

CITY OF ALAMEDA RESOLUTION NO. _____

MAKING SIGNIFICANT SAFETY IMPROVEMENTS TO ALAMEDA
STREETS IN 2022 AND BEYOND TO END FATALITIES AND
SERIOUS INJURIES

WHEREAS, the Alameda City Council is committed to protecting the health and safety of every Alameda resident, visitor, and worker; and

WHEREAS, the Alameda City Council is committed to eliminating fatalities and serious injuries occurring from traffic collisions in Alameda; and

WHEREAS, in 2019, the Alameda City Council declared Alameda a Vision Zero City recognizing that from 2009 to 2018, an average of 2 deaths and 10 severe injuries occurred each year on Alameda streets and roads; and

WHEREAS, eight (8) fatalities have occurred over the last 24 months, and the frequency, location, and time of day of these fatalities demonstrate that dying on Alameda streets can happen to anyone at any time in Alameda; and

WHEREAS, eliminating fatalities and serious injuries will require systemic, comprehensive and citywide changes to the City of Alameda roadway network; and

WHEREAS, the Alameda City Council appropriated \$20.7 million in Transportation System Enhancements and an additional \$19.8 million in Pavement, Lighting and Urban Forest improvements in the Fiscal Years 2021-22 and 2022-23 Capital Improvement Program; and

WHEREAS eliminating fatalities and serious injuries will require continuous financial commitment by the Alameda City Council in the Capital Improvement Program, as well as funding for operations and programs.

NOW THEREFORE BE IT RESOLVED that the City Council of Alameda hereby directs City staff to implement all of the following improvements without any further delay:

Intersection Visibility Improvements on Tier 1 and Tier 2 High Injury Corridors.

Pedestrians are dying in crosswalks as they walk across the street in Alameda, and daylighting intersections makes it possible for drivers to see people in the crosswalk before it is too late. Staff is hereby directed to take all necessary actions to finish daylighting intersections along the City's Tier 1 and Tier 2 High Injury Corridors (HIC) including these remaining corridors.

- Lincoln Avenue, Paru Street to Fountain Street
- Park Street, Shore Line Drive to Blanding Avenue
- Santa Clara Avenue, Park Street to Grove Street
- Webster Street, Central Avenue to Stargell Avenue
- Oak Street, Powell Street to Blanding Avenue

Grand Street Tier 1 High Injury Corridor Safety Improvements. Staff is hereby directed to take all necessary actions to complete wide-ranging street paving and safety improvements to the Tier 1 High Injury Corridor along Grand Street from Encinal to Shore Line Drive. This work will include:

- Installing flashing beacons at Wood School and potentially other locations
- Installing high-visibility crosswalks
- Daylighting all intersections
- Adjusting travel lane striping
- Installing a parking protected bike lane for Wood School access/egress
- Enhancement to bike lanes including buffering where space is available
- Enhancing bus stops
- Updating signage and striping
- Improving curb ramps and drainage

High Injury Corridor Intersection Improvements. Staff is hereby directed to complete the design work and take all necessary actions to commence construction of the following improvements to the following three High Injury Corridor intersections within the next 12 to 16 months:

- Santa Clara Avenue at Grand Street
 - Install ladder crosswalks on all four crossings.
 - Install striped bulb-outs with bollards on all four corners.
 - Replace one pedestrian head on the northeast corner to be countdown.
 - Replace signal cabinet and controller, and upgrade timing.
 - Replace all signal heads to be 12" with backplates.
 - Install video detection on all four approaches and abandon existing in-ground detection.
 - Install accessible pedestrian push buttons for all pedestrian crossings and remove existing non-compliant pedestrian push buttons.
- Otis Drive at Willow Street
 - Install video detection on all four approaches and abandon existing in-ground detection.
 - Install accessible pedestrian push buttons for all pedestrian crossings and remove existing non-compliant pedestrian push buttons.
 - Remove overgrown vegetation near the traffic signal head on the northeast corner.

- Adjust pedestrian signals.
- Improve signs.
- Replace signal cabinet and controller, and upgrade timing.
- Replace 8" signal heads to be 12" with backplates.
- Install missing backplates to existing 12" signal heads.
- Otis Drive at Park Street
 - Install continental crosswalks with stop bars. Existing pavement arrows to be relocated.
 - Complete daylighting with red curbs.
 - Install striped bulb-out with bollards on the southeast corner.
 - Replace signal cabinet and controller, and upgrade timing.
 - Install missing backplate to existing 12" signal head.
- Fernside Boulevard at San Jose Avenue
 - Relocate existing "STOP" pavement marking and stop bar.
 - Install striped bulb-out with bollards on northwest and southwest corners.
 - Remove outdated pedestrian crossing sign system, and install rectangular rapid flashing beacon system on the south leg crosswalk with accessible pedestrian push buttons.
 - Install centerline striping on the minor leg.
 - Paint red curbs on the north and south sides of the minor leg.

School Safety Improvements. Alameda crash data finds that young people ages 10-24 are disproportionately vulnerable to fatal and severe injury crashes, and crashes involving children are more likely to happen near schools. Staff is hereby directed to take all necessary actions to complete Safe Routes to School improvements in the next 12 months at the following eight schools which have complete School Safety Assessments:

- Academy of Alameda
- (Amelia) Earhart Elementary School
- Edison Elementary School
- Franklin Elementary School
- Love Elementary School
- Maya Lin School
- Nea Community Learning Center
- Will C. Wood Middle School

Cross Alameda Trail Safety Improvements. Staff is hereby directed to take all necessary actions to complete the design and commence construction for comprehensive safety improvements to Clement Avenue, which serves as part of the Cross Alameda Trail and was the location of a serious injury crash between an automobile and a family of four on bicycles in 2018. This work will require and include:

- Constructing a new two-way, protected cycle track from Walnut Street to Broadway
- Restriping the travel lanes from Walnut Street to Broadway
- Installing high-visibility crosswalks from Walnut Street to Broadway
- Daylighting intersections between Grand and Broadway

In addition, staff is hereby directed to take all necessary actions to complete the design and commence construction for improvements to the signalized intersections along the Cross Alameda Trail between Constitution Way and Main Street. These improvements will help separate trail users from vehicle traffic and reduce conflicts. Construction of the following improvements should commence in the next 12 to 16 months:

- Constitution Way and Atlantic Avenue
- Webster Street and Atlantic Avenue
- Main Street and Ralph Appezato Memorial Parkway

Main Island Intersection and Striping Improvements. Staff is hereby directed to take all necessary actions to complete striping, signage, safety and visibility improvements in the next 12 months on:

- Concordia Street, from Lincoln Avenue to Buena Vista Avenue
- Hawthorn Street, from San Antonio Avenue to the south end
- Mariner Square Drive, from Constitution Way to Marina Village Parkway, and Marina Village Parkway to the north end
- Ninth Street, from Haight Avenue to Buena Vista Avenue
- Pacific Avenue, from Webster Street to Sherman Street (Tier 3 HIC), Benton Street to Grand Street (Tier 3 HIC), and Fifth Street to Sixth Street
- Santa Clara Avenue, Pacific Avenue to Third Street
- Fifth Street, Central Avenue to Buena Vista Avenue
- Haight Avenue, Pacific Avenue to Webster Street
- Page Street, Central Avenue to Santa Clara Avenue
- Palace Court, Sixth Street to the west end
- Wood Street, Lincoln Avenue to Pacific Avenue

Bay Farm Island Intersection and Striping Improvements. Staff is hereby directed to take all necessary actions to complete striping, signage, safety and visibility improvements including stop bars, yield lines, crosswalks, edge lines, centerlines, and sign and post replacements in the next 12 months at:

- Aughinbaugh Way, from Sea View Parkway to Mecartney Road
- Mecartney Road, from Belmont Place to Melrose Avenue
- Mecartney Road at Verdemar Drive, Fontana Drive, Sharon Road, and Adelphian Way
- Packet Landing Road, from Aughinbaugh Way to Brittany Drive
- Sea View Parkway at Tralee Lane, Oldcastle Lane, Shamrock Lane Pedestrian Crossing, Kara Road, Justin Circle, Avington Road, and Norwich Road
- Dublin Way at Tralee Lane, Ulster Place, and Wexford Place
- Sheffield Road at Sheffield Way, Stanbridge Court, Cumberland Court, Channing Way, Cheswick Court, Brighton Road, Kevinton Place, and Roxburg Lane
- Robert Davey Jr Drive at Channing Way, Oyster Pond Road, Puddingstone Road, and Island Drive
- Oyster Pond Road at Basinside Way
- Victoria Bay at Stone Harbor, and Oyster Shoals
- Island Drive at Clubhouse Memorial Road, Maitland Drive, Garden Road, Dahlia Drive, Eugenia Court, Fir Avenue, and Catalina Avenue
- Fir Avenue at Gardenia Terrace, Camellia Drive, and Holly Street
- Magnolia Drive at Fitchburg Avenue
- Flower Lane at Garden Road, Maitland Drive, and Beach Road
- Harbor Bay Parkway at Doolittle Drive, Maitland Drive, Penumbra Street, A Street, South Loop Road, North Loop Road, (Abbott) Driveway Entrance, and Bay Edge Road
- North Loop Road
- South Loop Road
- Penumbra Street at Parking Lot Driveway
- Adelphian Way at Sweet Road Pedestrian Crossing
- Sweet Road, from McMurty Court to Shalmon Road
- Lawrence Road, from Ross Road to Anderson Road; and

BE IT FURTHER RESOLVED that the Alameda City Council hereby directs City staff to proceed without delay on the above described safety improvements and authorizes staff to begin work immediately without the need for neighborhood notification, neighborhood hearings, or any form of discretionary review and/or discussion. Staff may,

at its convenience, provide courtesy notices to adjacent neighborhoods, but such notices are not required and may be replaced with one quarter page newspaper notices in the Alameda Sun and/or Alameda Journal; and

BE IT FURTHER RESOLVED that the City Council of Alameda hereby directs and authorizes staff and the City Manager's office to utilize existing contractor and consultant support as needed and to sole-source consultant and contractor work to qualified firms that are either under contract currently with the City of Alameda or have worked for the City of Alameda within the last five years; and

BE IT FURTHER RESOLVED that the City Council of Alameda hereby authorizes an additional \$2 million dollars to be expended to accelerate transportation improvement projects; and

BE IT FURTHER RESOLVED that the City Council of Alameda hereby directs staff to prioritize the final planning and design work in the next 12 months to allow for construction to commence for the following safety improvements in the 2023/2024 period:

- Central Avenue Safety Improvement Project from Pacific Avenue to Sherman Street
- Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement Project
- Clement Ave Extension / Tilden Way
- Maitland Drive Traffic Safety Improvements
- Mecartney Road / Island Drive Improvement Project
- Park Street and Webster Street Complete Streets Projects
- Projects adopted and prioritized in the 2022 Active Transportation Plan

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I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in a regular meeting assembled on the 7th day of December 2021, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the seal of said City this 8th day of December 2021.

Lara Weisiger, City Clerk
City of Alameda

APPROVED AS TO FORM:

Yibin Shen, City Attorney
City of Alameda