com/our-ferry-future/">sanfranciscobayferry.com/our-ferry-future/</a></p>
<p><b>Link21 regional rail service planning (BART, Capital Corridor)</b> S, TC</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• In June, the BART and Capitol Corridor Joint Powers Authority (CCJPA) Boards agreed to advance Link21 using standard-gauge regional rail, with CCJPA assuming day-to-day management responsibilities.</li> <li>• While the standard-gauge choice rules out the possibility of future BART in Alameda, Alameda still has a good chance of gaining a rail station on the West End due to its location between downtown Oakland and San Francisco.</li> </ul> <p><b>2026:</b> Continue to monitor and provide input on Link21 rail planning as the project progresses to identifying alignment and station locations.</p> <p><b>Information:</b> <a href="https://link21program.org">link21program.org</a></p>
<p><b>Alameda Connect/Paratransit (City)</b></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Expanded Alameda Independent Mobility (AIM) eligibility to all residents 70+.</li> <li>• Extended the AC Transit Free Bus Pass program contract for an additional two years.</li> <li>• Undertook annual enrollment renewals for the Free Bus Pass and AIM programs with new paperwork requirements.</li> <li>• Held monthly Transportation 101 &amp; Senior Clipper Card events.</li> <li>• Began partnership the Center for Independent Living to offer public transit travel training outings and held first outing to the San Francisco Ferry Building.</li> <li>• Launched new Alameda Connect branding.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Continue programming in all current programs.</li> <li>• Complete program review by Nelson\Nygaard.</li> </ul> <p><b>Information:</b> <a href="https://alamedaca.gov/Paratransit">alamedaca.gov/Paratransit</a></p>
<p><b>Harbor Bay Business Park Shuttle (City, Harbor Bay Business Park Association)</b></p> <p></p>	<p><b>2025:</b> ADA upgrades for Harbor Bay Business Park Shuttle at bus stops and the Harbor Bay Ferry terminal are complete. New bus shelters and signage have also been installed.</p>

## CAPITAL PROJECT PLANNING & DESIGN

Project	Status Report
<p><b>Fernside Blvd Traffic Calming &amp; Bikeways Project</b> +</p> <p><b>Gibbons/High/Fernside Blvd Safety Updates</b></p> <p>VZ, ATP <i>High Injury Corridor</i></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Final concept approved March 2025: Near-Term Design Concept – Quick-Build Pedestrian Median Islands with Buffered Bike Lanes; Long-Term Design Concept – Pedestrian Median Islands with Two-Way Protected Bikeway.</li> <li>• Completed traffic study, conducted public outreach, and held public hearings regarding design concepts at the intersection of Gibbons Dr, High St, and Fernside Blvd.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Construct near-term design concept on Fernside Blvd west of High St with Pavement Program.</li> <li>• Design two quick-build roundabouts and four speed humps in the Gibbons Dr area per City Council direction; construct in 2026 or 2027.</li> <li>• Monitor funding opportunities for long-term Fernside Blvd design.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/Fernside">alamedaca.gov/Fernside</a></p>
<p><b>Gibbons Sidewalks &amp; Trees Plan</b></p>	<p><b>2025:</b> Consultant assessed the health and structural condition of liquidambar trees along Gibbons Drive.</p> <p><b>2026:</b> Develop a plan for trees and sidewalks on Gibbons Drive that balances public safety, infrastructure needs, and the preservation of Alameda’s beloved tree canopy.</p> <p><b>Information:</b> <a href="http://alamedaca.gov/GibbonsTrees">alamedaca.gov/GibbonsTrees</a></p>
<p><b>Lincoln/Marshall/Pacific Ave Corridor</b> S, VZ, ATP, TC <i>High Injury Corridor</i> <i>Includes Equity Priority Areas</i></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Worked with Alameda CTC to repurpose Measure BB bus-related funding for this corridor.</li> <li>• City Council approved the Safe Streets for All (SS4A) funding from the U.S. Department of Transportation (USDOT).</li> <li>• Consultant team completed 65 percent design.</li> </ul> <p><b>2026:</b> Execute agreement with Alameda CTC for repurposed bus-related Measure BB funding for this corridor. Execute agreement with USDOT for SS4A funding. Complete design and prepare for construction in 2027. Federal funding may be in jeopardy due to the new administration.</p> <p><b>Information:</b> <a href="http://alamedaca.gov/LincolnMarshallPacific">alamedaca.gov/LincolnMarshallPacific</a></p>
<p><b>High Injury Corridor Daylighting</b> VZ <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p> <p></p>	<p><b>2025:</b> Tier 3 daylighting has been completed in the effort to improve visibility for motorists and pedestrians at high-risk intersections. The High-Injury Corridor Daylighting project is complete and the City will continue marking red curb for daylighting as part of all other roadway projects.</p> <p><b>Information:</b> <a href="http://alamedaca.gov/HICdaylighting">alamedaca.gov/HICdaylighting</a></p>

Project	Status Report
<p><b>Neighborhood Greenways: Planning/Design</b> S, ATP, CIP <i>Includes 1 High Injury Corridor</i> <i>Includes Equity Priority Areas</i></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Conducted community outreach, collected speed and volume data, and developed concept plans for Morton St/San Jose Ave and Versailles Ave Neighborhood Greenway segments.</li> <li>• In May, the City's grant application for \$2M to improve four Neighborhood Greenway crossings of major streets, including at Pacific Ave and Wilma Chan Way, was awarded by Alameda CTC.</li> <li>• In December, the City's joint AHSC grant was selected for funding, which includes funding to design and construct the Neighborhood Greenway on 3<sup>rd</sup> St/Mosley Ave from Central Ave to Stargell Ave.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Design crossing improvements for Pacific Ave at Wilma Chan Way.</li> <li>• Select one mile of Phase 2 Neighborhood Greenway and begin design.</li> <li>• Continue to seek grant funding to implement additional Neighborhood Greenways.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/NeighborhoodGreenways">alamedaca.gov/NeighborhoodGreenways</a></p>
<p><b>Oakland Alameda Estuary Bridge</b> S, ATP, TC</p>	<p><b>2025:</b> Selected consultant and began Waterways Study <b>2026:</b> Conduct Waterways Study, including Estuary vessel traffic data collection and navigational simulation, with Study completion in mid-2027. <b>Information:</b> <a href="http://estuarybridge.org">estuarybridge.org</a></p>
<p><b>Safe Routes to School Infrastructure</b> S, VZ, ATP, TC, CIP</p>	<p><b>2025:</b> Constructed select improvements at the seven schools with completed School Safety Assessments sites: Academy of Alameda, Earhart, Edison, Franklin, Love, Maya Lin, and Nea. <b>2026:</b> Design improvements at school sites with newer School Safety Assessments: Alameda High, Bay Farm School, Otis Elementary and Ruby Bridges Elementary. <b>Information:</b> <a href="http://alamedaca.gov/SchoolStreets">alamedaca.gov/SchoolStreets</a></p>
<p><b>Stargell Ave Safety Improvements</b> S, VZ, ATP, TC</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Project concept plan was approved at City Council in April, including roundabouts and new bus stops for Line 19.</li> <li>• 35% design and environmental studies began in July 2025.</li> <li>• The project's first phase, from Main Street to 5<sup>th</sup> Street, was awarded multiple grants in 2025 from MTC, Alameda CTC, and through the City's AHSC grant for Stardust Gardens.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Complete 35% design and environmental studies for Phase 1.</li> <li>• Begin PS&amp;E for Phase 1.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/Stargell">alamedaca.gov/Stargell</a></p>

Project	Status Report
<b>Bay Farm Wooden Bridge (East Bay Regional Park District/City)</b>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• East Bay Regional Park District made minor improvements to the surface of the Wooden Bridge and placed new signs instructing bicyclists to dismount and walk their bikes.</li> <li>• City staff began discussions with EBRPD on refurbishing the Wooden Bridge to allow it to be usable and comfortable until a long-term solution can be developed, funded and built.</li> <li>• Developed and submitted two grant applications to study and develop long-term replacement options for the Wooden Bridge.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Develop options for mid-term bridge refurbishment improvements.</li> <li>• Continue to seek funding to develop and implement mid- and long-term solutions for the Wooden Bridge.</li> </ul>

## CAPITAL PROJECT CONSTRUCTION

Project	Status Report
<b>Alameda Point Adaptive Reuse</b> S, CIP <i>Equity Priority Area</i>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• The existing parking lot reconstruction on Saratoga Street was completed in Spring 2025.</li> <li>• Council accepted the Phase I Adaptive Reuse Project as complete in July 2025.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Continue working on design for Phase II which extends the street improvements on West Tower and West Midway from Saratoga Street to including Monarch Street.</li> <li>• Construction timing pending funding availability</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/AdaptiveReuse">alamedaca.gov/AdaptiveReuse</a></p>
<b>Bicycle Rack Installation</b>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Developed list of high priority bike rack locations citywide.</li> <li>• Secured grant funding to partially fund rack purchase and installation.</li> <li>• Began design for bike rack installation.</li> </ul> <p><b>2026:</b> Complete design for and install up to 100 racks in high priority locations.</p>
<b>Central Ave Improvements</b> S, VZ, ATP, CIP, TC <i>High Injury Corridor</i> <i>Equity Priority Area (partial)</i>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• This \$23 million project includes traffic calming, protected bikeways, pedestrian crossing improvements, and the City's first three modern roundabouts.</li> <li>• Construction began in 2025 and has made substantial progress. Two of the three roundabouts have been completed. The two-way cycle track has been constructed with striping and signage to be installed in early 2026.</li> </ul> <p><b>2026:</b> Completion of the project is anticipated by spring 2026.</p> <p><b>Information:</b> <a href="http://alamedaca.gov/Central">alamedaca.gov/Central</a></p>

<p><b>Cross Alameda Trail: Clement Ave/Tilden Way</b> S, VZ, ATP, TC <i>High Crash Intersection</i></p>	<p><b>2025:</b> Project began construction in October 2025. <b>2026:</b> Complete construction in late 2026 or early 2027. <b>Information:</b> <a href="http://www.alamedaca.gov/ClementTilden">www.alamedaca.gov/ClementTilden</a></p>
<p><b>Cross Alameda Trail: Jean Sweeney Open Space Park Trail Connectors (led by ARPD)</b> ATP <i>Equity Priority Area</i></p>	<p><b>2025:</b> Discussions continued with Department of Toxic Substances Control (DTSC) and the project designers to find implementable design solutions within the project budget. <b>2026:</b> Pending DTSC approval, complete construction in 2026. <b>Information:</b> <a href="http://alamedaca.gov/CAT">alamedaca.gov/CAT</a></p>
<p><b>Cross Alameda Trail: Signal and Intersection Improvements, Main St to Wilma Chan Way</b> VZ, AT <i>High Injury Corridor</i> <i>Equity Priority Area</i></p> <p><input checked="" type="checkbox"/></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Installed separated left-turn phasing for westbound approach at Wilma Chan Way.</li> <li>• Project is complete and staff continues to monitor for additional signal timing and or signage updates.</li> </ul> <p><b>Information:</b> <a href="http://www.alamedaca.gov/CAT">www.alamedaca.gov/CAT</a></p>
<p><b>Cross Alameda Trail: Clement Ave Extension (Ohlone Ave to Grand St)</b> S, VZ, TC, CIP <i>High Injury Corridor</i> <i>Equity Priority Area</i></p>	<p><b>2025:</b> Bicycle access on the Clement Avenue extension between Grand Street and Ohlone Avenue opened in November 2025, creating a continuous biking connection from Broadway to Seaplane Lagoon. <b>2026:</b> Southern-side Clement sidewalk opened in early 2026. Developer plans to begin construction of housing units north of Clement. Northern Clement sidewalk will open when those units are complete. <b>Information:</b> <a href="http://alamedaca.gov/CAT">alamedaca.gov/CAT</a></p>
<p><b>Grand St Improvements</b> <b>High Injury Corridor</b> S, VZ, ATP</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Phase 1 (Shoreline Dr. to Otis Dr) includes repaving Grand Street and installing two-way separated bike lane. Construction began in May and was completed in September.</li> <li>• Phase 2 (Otis Dr to Encinal Ave.) design progressed to 35%.</li> </ul> <p><b>2026:</b> Complete design for Phase 2; construction to begin in late 2026 or early 2027. <b>Information:</b> <a href="http://alamedaca.gov/Grand">alamedaca.gov/Grand</a></p>
<p><b>Mecartney Rd Pedestrian Improvements</b> S, VZ</p> <p><input checked="" type="checkbox"/></p>	<p><b>2025:</b> Construction completed and accepted by City Council in July 2025, including flashing beacons and crossing improvements at three locations on Mecartney Rd. <b>Information:</b> <a href="http://alamedaca.gov/rapidresponse">alamedaca.gov/rapidresponse</a></p>

<p><b>Neighborhood Greenways: Phase 1</b> S, ATP, CIP <i>Includes 1 High Injury Corridor</i> <i>Includes Equity Priority Areas</i></p>	<p><b>2025:</b> Constructed first segment of Pacific Ave Neighborhood Greenway (Lafayette to Oak), including new all-way stop signs, asphalt speed humps, and a neighborhood traffic circle at Chestnut/Pacific. <b>2026:</b> Finalize designs for and construct remaining Phase 1 Slow Street segments of Neighborhood Greenways on Pacific Ave, Morton St/San Jose Ave and Versailles Ave. <b>Information:</b> <a href="http://alamedaca.gov/NeighborhoodGreenways">alamedaca.gov/NeighborhoodGreenways</a></p>
<p><b>Park and Webster St Striping Update &amp; Concrete Barricades</b> <i>High Injury Corridors</i> <i>Equity Priority Area (partial)</i></p> 	<p><b>2025:</b> Parklets and barriers were removed and continue to be removed for businesses that elect not to renew their parklet agreements. Curb areas have been returned to parking with an emphasis on installing short-term parking. <b>Information:</b> <a href="http://alamedaca.gov/CommercialStreets">alamedaca.gov/CommercialStreets</a></p>
<p><b>Pavement Management &amp; Safety Improvements</b> <i>High Injury Corridors (partial)</i></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Consistent with the City's Vision Zero Plan and Active Transportation Plan, Aughinbaugh Way, Mecartney Road, and Maitland Drive include treatments to support pedestrian, bicycle, and vehicular safety.</li> <li>• Began design for 2026 paving project in west Alameda, evaluate streets for pavement resurfacing and safety improvements.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Phase 43, which focuses on the Bay Farm zone (east of High Street and Bay Farm Island), is estimated to be completed by March 2026.</li> <li>• Complete design for 2026 resurfacing project and begin construction.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/Pavement">alamedaca.gov/Pavement</a></p>
<p><b>Sidewalk Maintenance</b> CIP, ATP</p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Initiated a new Sidewalk Repair Program in 2025 offering option to homeowners for City to repair sidewalk and send invoice. This makes the repair process much simpler and allows for economies of scale in pricing.</li> <li>• The program upgraded 1 curb ramp, repaired 36,400 square feet of sidewalk in 512 locations, and removed trip hazards using saw cuts at over 7,600 locations in 2025.</li> </ul> <p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Continue sidewalk maintenance and repair.</li> <li>• Remove and replace 20 curb ramps to improve public right-of-way accessibility.</li> </ul> <p><b>Information:</b> <a href="http://alamedaca.gov/Sidewalks">alamedaca.gov/Sidewalks</a></p>
<p><b>Trails Maintenance (Construction)</b> CIP, ATP</p>	<p><b>2025:</b> Repaved trail between Harbor Bay Ferry Terminal and Mecartney Rd as part of Harbor Bay Ferry Terminal Improvements. <b>2026:</b> Complete repaving of bike trails along Veterans Court, Island Drive, and Mecartney Road as part of Pavement Management Project Phase 43.</p>

<p><b>Signal and Pedestrian Improvements (HSIP)</b> CIP <i>Includes High Injury Corridors</i></p> 	<p><b>2025:</b> Completed construction at four intersections: Santa Clara Ave at Grand St; Otis Dr at Willow St; Otis Drive at Park St; and Fernside Blvd at San Jose Ave.</p>
<p><b>Striping Maintenance</b> CIP <i>Includes High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p><b>2025:</b> Striping maintenance was complete in April 2025 at various locations including Wilma Chan Way, RAMP, Viking St, W Hornet Ave, Webster St, Santa Clara Ave, Clement Ave, Buena Vista Ave. <b>2026:</b> Design and construct 2026 maintenance project.</p>
<p><b>Traffic Signal Improvements</b> CIP <i>Includes High Injury Corridors</i></p>	<p><b>2026:</b></p> <ul style="list-style-type: none"> <li>• Improve signals at Broadway/Central, Broadway/Santa Clara, Park Blanding, Park/Clement, and evaluate improvements at Fernside/High.</li> <li>• Coordinate with Alameda Fire to install and Emergency Vehicle Preemption along critical fire response corridors</li> </ul>

**OTHER AGENCY & DEVELOPER-LED TRANSPORTATION PROJECTS**

Project	Status Report
<p><b>AC Transit: Transit Signal Priority on Park Street</b></p>	<p><b>2025:</b> Design project <b>2026:</b> Construct project</p>
<p><b>Caltrans: Broadway/Otis/Doolittle</b> <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• At Caltrans' <a href="#">presentation to the Transportation Commission</a> in May 2025, they agreed to include Pedestrian median islands at Otis/Mound and Otis/Versailles, with the planned flashing beacons at both legs of the crosswalks, and quick-build bulb-outs at Otis/Bayview.</li> <li>• Caltrans has also promised a follow-up safety project for the Rt 61 segment of Otis Dr: outreach/concepts 2026-2027, funding 2028, and construction by the early 2030s.</li> </ul> <p><b>2026:</b> Caltrans to construct in 2026 or 2027</p>
<p><b>Alameda CTC: Oakland Alameda Access Project</b> <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p><b>2025:</b></p> <ul style="list-style-type: none"> <li>• Alameda CTC held public information workshops, including two in Alameda, in the spring.</li> <li>• Construction contract awarded and approved in August.</li> </ul> <p><b>2026:</b> Construction is expected to begin in March 2026, with continuous and frequent public communications throughout the construction period. <b>Information:</b> <a href="#">OaklandAlamedaAccessProject.com</a></p>
<p><b>Army Corps: Fruitvale Rail Bridge Hazard Removal</b></p>	<p><b>2025:</b> U.S. Army Corps of Engineers (USACE) is working on a Real Estate Disposal Report to the General Services Administration (GSA), and the GSA is expected to resume environmental and cultural coordination when that is complete.</p> <p><b>2026:</b> The City will continue to follow up with USACE and the GSA to address bridge safety concerns.</p>

# STAFFING, FUNDING, AND GRANT PRIORITIES

## Funding and Staffing Resources

Alameda’s transportation work is funded by a variety of sources. The most significant and stable sources have been from Alameda County Measures B and BB transportation sales taxes and the Vehicle Registration Fee (VRF). The tax authorization for Measure B expired in 2022 after 20 years and remaining funds have been expended as of the end of Fiscal Year 24/25. These funding sources are combined with competitive grants and General Funds to pay for maintenance, capital projects, programs, and staffing.

In June 2025, the City’s overall Measure B, Measure BB, and VRF fund balance was \$5.2 million. The City programmed use of these funds via the FY 2025-2027 Capital Budget, including for major projects that are under or will begin construction in 2026.

*Measures B, BB, and VRF Fund Status for Fiscal Year 24/25, ending June 30, 2025*

Fund	Starting Balance	Revenue	Expenditure	Balance
<b>Measure B</b>	\$1,066,060	\$61,830*	\$1,127,890	\$ -
<b>Measure BB</b>	\$9,042,809	\$6,487,776	\$10,249,794	\$5,280,791
<b>Vehicle Registration Fee</b>	\$633,999	\$351,544	\$1,105,665	\$(120,123)**
<b>Total</b>	<b>\$10,742,868</b>	<b>\$6,901,150</b>	<b>\$12,483,349</b>	<b>\$5,160,668</b>

\* Revenue summary includes interest and adjustments. There is no remaining Measure B revenue or fund balance.

\*\*Planned expenditures in Fiscal Year 25/26 are reduced to account for negative fund starting balance.

### Public Works: Transportation Engineering Staffing (6.3 FTE)

- Erin Smith, Public Works Director (part time to transportation)
- Scott Wikstrom, City Engineer (part time to transportation)
- Brendin Christolear, Supervising Civil Engineer (part time to transportation)
- Trung Nguyen, Project Manager II (part time to transportation)
- Alan Ta, Project Manager I
- Ali Hatefi, Senior Engineer (part time to transportation)
- Cody Lim, Assistant Engineer
- Aaliyah Douglas, Assistant Engineer (part time to transportation)
- Michaela Wood, Assistant Engineer (part time to transportation)

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

### Planning, Building, and Transportation Department: Transportation Planning Staffing (3.1 FTE)

- Allen Tai, Planning, Building, and Transportation Director (part time to transportation)
- Lisa Foster, Transportation Planning Manager
- Rochelle Wheeler, Senior Transportation Coordinator
- Susie Hufstader, Senior Transportation Coordinator

## 2025 Grant Application Priorities

To conserve staff resources and focus on adopted plan goals, staff identified possible projects and programs for grant funding and scored them to create a list of priority projects for grant proposals in 2025. Projects were scored based on how well a project meets each of the adopted General Plan Mobility Element goals, plus whether any funding has been allocated to date. Only the top projects are included on the list. The applications that are ultimately submitted will depend on how well the projects match available funding sources, and lower scoring projects may be submitted if they are a particularly good fit for a funding source.

Project	Description
<b>Active Transportation Plan update</b>	Update the Active Transportation Plan. This 5-year plan was adopted in late 2022, so should be updated by late 2027.
<b>Alameda Point: New Transportation Infrastructure</b>	Reconstruct roadways with complete streets in Alameda Point, including Main St and Adaptive Reuse Area, as City invests in new utility infrastructure and builds climate resiliency
<b>Oakland Alameda Water Shuttle</b>	Continue operations of water shuttle between West Alameda and Jack London Square, with public and private partners
<b>Fernside Blvd Traffic Calming &amp; Bikeways Project</b>	Build long-term option for entire corridor, from Tilden Way to San Jose Ave
<b>Grand Street Improvements North of Encinal Ave</b>	Design and build Grand Street improvements, with cycle-tracks, from Encinal Ave to Clement Ave
<b>Lighting along Cross Alameda Trail on RAMP</b>	Add lighting along bicycle and pedestrian pathways, from Main St to Wilma Chan Way
<b>Lincoln/Marshall/Pacific Ave Corridor Safety Improvement</b>	Major safety improvements for three miles of this corridor from Broadway to Main - Federal funding may be in jeopardy due to the new administration.
<b>Neighborhood Greenways</b>	Neighborhood Greenway implementation, as outlined in the Active Transportation Plan
<b>Oakland-Alameda Estuary Bridge</b>	New bicycle/pedestrian connection across the estuary. Work with partner agencies to secure funding for environmental phase, to be led by a (non-City) public agency (TBD).
<b>Resurfacing Streets</b>	Secure additional funding to support expanded complete street and green infrastructure elements of street repaving projects
<b>Roundabouts</b>	Implement highest scoring roundabouts
<b>Safe Routes to School Access Improvements</b>	Implement Safe Routes to School Access Improvements at locations with new School Safety Assessments
<b>Safety Improvements at High Crash Intersections</b>	Upgrade and improve locations identified as high crash intersections in the Vision Zero Action Plan; could include roundabouts, signal upgrades, and/or other upgrades
<b>Street Re-designs for Park/Oak and Webster Streets</b>	Evaluate, design, and construct initial phase improvements for all modes and business districts, per Active Transportation Plan and Commercial Streets program.
<b>Trails Maintenance</b>	Upgrade and maintain existing trails citywide.
<b>Westline Dr/8th St Bikeways</b>	Add new bikeways and shared-use trails between Otis St and Central Ave.
<b>Wooden Bridge Refurbishment and Replacement</b>	Upgrade and extend life of current Bay Farm Wooden Bridge (with EBRPD), and plan for long-term replacement of Bridge.



## TRANSPORTATION CAPITAL PROJECTS (UPDATED FEBRUARY 2026)

### GENERAL

- Parks
- Future Parks
- Schools + Libraries
- Commercial

- Corridors
- ◆ Intersections

### CONSTRUCTION PHASE<sup>1</sup>

- ◆ Traffic Signal Improvements
- ◆ Fernside Blvd Traffic Calming & Bikeways Project: Near Term
- ◆ West Midway Development [Private Developer]
- ◆ Oakland Alameda Access Project [Alameda CTC]
- ◆ Broadway/Otis Dr/Doolittle Dr Pavement Resurfacing and Safety Improvements [Caltrans]
- ◆ Neighborhood Greenways (Slow Street segments)
- ◆ Jean Sweeney Open Space Park Trail Connectors
- ◆ Clement Avenue/Tilden Way Improvements
- ◆ ADA Curb Ramp Updates
- ◆ Central Avenue Safety Improvement Project
- ◆ Clement Ave Extension: Hibbard to Grand [Private Developer]
- ◆ Civic Center Parking Garage Enhancements

### PLANNING/DESIGN PHASE

- Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement Project
- Grand St Resurfacing & Safety Improvements: Otis to Encinal
- Oakland Alameda Estuary Bridge Waterway Study
- Alameda Point Adaptive Reuse: Phase 2
- Stargell Ave Complete Street
- Safe Routes to School Infrastructure
- Wooden Bridge Planning
- Pacific Ave/Wilma Chan Way Crossing Improvements

<sup>1</sup> Projects move to the Construction Phase once Planning/Design Phase is completed, and project is fully funded. On-the-ground construction may take some time to begin.



# Progress Toward Zero Traffic Fatalities

## Alameda Vision Zero

**2025 Annual Performance Metrics Report**

DRAFT

*City of Alameda, DRAFT February 23, 2025*

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# TRAFFIC FATALITY & INJURY REPORT

This is the fourth annual report on the Vision Zero Action Plan, which the Alameda City Council adopted in December 2021. This report covers the performance metrics outlined in the Plan. For details on traffic safety and Vision Zero projects and programs, see the Transportation 2025 Annual Report & 2026 Work Plan.

In 2025, 1 person lost their life, 8 people were severely injured, and a total of 227 people were injured in traffic collisions on Alameda streets.

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

## 2025 FATAL AND SEVERE INJURY CRASHES

In 2025, 1 person lost their life and 8 were severely injured in traffic collisions on Alameda streets. Every traffic fatality represents a tragic loss for loved ones and the community, and severe injuries can change a life forever. After every fatal crash, City staff convene post-collision site visits including transportation planners and engineers with Police Traffic Unit leadership. In 2023, the City launched its Fatal Crash Response program, which includes transparent public information about fatal crashes and installs quick-build infrastructure at the sites of fatal crashes when possible. More information is at [www.alamedaca.gov/fatalcrashresponse](http://www.alamedaca.gov/fatalcrashresponse).



Of the 9 fatal and severe injury collisions in 2025, 6 occurred on [High Injury Corridors](#). A high portion (5) were solo collisions. Four of the people severely injured were on an electric bicycle (Class 2), scooter, or skateboard, mostly in solo collisions. Note that, according to State guidelines, the severe injury category can include everything from a broken wrist to life-threatening injuries.

Table 1: 2025 Traffic Fatality & Severe Injury Details

LOCATION	DATE & TIME (2025)	DESCRIPTION	MODE OF PERSON KILLED OR SEVERELY INJURED	AGE
<b>Ralph Appezzato Memorial Parkway (RAMP)/Poggi St</b>	January 15, 6:24 pm	A person driving a mid-size SUV northbound on Poggi St made a westbound left turn onto RAMP, striking a person walking southbound across RAMP in the western crosswalk and causing fatal injuries. The pedestrian died in the hospital that evening.	Pedestrian	59
<b>Oak St/Buena Vista Ave</b>	January 12, 8:30 am	A person riding a Class 2 e-bike westbound on Buena Vista Ave did not stop at a red light and struck a mid-size car being driven southbound on Oak St, in a broadside collision. The bicyclist suffered multiple severe injuries.	Bicyclist	35
<b>High St/Encinal Ave</b>	June 21, 5:05 pm	A person driving a full-size, extended-length SUV southbound on High St was at a red light while a wheelchair user headed westbound on Encinal Ave into the northern crosswalk. When the High St light turned green, the wheelchair user was in the crosswalk immediately in front of the SUV. The driver moved forward and struck the wheelchair user, who suffered severe injury.	Pedestrian	88
<b>West Tower Ave/Lexington St</b>	July 8, 10:35 pm	A person riding an e-scooter was turning right from westbound West Tower Ave onto northbound Lexington St when they struck a curb and fell, suffering multiple severe injuries (solo collision).	Driver (scooter)*	32
<b>Lincoln Ave/Broadway</b>	July 16, 12:20 am	An intoxicated person driving a mid-size sedan eastbound on Lincoln Ave struck a parked car and suffered severe injuries (solo collision).	Driver	26
<b>Park St south of Alameda Ave</b>	July 31, 6:52 pm	A person was riding a Class 2 e-bike northbound on Park St between Encinal Ave and Alameda Ave when they fell off their bike, suffering an injury (solo collision).	Bicyclist	23
<b>Island Dr north of Robert Davey Jr Dr</b>	August 10, 4:35 pm	A child riding a bike northbound on the west bike path of Island Drive was riding on the grass edge of the path when they lost control of their bicycle and fell, suffering an injury (solo collision).	Bicyclist	10
<b>Central Ave/Oak St</b>	September 9, 6:15 pm	A person was riding a single-wheel electric skateboard westbound on Central Ave across Oak St when the device had a mechanical issue. The rider fell and suffered injury (solo collision).	Driver (electric skateboard)*	29
<b>Webster St/Eagle Ave</b>	December 29	<i>Forthcoming</i>	Pedestrian	48

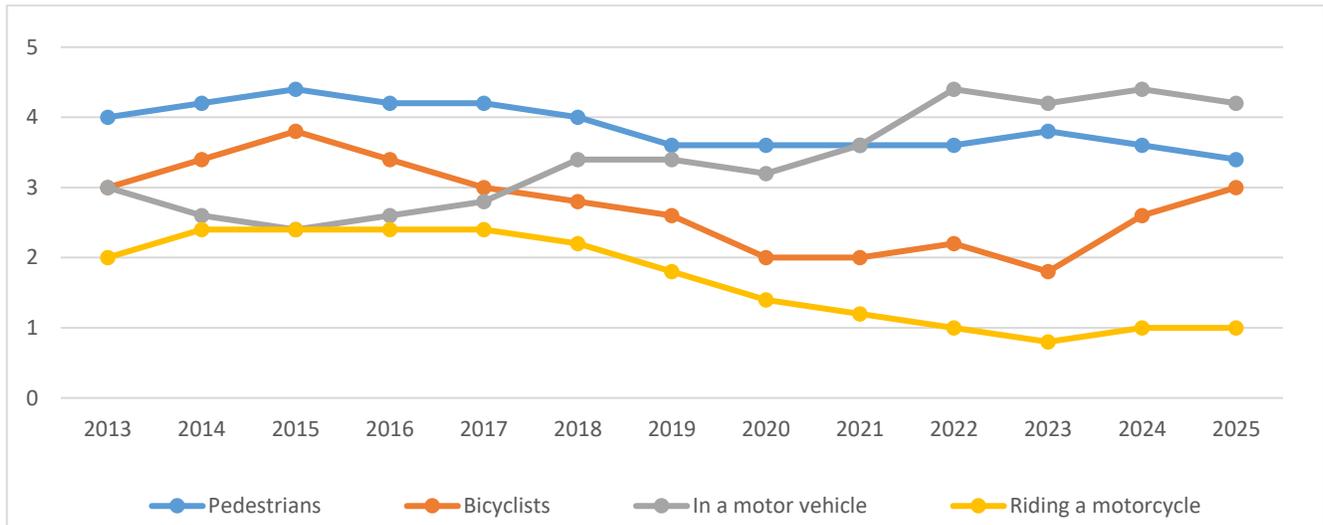
\*State collision reports do not have specific categories for these micromobility devices.



## CRASH TRENDS OVERVIEW

To help understand change over time, the City tracks collision trends over many years. Because Alameda is a small city with relatively low numbers of deaths and severe injuries, a rolling average analysis helps smooth out noise in the data and identify trends. Each data point in Figure 1 represents the average of that year and four prior years, e.g., the 2014 figure is the average of 2010-2014.

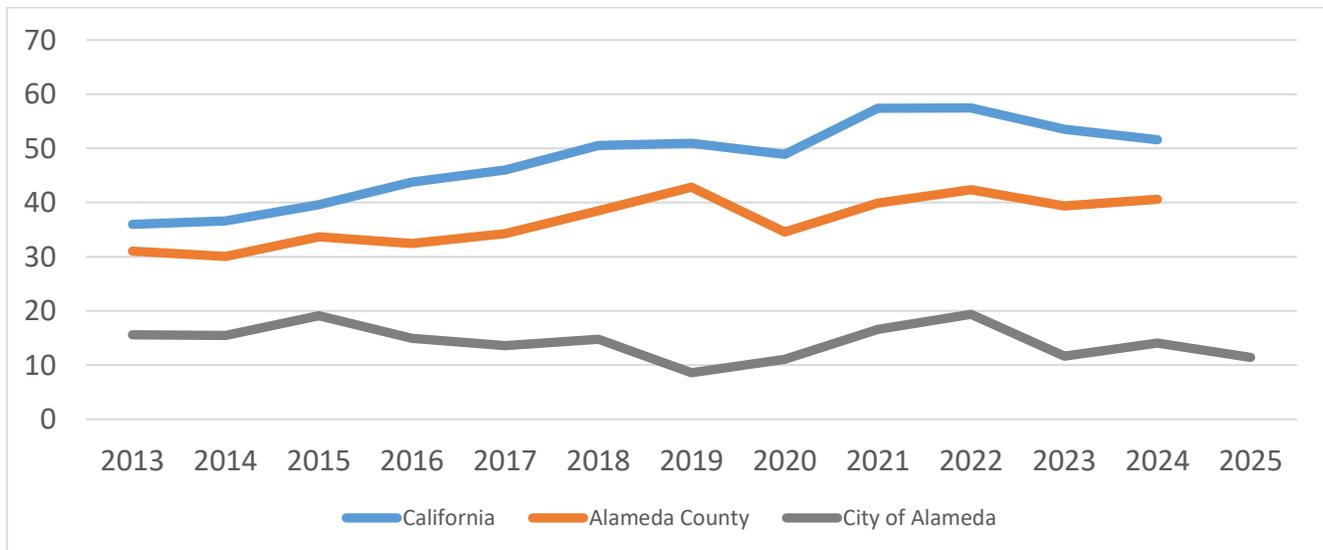
Figure 1: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2014-2025 Data



## STATE AND COUNTY COMPARISON

The City's rates of traffic fatalities and severe injuries are lower than those in the county and state. Local trends generally match national ones, with increases in fatal and severe collisions in 2021 and 2022 that are starting to go down again.<sup>1</sup>

Figure 2: Traffic Fatalities + Severe Injuries Rate Per 100,000 Population



<sup>1</sup> <https://www.transportation.gov/NRSS/SafetyProblem>

# 2011-2025 TRAFFIC FATALITIES & INJURIES

Table 2: Traffic Fatalities and Injuries, 2011-2025

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>All collisions</b>															
<b>Killed</b>	3	2	0	2	4	2	3	3	1	4	4	2	3	1	1
<b>Severely injured</b>	11	10	12	10	11	10	8	9	6	5	9	13	6	11	8
<b>All injury collisions</b>	207	227	228	224	190	261	241	218	220	191	158	220	204	251	227
<b>Pedestrians</b>															
<b>Killed</b>	1	0	0	2	2	1	0	2	0	2	2	0	1	0	1
<b>Severely injured</b>	5	3	4	3	2	4	3	1	3	2	3	3	3	2	2
<b>All injuries</b>	39	30	37	29	32	46	37	23	28	22	29	27	34	45	33
<b>Bicyclists</b>															
<b>Killed</b>	1	0	0	0	0	1	0	0	0	1	1	0	0	0	0
<b>Severely injured</b>	4	4	4	2	4	2	2	3	1	0	2	3	1	5	3
<b>All injuries</b>	46	38	43	43	27	37	33	28	25	22	12	29	22	47	33
<b>In a motor vehicle</b>															
<b>Killed</b>	0	0	0	0	2	0	3	1	0	1	1	1	2	0	0
<b>Severely injured</b>	1	3	1	2	3	2	1	3	2	3	3	7	1	3	3
<b>All injuries</b>	109	148	130	142	122	163	157	155	148	130	113	152	142	148	150
<b>Riding a motorcycle</b>															
<b>Killed</b>	1	2	0	0	0	0	0	0	1	0	0	1	0	1	0
<b>Severely injured</b>	1	0	3	3	2	2	2	2	0	0	1	0	1	1	0
<b>All injuries</b>	13	11	18	10	9	15	14	12	12	6	4	8	6	10	7

Source: Alameda Police Department (2021-2024) and Statewide Integrated Traffic Records System (SWITRS, 2011-2020). Pedestrian severely injured data from 2024 has been updated to show one more severe injury since the last annual report due to a correction to the data.

# YOUNG PEOPLE & OLDER ADULTS

The Vision Zero Action Plan’s 2009-2018 crash data analysis found that older adults and young people were disproportionately vulnerable to fatalities and serious injuries in crashes. In 2025, 40 people aged 65+ were injured in collisions (18%), one severely, and no fatalities were older adults. A total of 26 children and youth were injured (11%), one severely, and no fatalities.

Table 3: 2024 Traffic Fatalities & Injuries, Older Adults

	2024	2025
<b>All modes</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	3	1
<b>All injuries</b>	29	40
<b>Pedestrians</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	1	1
<b>All injuries</b>	6	7
<b>Bicyclists</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	0
<b>All injuries</b>	4	4
<b>In a motor vehicle</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	0
<b>All injuries</b>	19	25
<b>Riding a motorcycle</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	0
<b>All injuries</b>	0	4

Table 4: 2024 Traffic Fatalities & Injuries, Youth < 18

	2024	2025
<b>All modes</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	1
<b>All injuries</b>	39	26
<b>Pedestrians</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	0
<b>All injuries</b>	3	3
<b>Bicyclists</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	1
<b>All injuries</b>	13	10
<b>In a motor vehicle</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	0
<b>All injuries</b>	23	12
<b>Riding a motorcycle</b>		
<b>Killed</b>	0	0
<b>Severely injured</b>	0	0
<b>All injuries</b>	0	0

# VISION ZERO ACTIONS

In addition to reporting on collision data each year, the City tracks progress on actions from the Vision Zero Action Plan. For more information on transportation projects and programs, including street safety projects, see the *Alameda Transportation 2025 Annual Report and 2026 Work Plan*.

## STREET SAFETY IMPROVEMENT PROJECTS

Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. In 2025, the City delivered safety improvements via maintenance and through capital projects.

Table 5: Safety Improvements at Intersections, 2025

INTERSECTION OR MID-BLOCK CROSSING IMPROVEMENT TYPE	INTERSECTIONS IMPROVED 2024	% IN EQUITY PRIORITY AREAS	% ALONG HIGH INJURY CORRIDORS	% WITHIN 600' OF SCHOOLS
New Daylighting (new red curb)	64	11%	78%	27%
New Concrete Bulb-outs	2	0%	100%	100%
New Striped Bulb-outs	18	6%	67%	44%
New Marked Crosswalks	7	0%	57%	29%
New/Upgraded High Visibility Crosswalks	16	0%	56%	44%
New Signal Improvements for Safety	3	0%	100%	0%
New RRFBs	4	0%	25%	25%
Other Improvements	17	6%	53%	53%
<b>ALL INTERSECTIONS IMPROVED</b>	<b>79</b>	<b>10%</b>	<b>75%</b>	<b>33%</b>

Because many intersections get multiple improvements, "all intersections improved" is not the sum of the above.

Table 6: Safety Improvements on Corridors, 2025

ROADWAY IMPROVEMENT TYPE	MILES IMPROVED 2024	% IN EQUITY PRIORITY AREAS	% ALONG HIGH INJURY CORRIDORS	% WITHIN 600' OF SCHOOLS
Lane width reduction	0.43	0%	100%	63%
New shared-use paths or separate walking/biking paths	0.5	0%	0%	0%
New Neighborhood Greenways	0.59	0%	0%	37%
New bike lanes	0.67	0%	100%	27%
Road Diet	0.51	0%	100%	35%
Speed Humps	0.54	0%	0%	31%
<b>ALL ROADWAY MILES IMPROVED</b>	<b>1.69</b>	<b>0%</b>	<b>56%</b>	<b>40%</b>

Because streets often get multiple improvements, "all roadway miles" is not the sum of the above.

# POLICE TRAFFIC ENFORCEMENT PRIORITIZATION

Per the Vision Zero Action Plan, the City focuses traffic enforcement on behaviors associated with severe and fatal crashes and along High Injury Corridors. In 2025, the Police Department prioritized traffic enforcement by utilizing Patrol Officers for this when possible, resulting in a significant increase compared to the prior year.

- **Total moving violation citations and warnings in 2025: 6,316, up 72% from 2024<sup>2</sup>**
- **Percent along High Injury Corridors: 70%**

## Traffic Stops by Race

The data below includes the race/ethnicity as perceived by the officer. Officers generally do not collect self-reported race/ethnicity unless the stop was associated with a collision involving injury, an arrest, or other reportable incident/crime.

Table 7: Traffic Stops by Race, 2025

PERCEIVED RACE	% OF TRAFFIC STOPS
White	23%
Asian	17%
Black/African American	21%
Hispanic/Latine(x)	28%
Middle Eastern or South Asian	9%
Native American	0%
Pacific Islander	1%
*Multiple	1%

# STREET SAFETY CONCERN REPORTS

In 2025, community members submitted 411 reports of ongoing traffic safety concerns and near-miss crashes at locations throughout Alameda. The City uses the SeeClickFix app to collect these community reports.

In 2025, staff reviewed Street Safety Concern reports along relevant corridors when planning and designing projects; reviewed clusters of recent Street Safety Concern reports at monthly Vision Zero Implementation Team meetings; and quoted reports in grant proposals. An interactive map showing Street Safety Concern reports is available via the [Vision Zero webpage](#).

Self-reported data can favor people with resources and time, but it still gives important insights about experiences people have on Alameda’s streets.

Table 8: Listed Concern Types, 2025 Street Safety Concern Reports

CONCERN TYPE	NUMBER	%
Unsafe crossing	162	39%
Other safety issue	51	12%
Speeding	76	18%
Near-miss while walking	42	10%
Near-miss while riding a bicycle	33	8%
Near-miss while driving	32	8%
Blank	15	4%
<b>TOTAL</b>	<b>411</b>	

<sup>2</sup> Numbers do not include citations given by officers from partner agencies as part of PD’s participation in the Alameda County High Impact Traffic Team.

# Active Transportation Plan

2025 Performance Measures Report

**DRAFT**

*City of Alameda, DRAFT February 23, 2026*

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# PERFORMANCE MEASURES REPORT

This is the third annual report on the Active Transportation Plan, which the Alameda City Council adopted on December 20, 2022. It reports on the performance measures listed in Table 11 of the Plan for the 2025 calendar year. For further details on active transportation projects and programs, see the *Transportation 2025 Annual Report & 2026 Work Plan*.

## SAFETY

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

Table 1: People walking/bicycling killed, severely injured, and injured (5-year averages)

	BASELINE					TARGET
	2021	2022	2023	2024	2025	2030
Walking	28	26	28	31	34	Stable, or decreasing, as the number of people walking and biking increases.
Bicycling	24	23	22	26	29	

Notes: Source: Alameda Police Department (2021-2025) and Statewide Integrated Traffic Records System (SWITRS, 2010-2020).

## EQUITY

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

**11% of the 79 intersections** that received active transportation improvements in 2025 were in equity priority areas. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and signal improvements.

**0% of the 1.69 miles of roadway** that had bikeway or other corridor improvements added were in equity priority areas. Multiple corridor projects are coming to equity priority areas in the coming years, including the Willie Stargell Complete Street Project, the Lincoln/Marshall /Pacific Safety Project, and new Neighborhood Greenways.

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

**31% of active transportation programming and education events and activities took place in locations or schools in equity priority areas.**

This totals 9 (out of 29) events/schools/activities, and includes the 4 public schools in equity priority areas that were enrolled in the Countywide Safe Routes to Schools (SR2S) program in the 2024/25 school year (each of which held numerous events during the school year), 3 of the bike safety education classes, and 2 of the outreach events.

# CONNECTIVITY AND COMFORT

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

79 intersections received improvements for people walking. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and/or signal improvements.

## Measure: Miles of all bikeways and low stress bikeways

Alameda added 2.1 miles of bikeways in 2025, including 1.5 miles of low-stress bikeways, which include Neighborhood Greenways, shared-use paths, and separated bike lanes (also known as “protected bike lanes”).

**The City now has 61.3 miles of bikeways, of which 41% (25.4 miles) are low-stress facilities.**

Table 2: Miles of new bikeways, 2025

LOCATION	SHARED USE PATH	SEPARATED BIKE LANE	BICYCLE LANE	BICYCLE ROUTE	NEIGHBORHOOD GREENWAY
<b>Bay Trail on N. Waterfront</b> (Chestnut to Willow)	0.5				
<b>Central Ave</b> (Eighth to Sherman)			0.5		
<b>Clement Ave</b> (Ohlone to Grand)		0.2			
<b>Encinal Ave</b> (Broadway to Versailles)			0.2		
<b>Grand St</b> (Shore Line to Otis)		0.3			
<b>Pacific Ave</b> (Lafayette to Oak)					0.6
<b>Total Miles</b>	<b>0.5</b>	<b>0.4</b>	<b>0.7</b>	<b>0</b>	<b>0.6</b>
<b>ALL BIKEWAYS ADDED IN 2025</b>	<b>2.1</b>				



***Alameda added 2.1 miles of bikeways and constructed pedestrian safety improvements at 79 intersections in 2025.***

# COMMUNITY

## Measure: Number of schools with active Safe Routes to Schools programs

All 18 of Alameda’s public schools were enrolled in the Countywide Safe Routes to School (SR2S) program<sup>1</sup> in the 2024/25 school year. Each school holds multiple events per year promoting getting to school safely in a sustainable way, including walking and biking.

Private schools can access the online resources provided by the countywide program but cannot enroll or sign up for services.

Table 3: Schools with SR2S programs

	SCHOOL YEAR			TARGET
	2022/23	2023/24	2024/25	2030
Public Schools	17	17	18	All public and private schools
Private Schools	unknown	unknown	unknown	

## Measure: Number of 5<sup>th</sup> grade classes that receive bicycle safety education

In the first half of 2025, Nea Community Learning Center and Edison Elementary participated in the City-funded bicycle safety education program.

Due to low participation rates, the City did not renew its contract for 5<sup>th</sup> grade bike safety education in schools, and the program is on hiatus. Bicycle education is available to schools via the SR2S program.

Table 4: Schools with bike safety education workshops for 5<sup>th</sup> graders

	SCHOOL YEAR			TARGET
	2022/23	2023/24	2024/25	2030
Schools	0	1	2	All public and private schools

## Measure: Number of new or upgraded bicycle parking facilities

At least 12 bike racks were added with new development projects, totaling 24 new parking spaces. All of the City’s 134 parking spaces in shared-use electronic bike lockers were maintained, and plans were developed to make the lockers in the Civic Center Garage more usable, and to move under-utilized lockers to spaces where there is more demand. Priority locations for 100 new racks were identified; these racks are expected to be installed in 2026. There are now approximately 2,320 bicycle parking spaces in 835 racks around the city.

## Measure: Number of encouragement or educational events or campaigns held to support walking + bicycling

13 events or campaigns were offered, either by the City, its contractors, or the Countywide SR2S program. These included the major annual SR2S events, Bike to Wherever Day in May, the annual Bike Festival, and 6 bicycle safety education workshops.

In 2025, bicycle safety education included a workshop on fixing a flat tire, on-bike and classroom urban bike commuting basics classes, and a family cycling workshop.



<sup>1</sup> <https://alamedacountysr2s.org/>

# MODE SHIFT

The ATP includes six performance measures to assess trends in mode shift citywide, since no one measure can provide a complete picture. Data is available for three of these measures at this time, and the overall trend, with the limited available data in 2025, appears to show bicycling and walking modes remaining steady.

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

There are three automated counters in Alameda, each of which continuously counts people walking and biking on trails. One of these is owned by the City, while the other two are owned by the East Bay Regional Park District.

Unfortunately, in 2025, all three counters had gaps in their bike and/or pedestrian data collected. For the one period when all counters collected bike data, from January to March, bicycling increased 5-14% year over year, with the highest increase on the Cross Alameda Trail.

Table 5: Daily average number of bicyclists counted on trails from **January 1 to March 31 only**

BASELINE			
	2023	2024	2025
<b>Bay Farm Island, near Bike Bridge</b>	[not yet installed]	466	500
<b>Crown Memorial State Beach, near McKay</b>	[not yet installed]	154	162
<b>Cross Alameda Trail, near 5<sup>th</sup> St</b>	108	138	157

Bicycle and pedestrian counts are conducted at seven intersections in Alameda every two years by the Alameda County Transportation Commission (Alameda CTC) as part of their countywide performance measures reporting. Counts were last collected in 2024 and included in last year’s Performance Measures Report. Since this is an off-year and no data was collected in 2025, there are no new trends to report.

In 2025, no before/after count data was available for new capital projects.

## Measure: Percent of people walking and bicycling to transit

SF Bay Ferry conducted its annual passenger survey in 2025 which included questions on how people access the ferry terminal. Across Alameda’s three ferry terminals, 15% walked all the way to the terminal and 21% biked or scootered, which is similar to 2024 data.

Across the entire Bay Area ferry system, Harbor Bay had the highest percentage (31%) of respondents who said they biked or scootered to the terminal.

AC Transit collected on-board passenger data in 2025 but, as of publication, the survey findings are not yet available.

Table 6: Percentage of passengers walking and biking to ferry terminals (2025); Significant trends from 2024 indicated with up/down arrow.

MODE OF ACCESS	%		
	MAIN STREET	SEAPLANE LAGOON	HARBOR BAY
<b>Walk</b>	14 ▲	10	22 ▼
<b>Bicycle</b>	12	19	31 ▲

Note: “Walk” counts those who walked all the way, not just for part of a trip. “Bicycle” includes scootering.



Photo: SF Bay Ferry

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

The latest three-year averages for commute to work modes show walking steadily increasing, bicycling remaining flat and driving alone continuing to decrease. While most trips people take are not commute-related, this is one more data point for tracking mode shift over time.

Table 7: Percentages of people walking, bicycling and driving alone to work (3-year averages)

MODE	BASELINE %				TARGET %
	2021*	2022*	2023	2024	2030
Walk	2.6	2.2	2.4	3.4	4.0
Bicycle	2.4	2.6	2.9	2.8	3.6
Drive alone	54.5	51.7	47.0	45.7	Stable or decreasing

\*Note: No data collected in 2020, so 3-year averages skip this year. Source: American Community Survey

## FUTURE YEAR REPORTING

Three of the performance measures in the Active Transportation Plan are not included in this report, since there is not yet new data on which to report. The frequency of reporting on these measures is listed in the Plan’s Table 11. The three are:

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