

Alameda Transportation Draft 2022 Annual Report & 2023 Work Plan

City of Alameda, January 31, 2023

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1. EXECUTIVE SUMMARY

This Annual Report highlights City of Alameda transportation accomplishments from 2022 and priorities for 2023. It fulfills General Plan Mobility Element requirements for annual public reviews of the transportation system¹ and serves as an annual report for the Transportation Choices Plan (TCP, 2018) and the Vision Zero Action Plan (2021). The Vision Zero Action Plan seeks to eliminate traffic deaths and severe injuries by 2035. The Transportation Choices Plan aims to reduce solo driving and increase other modes while improving safety and equity, and reducing greenhouse gases. The General Plan Mobility Element includes these goals and speaks to providing for the mobility needs of all Alameda community members. The Climate Action and Resiliency Plan (CARP, 2019) includes goals to reduce vehicle miles traveled (VMT) and increase the share of electric vehicles, which are reported in CARP's annual report.

2022 Accomplishments

Citywide Transportation Planning

- The City Council adopted the [Active Transportation Plan](#), which created a long-range vision for walking and bicycling in Alameda, as well as an eight-year infrastructure and programs strategy.
- The Transportation Commission and Planning Board endorsed new Street Classifications as an update to the 2021 General Plan (adopted by City Council in January 2023).
- Finalized the Citywide Roundabout Screening Analysis.
- Revised and sought approval for the Smart City Master Plan; City Council voted to remove transportation elements.
- Adopted General Plan Housing Element update and implemented zoning amendments to accommodate required growth along transit corridors and near key services and employment centers to minimize transportation impacts of future development.

Transportation Programs

- Improved parking management by re-starting metered, two-hour parking in Commercial Streets program areas; launching the Alameda Parking Enforcement Service under Public Works; creating a comprehensive parking webpage; and writing the Ferry Terminal Parking Pricing Strategy.
- Provided bicycling safety education to children (in school), teens, families, and adults via contracts with two non-profits: Cycles of Change and Bike East Bay.
- Developed a proposed infrastructure rapid response program after fatal and severe crashes.
- Provided Vision Zero training to all Police Department shift lineups, and provided High Injury Corridor map to all officers.
- Focused traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.
- 17 transportation grants were submitted, totalling over \$71 million in requests (this includes multiple applications for the same project). As of January 2023, \$5.9 million in funding has been awarded for 6 projects, with 4 projects still under consideration for over \$18 million in funding. The six awards are:
 - [Central Ave Safety Project](#): roundabout at Central/4th/Ballena [\$2,325,000]

¹ [General Plan Mobility Element](#) ME-4, "Conduct an annual public review of the performance of the transportation system and adjust transportation investment priorities as necessary to support equity objectives," and ME-19c, "Provide comprehensive citywide monitoring of the transportation system for all modes to be included in the Annual Report on Transportation."

- [Bay Farm Island Flood Protection and Coastal Resilience Project](#): designs for the Veterans Court seawall and Lagoon System 1 outfall and long-term adaptation strategy for the Bay Farm Island shoreline [\$1,500,000]
- Green Stormwater Bioretention Areas Project: green infrastructure for resurfacing or street projects at various location TBD [\$1,500,000]
- [Oakland-Alameda Estuary Adaptation Project](#) planning grant [\$425,000]
- Grand Street sidewalk gap [\$50,000]
- [Grand Street Paving and Safety project](#): matching funds [\$76,000]

Public Transportation

- Transitioned the Alameda Loop Shuttle, a part of the City's [paratransit](#) program, which was underutilized and less cost-effective, to more participants using the free AC Transit bus pass and Uber/Lyft concierge programs.
- AC Transit extended the [pilot Line 78](#) to end the pilot period in August 2023 rather than 2022.
- Developed a partnership with the Water Emergency Transit Authority (WETA), private developers, and business associations to plan for and fund a pilot **water shuttle across the Oakland Estuary**.

Capital Project Planning & Design

- Based on Council-approved concepts, finalized construction drawings for the [Central Avenue Safety Improvement](#) project, so construction can commence in mid-2023.
- Engaged with the community and created the concept for the [Clement Ave Extension/Tilden Way](#), which will create a complete street along the abandoned railroad right-of-way along Tilden Way and the eastern terminus of Clement Avenue, and form part of the Cross Alameda Trail.
- For the Cross Alameda Trail from [Constitution Way to Main Street](#), completed design on crossing improvements at all signalized intersections along the corridor between Main Street and Constitution Way.
- For the Cross Alameda Trail on [Clement Ave](#) from Grand Street to Broadway, completed design for two-way, separated bicycle lanes; restriped auto travel lanes; high visibility crosswalks; and daylighted intersections.
- Developed draft construction plans for four north/south trails to connect to the Jean Sweeney Open Space Park and Cross Alameda Trail.
- City Council approved the final concept for the [Grand Street Resurfacing and Safety Improvements](#) project, which adds safety features such as flashing beacons, high visibility crosswalks, one-way separated bike lanes, and adjusted auto lane striping on Grand from Encinal to Shore Line.
- Conducted public engagement and drafted a concept for the [Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement](#) project, which will include major safety improvements for three miles of this corridor from Broadway to Main.
- The Transportation Commission endorsed the [Mecartney Road / Island Drive Improvement Project](#), which aims to improve this key Bay Farm intersection, bringing it up to current best practice standards for safety, adjacent bus stops and path crossings.
- Hired consultants for and launched the Project Initiation Document phase services for the [Oakland Alameda Estuary Bridge project](#).
- Approved Development Plan and Tentative Map for former Pennzoil site at Grand Street and Clement Avenue which will complete the Clement Street Extension and close a key gap in the Cross Alameda Trail.

Capital Project Construction

- Finished the [High Injury Corridor Daylighting Project](#) on Tiers 1 and 2 High Injury Corridors, increasing safety and visibility by painting red curbs at intersections.
- Completed [pavement resurfacing](#), striping, signage, safety, and visibility improvements on 11 corridors per the resurfacing schedule. This included upgraded crosswalks, new daylighting, and traffic calming at intersections like Shore Line and Grand, and Shore Line and South Shore.

- Implemented Leading Pedestrian Interval (LPI) at all traffic signals with the technical capacity. Updated signal timing to have pedestrian WALK signals granted according to the [Signalized Intersection Equity Policy](#) (2021).
- Commenced construction on the Alameda Point Adaptive Reuse project, including construction of complete streets with bicycle and pedestrian facilities: Pan Am, West Tower, Saratoga, and West Midway.
- Developers completed the Del Monte section of the Clement Street Extension and Cross Alameda Trail from Sherman Street to Entrance Road.
- Caltrans completed Crosswalk Safety Enhancements at six intersections along Route 61 by adding new Rectangular Rapid Flashing Beacons.

2022 Transportation Facts

Safety & Bikeways

- In 2022, two people died and 13 were seriously injured in traffic collisions on Alameda streets. Compared to the last couple of years, this represents a decrease in fatalities but an increase in serious injuries, specifically among people in motor vehicles.
- In 2022, safety improvements were made at 113 intersections, nearly 70% of which were on High Injury Corridors. Improvements included rapid flashing beacons, curb extensions, new/upgraded crosswalk markings, and daylighting. An additional set of intersections received signal upgrades like Leading Pedestrian Intervals.
- Alameda added 1.7 miles of bikeways in 2022. The City now has 53.6 miles of bikeways, including 22 miles of low-stress facilities.
- In 2022, 73% of APD traffic enforcement stops were on High Injury Corridors, with officers prioritizing efforts on dangerous streets.
- As of 2021, the City's Pavement Condition Index is at the high end of "fair condition," slightly above the Bay Area average and significantly better than the bordering cities of Oakland and San Leandro.

Public Transit

- Bus ridership continued increasing in 2022, and average daily boardings on AC Transit bus lines serving Alameda were 60% higher than in 2020. However, 2022 ridership on these lines was still 45% lower than in 2019, before the pandemic began.
- The Alameda Free AC Transit Bus Pass Pilot Program, which serves people with disabilities and low-income people age 65+, had 199 active users taking over 5,900 trips per month by the end of 2022.
- Across its system, WETA's ferry service has achieved 65% of pre-pandemic weekday ridership and 100% pre-pandemic weekend ridership. Ferry ridership on Alameda routes increased 103% over the course of 2022, led by the Seaplane Lagoon terminal.

Motor Vehicle Trends

- Alameda had 8% fewer registered motor vehicles in 2022 compared to 2017.
- Car share usage on Getaround and Gig Car Share increased 45%-60% in 2022 compared to 2021, which had seen a dip in usage.
- Alameda County traffic increased: average daily Vehicle Miles Traveled (VMT) was 7% higher across the County in 2022 compared to 2019. Despite that, average traffic delays still were 53% lower than in 2019.
- Bay Bridge motor vehicle volume was 9% lower in 2022 than 2019.

Outreach & Staffing

- In 2022, the transportation team organized 14 public events; sent 54 mailings with 83,300 delivered and a 44% unique open rate; and gave at least 78 presentations to City Council, City boards and commissions, community organizations, and ad-hoc committees.

- 2022 transportation positions were just over 8 FTE in total, but a transportation engineer position remained vacant despite a recruitment effort due to a regional shortage of transportation engineers.

2023 Work Plan

Citywide Transportation Planning

- Complete ADA Self-Evaluation and Transition Plan for public facilities and public right of way.
- Complete Tsunami Evacuation Plan.
- Develop performance metrics and goals for the transportation network.
- Develop Neighborhood Greenway Design and Implementation Guide.

Transportation Programs

- [Vision Zero](#)
 - Fund and begin implementing the Rapid Response after Fatal Crashes program.
 - Create traffic engineering project checklists to use during design and implementation that include specific safety and equity considerations.
 - Implement a limited Vision Zero public safety campaign.
 - Support the Alameda Unified School District as it works to adopt a policy that supports traffic safety education and Safe Routes to Schools-supportive infrastructure.
 - Continue focusing traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.
- Pedestrian & Bicyclist Safety Education
 - Continue offering in-school bicycle safety education as well as classes and workshops for the general public.
 - Support annual Bike Festival.
 - Begin Crossing Guard program evaluation.
- Trails Maintenance: Complete a citywide trails inventory, prioritize segments for maintenance, seek funding, and continue maintenance.
- [Parking Management Program](#)
 - Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals
 - Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy.
 - Improve security in the Civic Center Parking Structure.
 - Update the Business District Parking Permit Program.
 - Improve curb management & ADA parking on Park & Webster St.

Public Transportation

- Continue the new AC Transit bus pass and Uber/Lyft concierge programs for the City's [Paratransit program](#).
- Participate in development of, and support, the AC Transit Recovery Plan.
- Support AC Transit's Line 78 evaluation and determination; participate in WETA's Line 78 outreach plan.
- Coordinate Alameda TMA and AC Transit efforts to expand Line 96 and to increase frequency of Line 19 with support from the Alameda TMA.
- Evaluate bus stop bench coverage, plan locations for new bus benches, and begin installation.
- Pending grant and other funding availability for the Estuary Water Shuttle, plan for service to start by early 2024, to be administered by WETA.

- Participate in and support the WETA 2050 Business Plan development.
- Begin discussions with WETA regarding timing of termination of City subsidy for Harbor Bay ferry operations.
- WETA to begin construction on the Main Street ferry terminal refurbishment late in the year.
- Participate in and support the [Link 21](#) Train Service Planning (BART, Capital Corridor).

Capital Project Planning & Design

- Seek City Council approval of final concept and begin design for the [Clement Ave Extension/Tilden Way](#) (part of the Cross Alameda Trail).
- Develop plans for red curbs on Tier 3 High Injury Corridors as part of the [High Injury Corridor Daylighting Project](#).
- Seek City Council approval of final concept for the [Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement](#).
- Seek final City Council decision on concept for the [Mecartney Road/Island Drive Improvement](#)
- Complete a final Project Initiation Document (PID) for the [Oakland Alameda Bicycle and Pedestrian Bridge](#) with adoption expected in early 2024.
- Start transitioning existing Slow Streets to Neighborhood Greenways.
- Design [Pavement Management & Safety Improvements](#) to be constructed 2024.
- Further develop the [Stargell Avenue Improvements](#).
- Develop roundabout designs at high priority locations based on citywide roundabout analysis.
- Coordinate with Caltrans on its design of Broadway/Otis/Doolittle Resurfacing and Safety Improvements, as part of State Route 61.
- Support development of construction documents for Alameda CTC's [Oakland Alameda Access Project](#).

Capital Project Construction

- Begin construction on [Central Avenue Safety Improvements](#).
- Cross Alameda Trail:
 - Construct [Clement Safety Improvements](#) from Grand to Broadway
 - Implement signal upgrades at all intersections along Ralph Appezzato Memorial Parkway from [Constitution Way to Main Street](#)
 - Finalize construction plans and construct four new Jean Sweeney Open Space Park Trail Connectors, connecting to the park and the Cross Alameda Trail.
- Construct flashing beacons & striping improvements at Lincoln/Walnut.
- Complete plans and commence construction on Highway Safety Improvement Program-funded signal and pedestrian improvements at Santa Clara Avenue at Grand Street; Otis Drive at Willow Street; Otis Drive at Park Street; and Fernside Boulevard at San Jose Avenue.
- Complete design and commence construction on the [Grand Street Resurfacing and Safety Improvements](#).
- Update striping, including new color curb zones, on Park Street and Webster Street.
- [Safe Routes to School Infrastructure](#): develop construction plans for improvements at schools that have completed School Safety Assessments and construct first phase of improvements.
- Continue construction on Alameda Point Adaptive Reuse project.
- Support Caltrans' construction of Encinal Ave Pavement Resurfacing and Safety Improvements.

2023 Grant Application Priorities

In order to conserve staff resources and focus on adopted plan goals, staff identified possible capital projects and programs for grant funding and scored them against criteria to create the below table of priority projects for grant proposals in 2023. The considered projects and programs included those that are in the planning phase and are ready to accept additional funds in the near term, and unfunded transportation projects and programs from adopted plans. Projects were then 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 projects scoring a ten or higher are included on the list. The applications that are ultimately submitted will depend on how well the projects match the available funding sources, and other (lower scoring) projects may be submitted, if they are a particularly good fit for a funding source.

Project	Description	Phase
Alameda Point: New Transportation Infrastructure	Reconstruct roadways with complete streets in Alameda Point, including Main Street and Adaptive Reuse Area, as City invests in new utility infrastructure and builds climate resiliency	Design; Plans, Specifications & Estimates (PS&E) and Construction
Estuary Water Shuttle	Operate a pilot water shuttle between West Alameda and Jack London Square, and other points, with public and private partners	Operations
Fruitvale Railroad Bridge Hazard Removal	Prepare disposition study (an analysis of the economic utility of the bridge) to inform the United States Army Corps of Engineers' decision on use, transfer, or demolition of structure. [City to support the Army Corps in finding funding]	Planning
Lincoln/Marshall/Pacific Ave Corridor Safety Improvement	Major safety improvements for three miles of this corridor from Broadway to Main [unfunded portions]	PS&E and Construction
Neighborhood Greenways	Neighborhood Greenway implementation, as outlined in the Active Transportation Plan	Design, PS&E and Construction
Oakland-Alameda Estuary Bridge	New bicycle/pedestrian connection across the estuary. Work with other partner agencies to secure funding for environmental phase, to be led by a public agency that is yet to be determined.	Project Approval and Environmental Document (PA&ED)
Resurfacing Streets	Secure additional funding to support expanded complete street and green infrastructure elements of street repaving projects	PS&E and Construction
Roundabouts	Implement highest scoring roundabouts	Design, PS&E and Construction
Safe Routes to School Access Improvements	Implement Safe Routes to School Access Improvements at locations with new School Safety Assessments	Design, PS&E and Construction
Safety Improvements at High Crash Intersections	Upgrade and improve locations identified as high crash intersections in the Vision Zero Action Plan; could include roundabouts, signal upgrades, and/or other upgrades	Design, PS&E and Construction

Stargell Ave Safety Improvements	From Main St to Fifth St, add walking/biking trail and potential roundabouts	Design, PS&E and Construction
Street Re-designs for Park/Oak and Webster Streets	Evaluate, design, and construct initial phase improvements for all modes and business districts, per Active Transportation Plan and Commercial Streets program.	Design, PS&E and Construction
Westline Drive/8th St Bus Queue Jump Lane and Bikeways	Add bus queue jump lanes, new bikeways and shared-use trails between Otis St and Central Ave.	Design, PS&E and Construction

2. PERFORMANCE MEASURES

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

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

Traffic Crashes

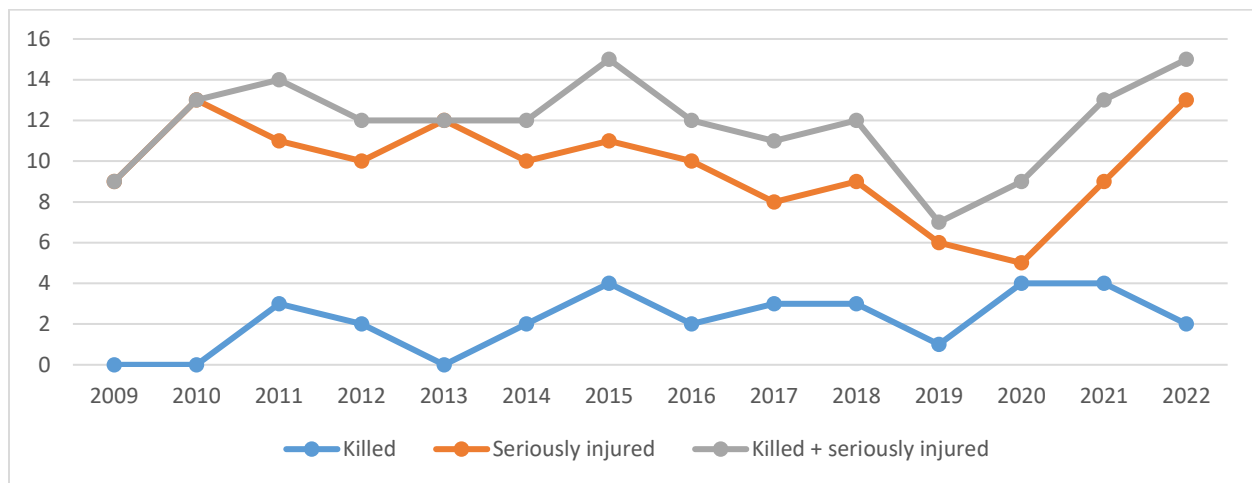
In 2022, two people lost their lives and 13 were seriously injured in traffic collisions on Alameda streets. Compared to the last couple of years, this represents a decrease in fatalities but an increase in serious injuries, specifically among people in motor vehicles. For details and analysis, see the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

Table 1: Traffic Fatalities and Injuries by Mode of Travel

	2019	2020	2021	2022
All modes				
Killed	1	4	4	2*
Severely injured	6	5	9	13
All injuries	273	167	158	175
Pedestrians				
Killed	0	2	2	0
Severely injured	3	2	3	3
All injuries	44	30	29	24
Bicyclists				
Killed	0	1	1	0
Severely injured	1	0	2	3
All injuries	29	24	12	25
In a motor vehicle				
Killed	0	1	1	1
Severely injured	2	3	3	7
All injuries	196	109	113	117
Riding a motorcycle				
Killed	1	0	0	1
Severely injured	0	0	1	0
All injuries	4	4	4	9

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

Figure 1: Traffic Fatalities + Serious Injuries, 2009-2022



Street Safety Improvements & Bikeways

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

Table 2: Safety Improvements at Intersections, 2022

Intersection or Mid-Block Crossing Improvement Type	Intersections Improved 2022	% along High Injury Corridors	% in Equity Priority Areas	% within 600' of Schools
New Daylighting (new red curb)	71	73%	38%	23%
New Concrete Bulb-outs	3	0%	0%	0%
New Striped Bulb-outs	2	100%	50%	0%
New Marked Crosswalks	17	41%	18%	0%
New/Upgraded High Visibility Crosswalks	33	61%	36%	6%
New Signal Improvements for Safety*	1*	100%	0%	0%
New Rapid Flashing Beacons at crosswalks	9	78%	22%	11%
All Intersections Improved 2022**	113	68%	31%	17%

*Data is missing for most signal improvements.

**Since some intersections get multiple improvements, "all intersections improved" is not the sum of the above.

Table 3: Miles of Bikeways

Year	Total Miles of Bikeways	Shared-use Path	Bike Lane	Bike Route	Separated Bike Lane	Upgrade (Standard Bike Lane to Buffered Bike Lane)
As of 2020	49.1	17.5	17.8	11.2	2.6	1.1
Added in 2021	2.7	0	1.1	0.6	1.1	0.2
Added in 2022	1.7	.5	0.1	0.9	0.3	0.5
Totals	53.6	18.0	19.0	12.6	4.0	1.8

Table 4: Bicycle Parking Spaces

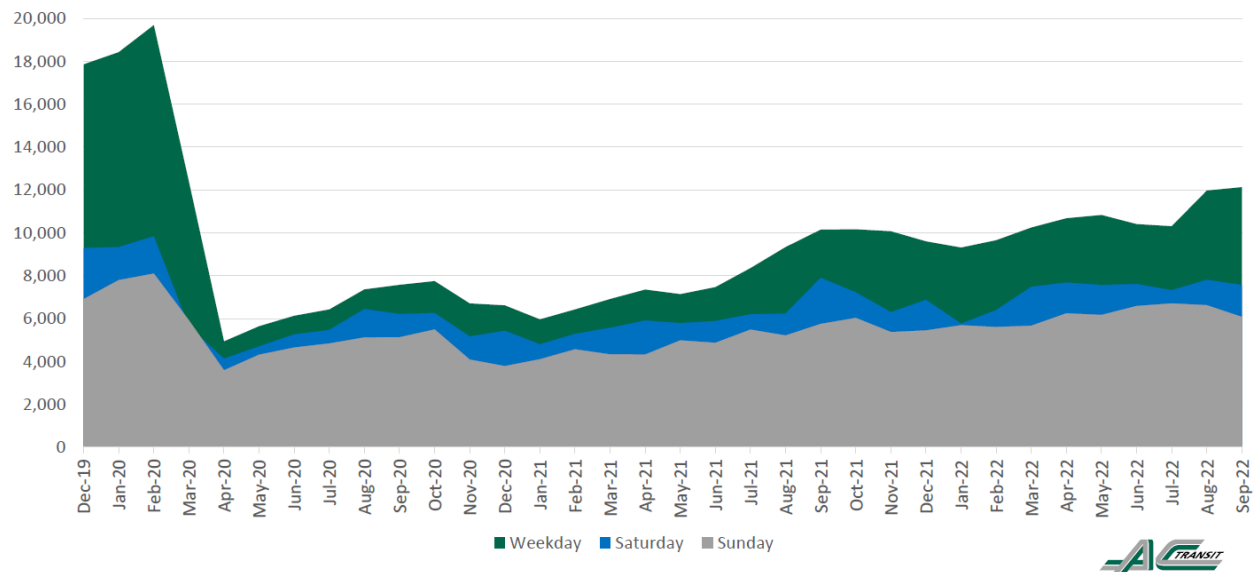
Year	Spaces in Racks	Spaces in Lockers	Notes
As of 2020	Over 565	114	
Added in 2021	86	8	
Added in 2022	5+	12	New racks and lockers at Bohol Circle Immigrant Park
Totals	655+	134	

Public Transportation

Bus – AC Transit

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

Figure 5: Average Daily Boardings on Alameda Lines



Source: AC Transit

Table 6: Average Daily Boardings by Line

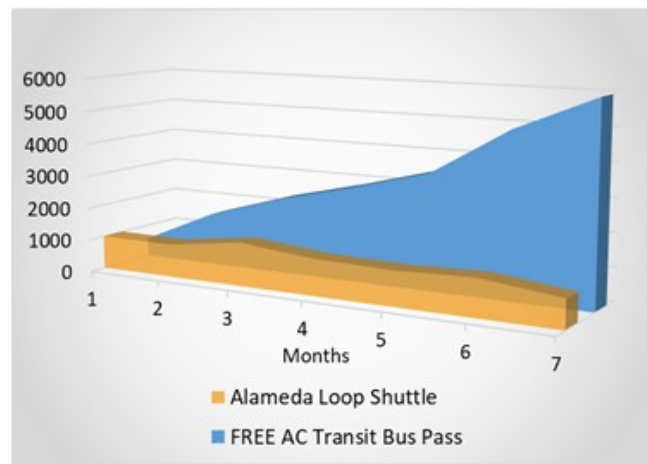
Line	Weekdays in July					Pre-COVID vs. Current 2019 to 2022	COVID Start vs. Current 2020 to 2022
	2018	2019	2020	2021	2022	% Change	% Change
19	886	780	314	206	249	-68%	-21%
20	2,635	2,485	1,441	1,344	1,673	-33%	16%
21	1,712	1,689	1,000	1,195	1,211	-28%	21%
51A	8,121	8,815	2,551	4,063	4,967	-44%	95%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

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

Paratransit Programs

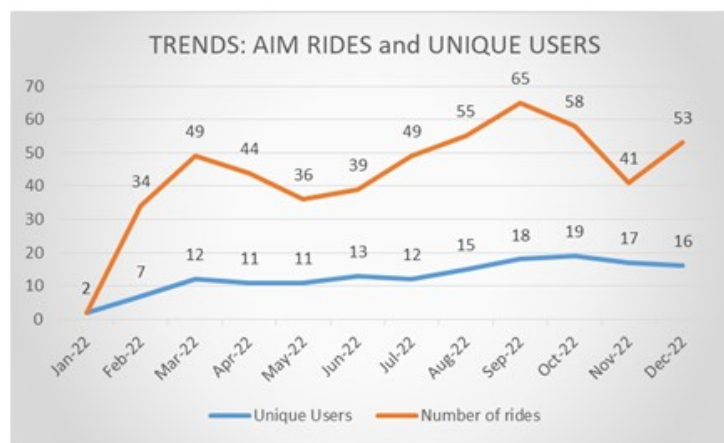
In December 2022, there were 199 active users taking over 5,900 trips per month using the Alameda Free AC Transit Bus Pass Pilot Program. Contrast this with April 2019, which was the highest ridership month for the Alameda Free Loop Shuttle, where there were a total of 1,323 boardings. The figure below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

Figure 2: Monthly Boardings Comparison



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

Figure 3: AIM Trends



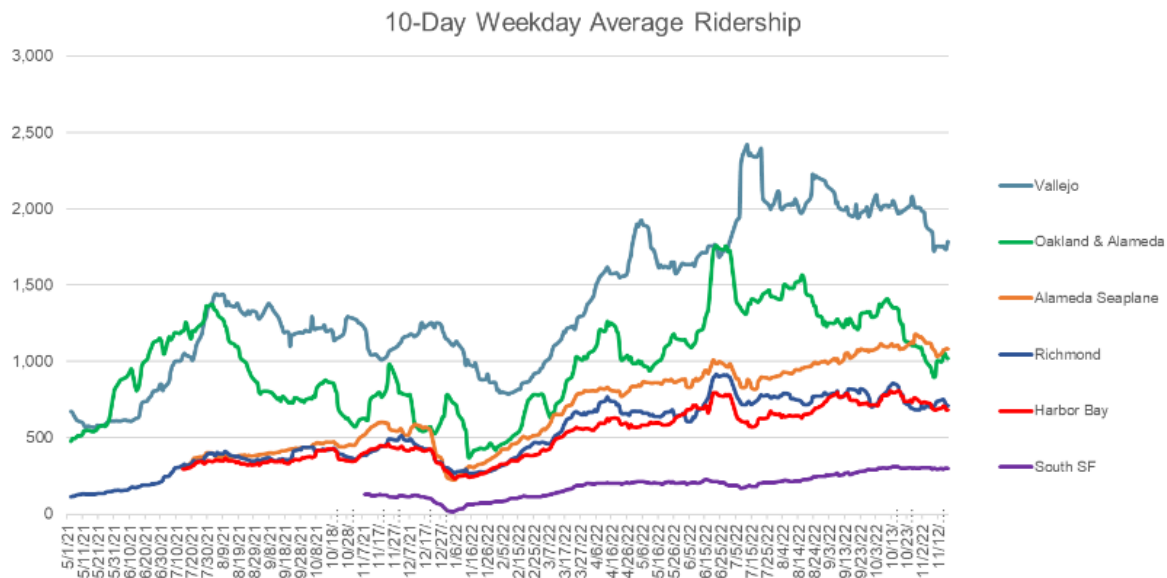
Ferry – WETA

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

2022 increases in ridership at Alameda ferry terminals:

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

Figure 4: WETA Ridership Trends, May 2021 to November 2022



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

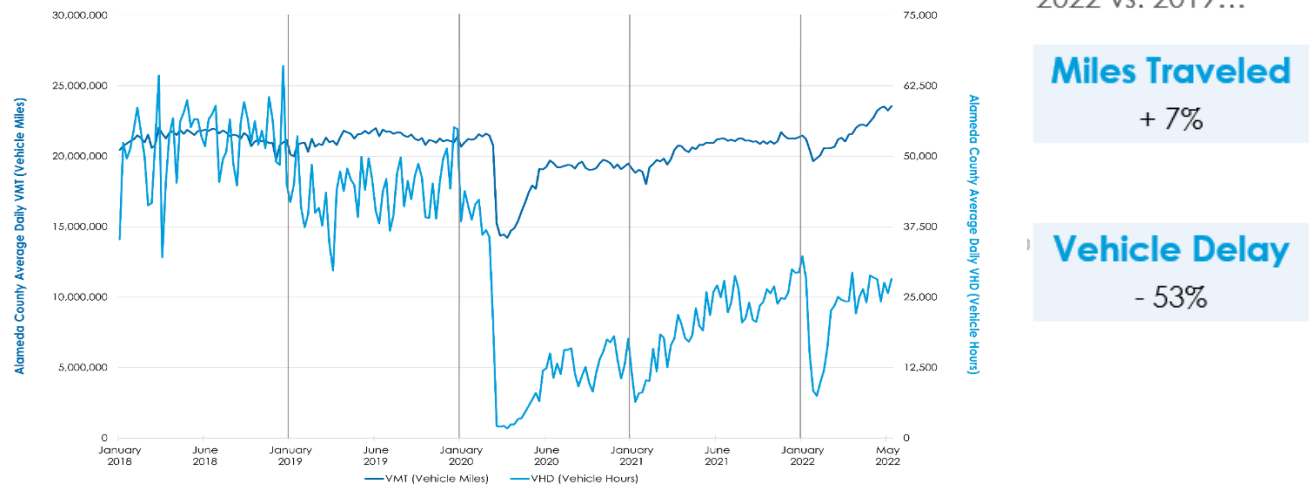
In WETA's on-board passenger survey conducted in early 2022, up to 14% of Alameda ferry riders said they have been riding for 10 years or longer, making Alameda riders some of the most loyal transit riders in the Bay Area. The top three reasons Alameda riders gave for choosing the ferry were:

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

Motor Vehicle Traffic Patterns

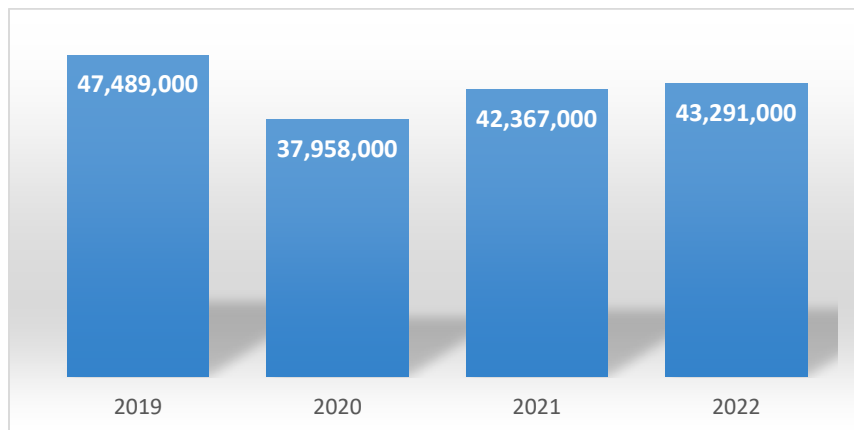
Traffic has increased in Alameda County as a whole: average daily Vehicle Miles Traveled (VMT) was 7% higher in 2022 compared to 2019. Despite that, countywide traffic delays remain 53% lower than in 2019. On the Bay Bridge, motor vehicle traffic is still 9% lower than 2019.

Figure 5: Alameda County Average Vehicle Travel Miles



Source: Alameda County Transportation Commission

Figure 6: Total Annual Vehicle Volumes, Bay Bridge



Source: Metropolitan Transportation Commission

Car Share

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

Gig Car Share

[GIG Car Share](#), offers a one-way car share service, meaning that people can return vehicles in different locations than they picked them up. The City began its partnership with Gig in 2018, and Gig currently serves Alameda west of Park St (see inset). Gig is powered by AAA.

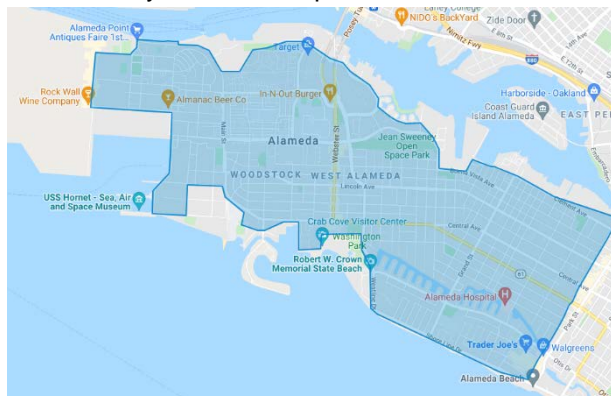


Table 7: Gig Usage

Year	Average Monthly Trips initiated in Alameda	Average Monthly Trips Completed in Alameda	Total Members based in Alameda
2020	845	880	1,121
2021	681	694	1,303
2022	994	1,013	1,557

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

Getaround

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

Table 8: Getaround Usage

Year	Average Monthly Round Trips	Average Monthly Unique Renters	Unique Renters
2019	110	72	862
2020	86	58	699
2021	44	30	343
2022	70	40	500

Vehicle Registration

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

Table 9: City of Alameda Motor Vehicle Registrations

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

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

Pavement Condition

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

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

Jurisdiction	2021 Pavement Condition Index	Bracket
City of Alameda	68	Fair condition (60-69)
Oakland	53	At risk (50-59)
San Leandro	55	At risk (50-59)
Piedmont	64	Fair condition (60-69)
Emeryville	75	Good condition (70-79)
Bay Area	67	Fair condition (60-69)

Emergency Response

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



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

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

Communications & Outreach

2022 Events for Transportation Plans & Projects

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

Mailings to Transportation Mailing Lists in 2022

- 54 bulletins sent
- 83,600 delivered
- 36,600 unique email opens
- 44% unique email open rate
- 5,420 unique bulletin link clicks

2022 Transportation Webpages Summary

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

Top 15 Transportation Webpages in 2022

Webpages that received the most unique pageviews, in order:

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

Funding and Staffing Resources

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

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

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

Fund	Revenue	Expenditure	Balance
Measure B	\$2,391,144	\$2,370,089	\$3,753,408
Measure BB	\$3,743,972	\$1,947,081	\$5,864,298
Vehicle Registration Fee	\$314,674	\$110,555	\$349,790
Total	\$6,449,790²	\$4,427,725	\$9,967,496

Public Works Engineering Division Staffing (4.9 FTE)

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

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

Transportation Planning Unit (3.15 FTE)

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

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

Legislative Agenda Status

Federal Legislative Update

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

State Legislative Update

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

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

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

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

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

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

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

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

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

3. STATUS REPORTS

A. Citywide Planning Efforts

Active Transportation Plan

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

2022 Accomplishments: A draft Plan for public review was developed and released in October. It included a finalized bikeway network, pedestrian priorities, program recommendations, and an 8-year implementation plan, with a Low Stress Backbone Bikeway network. After extensive public engagement, the plan was revised to reflect community and Commission input, approved by the Transportation Commission in November, and adopted by the City Council in December. Implementation of the Plan will now be via specific projects and programs.

www.ActiveAlameda.org

ADA Transition Plan

2022 Accomplishments: Entered into a consultant agreement to create the ADA Transition Plan.

2023 Work Program: Complete ADA Transition Plan and plan implementation, including new ADA spaces.

Citywide Roundabouts Analysis

As part of Vision Zero safety, an analysis was conducted by Kittelson consultants to identify top locations for potential roundabouts, to peer review the proposed Central Avenue roundabouts, to consider a roundabout for the Mecartney/Island intersection, to provide roundabout education and to add policies related to roundabouts in the General Plan update.

2022 Accomplishments: City staff/Kittelson consultant team completed the citywide roundabout screening, and presented it to the Transportation Commission on May 25, 2022. The analysis identified top locations for potential roundabouts with

a focus on high injury corridors and high crash intersections and used the four General Plan goals to prioritize the locations. Based on these results, City staff/consultant team submitted a roundabout grant application to the Alameda County Transportation Commission (Alameda CTC) in June 2022 for three intersections, totaling \$13.5 million, and was partially successful in that Alameda CTC recommended to fund the roundabout at Central Avenue/Ballena Blvd/Fourth Street for \$3.3 million.

2023 Work Program: Continue to develop roundabout concepts and seek funding for outreach, design, and construction.

Transportation Monitoring Metrics

This new effort will develop comprehensive, yet realistic, metrics and goals for the transportation network in Alameda, to track the changes to the network and success of projects and programs over time. It will address all modes and build on the work already completed in the Transportation Choices Plan, the Action Plan, and the Active Transportation Plan.

2023 Work Program: Develop metrics and goals for the transportation network.

General Plan Mobility Element

The City Council adopted 2040 General Plan Mobility Element in 2021.

2022 Accomplishments: The Transportation Commission and Planning Board endorsed new Street Classifications as an update to the 2021 General Plan (adopted by City Council in January 2023).

www.Alameda2040.org

Smart City Master Plan

The Smart City Master Plan guides the use of technology to improve community members' lives, and focuses on connecting community members, especially lower-income households and small businesses, and on ensuring City activities are transparent, responsive, equitable, and secure.

2022 Accomplishments: In April, the City Council approved the Smart City Plan without the transportation-related recommendations, which still allows the City to move forward with the communications backbone.

2023 Work Program: City staff plans to make progress on the design of the municipal fiber ring, which is the communications backbone, and to seek grant funding for it.

includes creating evacuation scenarios and meeting with stakeholder partners to improve coordination.

2023 Work Program: Staff is expected to complete the tsunami evacuation planning and partner coordination by spring 2023. Staff will continue with tsunami awareness. The next step is for the City to become a designated Tsunami Ready Community, which will be possible with the City's planned ongoing mitigation, preparedness, and response steps.

Tsunami Evacuation Coordination

2022 Accomplishments: The City of Alameda hired a consultant – Kittelson Associates – to help with tsunami evacuation planning. The work scope

www.AlamedaCA.gov/DisasterPreparedness

B. Transportation Programs

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, especially for evacuation planning.
- *Tsunamis – Evacuation Planning – see above.*
- *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.

www.AlamedaCA.gov/DisasterPreparedness

Parking Management

Alameda's parking program aims to manage on-street parking, City-managed lots, and the Civic Center Parking Structure to reduce congestion, support economic development, and increase safety. Elements include commercial district parking meters and time limits; loading, disability, and no parking zones; paid parking in ferry terminal lots; a residential parking permit district; and parking and street sweeping enforcement.

2022 Accomplishments:

- Launched Public Works parking enforcement program with the City's first-ever full-time parking technicians (2 positions), then hired additional 2 part-time technicians.
- Re-established parking management via meters and enforcement on Park and Webster Street.
- Created the Ferry Terminal Parking Pricing strategy, which was endorsed by the Transportation Commission
- Created new parking logo, webpages, phone number, and mailing list, and began sending parking updates.
- Evaluated the Business District Parking Permit program.

2022 Work Program:

- Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals
- Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy.
- Improve curb management & ADA parking on Park & Webster St.
- Update the Business District Parking Permit Program.
- Improve security in the Civic Center Parking Structure.

www.AlamedaParking.org

Pedestrian & Bicyclist Education

The City and many partners work to educate people of all ages on safely walking and biking. The key partner in this work is the Alameda County Safe Routes to Schools (SR2S) program, which provides educational and promotional resources to schools and works with parent volunteers to encourage families to walk, bike, carpool, and take transit to school. In addition, the City contracts with the non-profit Cycles of Change to provide bicycle safety education in multiple schools each year to help the City work toward reaching its target of educating all fifth graders in public and private schools each year. The City also contracts with Bike East Bay, another non-profits, to provide bicycle safety education classes to teens, adults, and families.

2022 Accomplishments:

- *Alameda County SR2S programming.* 19 AUSD schools were enrolled in the program. Programs offered include pedestrian safety education rodeos and on-campus bicyclist safety education rodeos.
- *Bicyclist safety education.* Cycles of Change provided in-school workshops at 2 schools (Edison and Nea), reaching 137 students. The City began working with Bike East Bay to offer more of their adult, teen, and family classes and workshops in Alameda. Four events were held, serving 82 people.
- *Bike Festival.* After a two year hiatus during the pandemic, the sixth annual Bike Festival was offered at Bay Farm School in May. School parent volunteers, SR2S staff and other partners provided a hugely successful event, with pedestrian safety songs, bike

rodeo, bike info booths and activities, prizes, and helmet giveaways.

- *School safety coordination planning.* City, Countywide SR2S, AUSD, and non-profit staff began meeting quarterly to coordinate the many services offered, share resources, and build a more successful program.

2023 Work Program:

- *Alameda County SR2S programming.* Continue working with 19 or more schools.
- *Bicyclist safety education.* Continue offering in-school education, and classes and workshops to the general public.
- *Bike Festival.* By contracting with TransForm to coordinate and manage the event.
- *School safety coordination planning.* Continue holding quarterly meetings with all safe routes to schools partners.
- *Crossing guard program:* Begin program evaluation.

www.AlamedaCA.gov/GetAround

Transportation Management Associations

The City of Alameda has two Transportation Management Associations (TMAs): the citywide Alameda TMA and the West Alameda TMA (Alameda Landing). The TMAs provide transportation services to members and improve transportation services citywide. The Alameda TMA implements the Alameda Point TDM Plan and the TDM plans for a variety of developments along the northern waterfront. The West Alameda TMA is specifically required to implement that Alameda Landing Transportation Demand Management Plan.

2022 Accomplishments:

The **Alameda TMA** continued to provide for AC Transit Easy Passes for all the residents and employees in the Northern Waterfront, Alameda Point, and Alameda Housing Authority sites. In addition, the ATMA initiated an electric bicycle rebate program to subsidize the costs of electric bicycle purchase for its members.

The **West Alameda TMA** continued to provide a free shuttle between Alameda Landing and Downtown Oakland. The shuttle provides limited (every 30 minutes) service for 3 hours in the morning and 3 hours in the afternoon.

2023 Work Program:

Alameda TMA:

- Initiate a transition from an “all AC Transit” easy pass program to an easy pass program that would allow TMA members to have unlimited access to all transit services, including but not limited to AC Transit, BART, WETA, and any other services available on the Clipper Card system.
- Work with its partners to fund a summer 2023 free, public water shuttle pilot program between West Alameda and Jack London Square,
- Work with AC Transit to develop costs and potential revenue sources to increase AC Transit service on the Line 96 serving Alameda Point and the Line 19 serving the Northern Waterfront

West Alameda TMA:

- Replace the private shuttle with AC Transit Passes as required by the Alameda Landing TDM Program
- Fund a water shuttle service as required by the Alameda Landing TDM Program.
- Join the ATMA to consolidate the two TMAs, as stated in its 2022 Annual Report to the City Council.

Webpage: www.Alamedatma.org (West Alameda TMA does not have a website)

Vision Zero

The Vision Zero Action Plan includes over 50 actions to increase street safety with the goal of eliminating traffic fatalities and severe injuries by 2035.

2022 Accomplishments:

- Created a Rapid Response after Fatal Crashes program proposal based on best practices research.
- After staff evaluation, the Transportation Commission approved replacing the City’s outdated social vulnerability map with the BCDC’s regularly updated Social Vulnerability Map.
- Provided Vision Zero training to all PD shift lineups, and provided High Injury Corridor map to all officers.
- Prioritized traffic enforcement on unsafe behaviors and locations, and utilized speed feedback trailers in areas with significant concerns.

- Appropriated the additional \$2 million for street safety approved by City Council in December 2021.
- Tabled at 8 events, sent 3 Vision Zero Update mailings, and maintained traffic safety webpages

2022 Work Program:

- Fund and begin implementing the Rapid Response after Fatal Crashes program.
- Implement a Vision Zero public safety campaign with a narrower scope than described in the Vision Zero Action Plan due to lack of grant funding.
- Continue focusing traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.
- Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.
- Organize a Traffic Safety Open House
- Conduct evaluation of Vision Zero performance metrics for first [Annual Vision Zero Report](#).

Webpage: www.AlamedaVisionZero.org

C. Public Transportation

Bus Service (AC Transit)

New schedules and route maps are available at actransit.org. All lines have [maps and schedules available online](#). 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. For questions, call Customer Service at 510-891-4777, or use the [online form](#).

2022 Accomplishments:

- In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezato Parkway to the ferry terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.

2023 Work Program:

- AC Transit will continue to monitor the Line 78 pilot performance, especially following the upcoming implementation of paid parking at the Seaplane Lagoon ferry terminal, and will recommend next steps before the June 2023 conclusion date.
- The agency will continue working to secure the state and federal funding needed to restore service in the near-term but with long-term sustainability concerns.
- AC Transit is launching a system wide network redesign to consider adjustments to transit routes, service span and frequencies to better meet post-pandemic travel needs. Outreach is expected in spring and implementation of the new bus network is targeted for fall 2024.
- AC Transit continues to transition the fleet to zero emission buses with a completion goal by 2040.
- In partnership with AC Transit, Alameda Point property owners, the Alameda TMA and the West Alameda TMA, will coordinate on implementing frequent AC Transit bus service between Alameda Point's Site

A/Seaplane Lagoon ferry terminal, Alameda Landing and Downtown Oakland.

Bus Stop Improvements

2022 Accomplishments:

- City staff updated an inventory of benches at bus stops, and is prioritizing where additional benches could be located using ridership at bus stops and the Active Transportation Plan's priority pedestrian streets.

2023 Work Program:

- Purchase approximately 20 benches, and install them based on the finalized prioritization list at key bus stops throughout the city using the City's Measure BB paratransit fund.
- Bus stops will be improved as part of the Central Avenue Safety Improvement Project and the Grand Street Improvement Project, which are expected to begin construction in 2023.

Appezato Parkway Bus Improvements

2023 Work Program: City staff is working with AC Transit to improve the Appezato Parkway/Atlantic Avenue corridor for bus operations, and is considering roundabouts, dedicated bus lanes, priority transit signals, and enhanced bus stops. The City received a grant from the Alameda County Transportation Commission totaling \$9 million to improve bus operations between Alameda Point and Fruitvale BART as a named project in the Measure BB Transportation Expenditure Plan. Out of these monies, an estimated \$1.35 million will be needed for outreach, environmental review, and design with the remaining \$7.65 million for construction. The \$1.35 million for pre-construction phases already is included in the City's Capital Improvement Program for fiscal years 2019-21. This project is on hold until AC Transit determines the existing and proposed bus service on Appezato Parkway, which includes the recommendation on how to proceed with the Line 78 pilot service and the system wide network redesign.

City Paratransit Program

2022 Accomplishments:

- **Alameda Loop Shuttle:** Was discontinued on June 30, 2022 due to low ridership. City staff transitioned shuttle riders to the new Free Bus Pass Pilot Program and removed shuttle signs, poles, and schedules.
- **Alameda Independent Mobility (AIM):** In January 2022, Alameda launched the AIM pilot program with Eden I&R serving as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation. Serving low-income EBP members in Alameda, AIM facilitates same day trips within Alameda County. Two letter to EBP members about the AIM program. AIM has a target enrollment of 80 participants, and has 16 unique users and averages 48 rides per month. Eden I&R, as the provider of the 2-1-1 social services help line, also is able to provide assistance to callers for other resources such as food and healthcare.
- **Free AC Transit Bus Passes:** Since 2017, qualifying residents living in Alameda Point Collaborative's 167 units have received free AC Transit bus passes. In January 2020, the City began providing free bus passes to low-income Mastick Senior Center members, which transitioned to the Free Bus Pass Pilot Program. As of June 2022, the pilot program began the first year of a three year pilot program for low-income residents of the City of Alameda who are ages 65+ or are between the ages of 18-64 and have a certified disability. The average ride costs \$1.29, which is free for the user. The program target is 10,000 rides per month, and currently delivers over 5,900 rides per month as of December 2022 with 199 active users.
- **Outreach:** Staff at Mastick Senior Center have an average of 183 transportation contacts per month. The paratransit coordinator led 8 Transportation 101 workshops with 65 participants, and 7 Hop on the Bus with Us! travel training sessions with 23 participants.
- **Group Trips:** The Leisure Club resumed providing transportation to and from 9 meetings, and provided a total of 198 one-way trips for adults with developmental disabilities. Bus transportation was provided

for four Mastick Senior Center group trips with a total of 164 round trip rides. Due to COVID, an annual picnic for Skilled Nursing Facility residents was cancelled in 2020-2022, with potential to resume in the second half of 2023.

- **Capital Program:** The City's Measures B/BB paratransit reserve funds paid for the replacement of five shelters at the following locations: W. Midway Avenue at Orion Street, Main Street at Atlantic Avenue, Santa Clara Avenue at Grand Street, Santa Clara Avenue at Walnut Street, and Park Street at Otis Drive.
- **Project Management:** Covers City staff to support program development, administration, and compliance including participation in Alameda CTC meetings. The program oversight ensures that the actions align with proposed and approved program.

2023 Work Program:

City staff is recommending the same paratransit program as previous years

- **Free AC Transit bus passes** for Alameda Point Collaborative residents and as a pay-as-you-go model for low-income Alameda seniors and people with disabilities. Program cost: \$237,000.
- **TNC concierge/AIM** work with Eden I&R as the concierge service and Uber/Lyft as the transportation providers to increase trips and to reduce costs per trip. Program cost: \$125,000.
- **Capital expenses:** Using the paratransit program reserves, staff will improve access to/from bus stops including sidewalk enhancements, bus benches, curb bulb-outs, and bus islands. Program cost: \$350,000.
- **Group trips:** monthly Mastick trips for seniors, Leisure Club trips for adults with developmental disabilities and an annual picnic for Skilled Nursing Facility residents. Program cost: \$25,000.
- **Customer service,** materials, outreach, and promotions with *Hop on the Bus with Us* trainings and *Transportation 101* workshops. Program cost: \$16,200.
- **Program management** to ensure program oversight. Program cost: \$46,660.

Ferry Service and Facilities (WETA)

WETA offers ferry service from three ferry terminals: the Seaplane Lagoon and Main Street terminals on Alameda Point, and the Harbor Bay Terminal on Bay Farm.

2022 accomplishments:

- Continued recovery of service, grew ridership indicating success of WETA Pandemic Recovery Program.
- Diversified WETA ridership base with more variety of income levels riding system on weekends.
- Achieved 100% restoration of pre-pandemic weekend ridership.
- Achieved 65% restoration of pre-pandemic weekday ridership.
- Developed a Master Plan for electrification of WETA Central Bay services, identifying future investment in electrical infrastructure at Alameda terminals and Central Bay Maintenance Facility.
- Launched WETA Service Vision and Business Plan effort.

2023 Work Program:

- Submit grant to State of Ca for electrical infrastructure improvements at Central Bay Maintenance Facility and Main Street Terminal.
- Rehabilitate Main Street Terminal. This will require closing the terminal for up to 60 days in fall 2023, so WETA will inform riders of alternatives at Seaplane and Harbor Bay terminals.
- Implement new fare program and continue service changes consistent with Pandemic Recovery Program.
- Invest RM3 funding when it becomes available midway through 2023.
- Work with City and AC Transit to extend timeframe of Line 78 pilot service to Seaplane Lagoon.
- Work towards expansion of the Central Bay Maintenance Facility to make room for future WETA zero emissions fleet.

2022 Accomplishments: City staff assembled a partnership of transportation agencies and local business organizations on both sides of the Estuary to initiate the long-envisioned public water shuttle service between Alameda and Oakland. The partnership, which continues to grow, has included the City, WETA, the Jack London Square Property Management Company, the Jack London Square Improvement District, Blue Rise Venture (the owners of the Marina Village Business and Research Park), and the Alameda Transportation Management Association, among others. The team agreed on a proposed two year pilot, with substantial private funding, and in June the City applied for a \$1.0 million grant to support the service. A final determination will be made in spring 2023.

2023 Work Program: Pending the success of the grant application and overall available funds, plan for service to start by early 2024, to be administered by WETA.

Link 21 Train Service Planning (BART, Capital Corridor)

2022 accomplishments: BART and Capitol Corridor are collaborating to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco as part of Link21. Link21 is a long-range transportation program to transform the passenger rail network serving the 21-county Northern California Megaregion. Link21 will make it more convenient for people to take BART and Regional Rail (commuter, intercity, and high-speed) throughout the Megaregion. Virtual community meetings were held in the fall to launch Phase 1, which will develop, evaluate, and refine initial concepts to identify projects that will move forward into environmental review. City staff also assisted with a UC Berkeley student project to locate a rail station in Alameda.

2023 Work Program: Link21 project recommendations are expected in 2024.

<https://link21program.org>

Estuary Water Shuttle (City/WETA)

Develop and implement a pilot water shuttle service between western Alameda and Oakland, with limited hours and stops that, if successful, can later be expanded to serve more locations, for more hours.

D. Capital Project Planning & Design

The City undertakes capital projects to increase safety for all road users, encourage mode shift, and maintain infrastructure.

Cross Alameda Trail Planning/Design

Over 70% of the 4-mile The Cross Alameda Trail has been constructed. The below segments will be in planning or design phases in 2023.

www.alamedaca.gov/CAT

Clement Avenue/Tilden Way

The project uses the abandoned railroad right-of-way along the eastern terminus of Clement Avenue and Tilden Way to extend the Cross Alameda Trail between Broadway and the Miller-Sweeney/Fruitvale Rail Bridges. The project also will consider ways to improve the truck and bus routes in this area.

High Injury Corridor: High Crash Intersection at Tilden Way/Fernside Blvd/Blanding Avenue

2022 Accomplishments: City staff/consultant team developed a draft concept with two rounds of public engagement, which included two virtual community workshops, two in-person Open House events, and two online surveys.

2023 Work Program: City staff/consultant team will seek Transportation Commission and City Council approval of the recommended concept, and will secure an approved soils remediation plan from the Department of Toxic Substances Control as well as complete design drawings and cost estimate.

www.alamedaca.gov/ClementTilden

Clement Ave Extension (Hibbard St to Grand Ave)

2022 Accomplishments: The owner of the property, Pennzoil, completed its environmental cleanup, and a housing developer was selected, who received approval of their development plans from the Planning Board, including for the construction of the Clement Avenue extension, with separated bicycle lanes on the north side of the street. Trumark Homes applied for and received Planning Board approval of entitlements for 90 townhomes and 5 accessory dwelling units. The approved tentative map includes extending Clement Ave from Hibbard Street to Grand Street and will include construction of the Cross Alameda Trail from Ohlone Drive to Grand Street

closing the gap between the Marina Shores and Alameda Marina segments.

2023 Work Program: The City will review the developer's detailed site improvement and building permit will work on their plans and prepare for review and approval in 2023.

Lincoln/Marshall/Pacific Avenue Corridor

The City identified the Lincoln Avenue/Marshall Way/Pacific Avenue corridor between Main Street/Central Avenue and Broadway as a high priority for safety and operational improvements.

High Injury Corridor: Tiers 1, 2, and 3 HIC and High Crash Intersections at Lincoln Avenue/Webster Street, Lincoln Avenue/Walnut Street and Lincoln Avenue/Oak Street.

2022 Accomplishments: City staff/consultant team developed a draft concept with two rounds of public engagement, which included two virtual community workshops, two in-person Open House events, and two online surveys. In June, City staff submitted a grant application to Alameda CTC's One Bay Area Grants (OBAG)/CIP 2024 program for \$9,991,000 to implement a first phase of the project between Main Street and St Charles. The project was ranked high and will be held as a contingency project for OBAG funding, should additional funds become available and also is being considered for other county funding.

2023 Work Program: City staff/consultant team will seek Transportation Commission and City Council approval of the recommended concept, and will complete immediate phase work and concept design for the entire corridor.

www.alamedaca.gov/LincolnMarshallPacific

Mecartney Road/Island Drive

The Mecartney Road/Island Drive Improvement Project aims to improve safety and operations at this busy Bay Farm intersection. The City staff/consultant team considered four options: a roundabout, reduced footprint all-way stop, "do nothing" and traffic signal, and recommended a roundabout. Roundabouts reduce fatal and serious injury crashes by about 90 percent when compared to conventional stop-controlled and signalized intersections.

2022 Accomplishments: Completed analysis of the intersection and community outreach, and obtained Transportation Commission approval of the recommended roundabout concept in March.

2023 Work Program: City staff/ consultant team plans to seek City Council approval of the recommended concept.

www.AlamedaCA.gov/MecartneyIsland

Neighborhood Greenways

In late 2022, the City Council adopted the ATP, establishing a new low-stress facility type – Neighborhood Greenways – which are traffic-calmed local streets designed to give priority to people walking and bicycling, where bicyclists and motorists can comfortably share the road. They will help to build the City's 2030 Low Stress Backbone network, outlined in the Plan.

2022 Accomplishments: The ATP was adopted with a network of Neighborhood Greenways, and definitions and goals were set for them.

2023 Work Program: Staff will launch the Neighborhood Greenway design planning, and start transitioning existing Slow Streets to Neighborhood Greenways, as follows:

- Install speed cushions along the Orion Slow Street.
- Replace Slow Street barricade assemblies at higher volume intersections with other appropriate, traffic calming devices.
- Develop Neighborhood Greenway program implementation guidance, a design toolkit and design standards.
- Evaluate existing conditions and needs along the Neighborhood Greenways, including at crossings.
- Conduct community outreach.
- Continue to maintain the remaining Slow Streets infrastructure (barricades and flex posts) monthly.

Oakland Alameda Estuary 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. 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.

2022 Accomplishments: Using the Alameda CTC \$1.555 million in grant funding, the City hired consultants to prepare a Project Initiation Document (PID) for the bridge project, which will allow the bridge to become a fundable project. Work was started in the fall, including setting up Technical, Stakeholder, and Equity Advisory Committees, to provide guidance on defining potential corridors and landings, and bridge design characteristics. The PID will also include 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. The City continued to work on ensuring the bridge can be funded in the future by making sure it is included in long-term planning documents.

2022 Work Program: Complete a final PID. Staff and consultants will also continue to work with the Advisory Committees, establish a Committee of elected officials, and engage the community on the project. The PID is expected to be adopted by the Alameda and Oakland City Councils in early 2024.

www.AlamedaCA.gov/Bridge

Park Street and Webster Street Safety Improvements

This project brings together multiple efforts to improve the functioning of Alameda's two key commercial corridors for all transportation modes, and for economic health. It includes:

- *Immediate:* Design and implement additional street improvements in response to the changes made to these streets during the pandemic – namely the lane reductions, parking changes, and addition of parklets.
- *Near Term:* Evaluate and design comprehensive transportation and streetscape improvements, using lower-cost materials, to reflect the current needs of these streets, the need to have low-stress bikeways in these corridors (Park or Oak Street, and Webster Street), and the high collision rates.
- *Long Term:* Develop design plans, with permanent materials, to address the same needs described above.

2022 Accomplishments:

- Installed intersection daylighting/red curb on Park Street and Webster Street
- A new parklet permit program was implemented, with new requirements and standards.
- Most short-term parking was converted back to 2-hour parking, and enforcement began.
- Updated signal timing and coordination.
- Developed preliminary striping plans for Park and Webster Streets, including with concrete barricades and additional short-term, loading and ADA parking.

2023 Work Program:

Complete striping and barricade plans and implement these “immediate” corridor enhancements on Webster and Park Streets.

- Determine next steps for parklet program, beyond current Council-approved November 2023 endpoint.
- Begin evaluation of the corridors for all modes and for economic health, including for the low-stress bikeways.

High Injury Corridor: Tier 1 HICs

www.AlamedaCA.gov/CommercialStreets

Pavement Management & Safety Improvements

2022 Accomplishments: The inset shows the Public Works’ plan for street selection by geographic area with west/central Alameda in 2021 and 2022, and east Alameda in 2023/2024. The 2022 resurfacing project was completed for west/central Alameda

2023 Work Program: Finalize street selection and develop design plans for the east Alameda area, with construction expected in 2024.

www.AlamedaCA.gov/SaferStreets#section-5

Safe Routes to School Infrastructure

City will complete improvements at, and around, eight schools that have participated in School Safety Assessments with Alameda Countywide Safe Routes to School program. These improvements will create calmer streets and safer crossings in the school vicinities for those traveling on foot or bike.

The schools include Academy of Alameda, Earhart Elementary School (ES), Edison ES, Franklin ES, Love ES, Maya Lin School, Nea Community Learning Center, and Wood Middle School.

High Injury Corridor: All schools are within ¼ mile of an HIC.

2022 Accomplishments: Evaluated improvements for the school sites to determine the scope of work for the final design.

2023 Work Program: Finalize design and begin construction.

www.alamedaca.gov/schoolstreets.

Stargell Avenue Safety Improvements

The project along Stargell Ave, between Main and Fifth Streets, will build separate walking and bicycling paths in the vacant right-of-way north of the roadway, plus make intersection safety and access improvements at the crossings at either end of the project and at the internal crossings.

2022 Accomplishments Conducted community engagement and refined concept plan to construct bicycle and pedestrian trail between Fifth Street and Main Street. Submitted grant to construct the project (still pending).

2023 Work Program: Whether or not the grant application is successful, staff will further develop the concept plan and initiate preliminary planning and environmental review, including soils investigation.

www.AlamedaCA.gov/Stargell

Trails Maintenance

Building on the existing work done in the ATP, staff will inventory all of the shared-use trails to determine needs for maintenance and upgrades, and ownership and maintenance responsibilities. Using the prioritization tools in the adopted ATP, staff will then prioritize trail segments for improvements, and maintain and upgrade them.

2022 Accomplishments: ATP adopted, which included a partial trails inventory.

2023 Work Program: Complete inventory, prioritize segments for maintenance, seek funding, and continue maintenance.

Caltrans: Broadway/Otis/Doolittle

In spring 2025, Caltrans will begin construction of the pavement resurfacing, and currently is considering safety improvements to be included in this project, which extends along CA Route 61 from Broadway at Encinal Avenue to Doolittle Drive in Oakland. City staff requested Caltrans to restripe Otis Drive as a road diet with a bikeway and to consider sea level rise adaptation measures on Doolittle Drive.

Alameda CTC: Oakland Alameda Access Project

Alameda CTC, the project sponsor, and Caltrans are working in partnership with the cities of Oakland and Alameda to plan and build freeway access and local roadway improvements between I-880, I-980, and the Posey/Webster Tubes connecting the two cities

2022 Accomplishments: The 35% construction plans were completed and circulated to the cities for input. Several grant applications were submitted, to help fill the project's funding gap.

2023 Work Program: Alameda CTC will develop the 65% and 95% construction documents, with final design expected in 2024. They will continue to work to secure the remaining funds needed to build the project. Construction will begin in 2025 and is expected to be completed in late 2027.

www.OaklandAlamedaAccessProject.com

Army Corps: Fruitvale Rail Bridge Hazard Removal

City staff is working with the United States Army Corps of Engineers (Army Corps) to address the safety hazard posed by the abandoned, Army Corps owned, rail bridge. The structure is likely to collapse from a seismic event. In 2020, the Army Corps submitted a funding request to prepare an analysis of the economic utility of the bridge. This report would inform the Corps' decision on use, transfer, or demolition. A subsequent funding request to execute that decision would then be submitted. City staff considered retrofitting the bridge; however, the costs would exceed the City's financial abilities.

E. Capital Project Construction

Alameda Point Adaptive Reuse

2022 Accomplishments: Construction began on the \$31M contract for the Alameda Point Reuse Area Infrastructure Replacement Phase 1 and Phase 2.

2023 Work Program: Construction is in progress and expected to continue through 2024.

Central Avenue 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.

High Injury Corridor: Tiers 2 and 3 HIC and High Injury Intersections at Central Avenue/Webster Street and Central Avenue/Third Street.

2022 Accomplishments: City/consultant team completed the Caltrans project approvals phase and is completing the design. City staff/consultant team submitted a grant application to the Alameda CTC in June 2022, with the roundabout at Central Avenue/Fourth Street/Ballena Blvd. intersection as the highest priority for this funding request. Alameda CTC recommended approval of this \$3.3 million additional roundabout, which MTC is expected to approve in January 2023. Caltrans required the City to request parking restrictions on the state highway in a resolution, which City Council approved in September. In December, City Council approved an amendment to the consultant agreement for construction support, roundabout design and continued Caltrans coordination.

2023 Work Program: Final design is expected in early 2023 with construction to begin in mid-2023.

www.AlamedaCA.gov/Central

Cross Alameda Trail Construction

Over 70% of the 4-mile The Cross Alameda Trail has been constructed. The below segments will begin construction in 2023.

www.AlamedaCA.gov/CAT

Clement Avenue Safety Improvements

The project constructs the Cross Alameda Trail in the street right-of-way on Clement from Grand to Broadway.

High Injury Corridor: Tier 3 HIC and a High Crash Intersection at Clement Avenue/Park Street

2022 Accomplishments: City/consultant team completed the 100 percent design drawings, specifications, and cost estimate, and requested authorization to proceed with construction to Caltrans.

2023 Work Program: Construction is expected to begin in spring 2023.

www.AlamedaCA.gov/Clement

Del Monte Clement Extension (Sherman St to Entrance Rd)

2022 Accomplishments: Construction continued by the Del Monte housing developer, and the city accepted the Clement Avenue extension including sidewalks and separated bicycle lanes between Sherman Street and Entrance Road.

2023 Work Program: Complete traffic signal improvements at the Sherman and Buena Vista intersection and accept all public improvements from the developer.

Jean Sweeney Open Space Park Trail Connectors

2022 Accomplishments: Developed design plans for four new multi-use connector trails to this segment of the CAT from the following streets: 8th Street, Wood Street, Challenger Drive, and Triumph Drive.

2023 Work Program: Finish design in early 2023 and construct in 2023

Main Street to Constitution Way

2022 Accomplishments: The City designed intersection signal upgrades for all five intersections in this corridor, which will make bicycling and walking safer and more convenient.

2023 Work Program: Finish design in early 2023 and construct in 2023

Grand Street Pavement Resurfacing and Improvements

The City has identified Grand Street between Shore Line Drive and Encinal Avenue as a high priority for pavement improvements. The project also includes safety improvements such as high visibility

crosswalks, curb extensions, flashing beacons at Wood School and at the Grand Street/San Antonio Avenue intersection, more separated bike lanes, enhanced bus stops by Shore Line Drive and Wood School, and narrower travel lanes to encourage slower vehicle speeds.

High Injury Corridor: Tiers 1 and 2 HIC

2022 Accomplishments: Completed final concept and received approval to proceed with final design.

2023 Work Program: Finalize design plans and begin construction phase.

www.AlamedaCA.gov/GrandStreet

High Injury Corridor Daylighting

Public Works staff will paint red curbs at intersections along the City's High Injury Corridors to improve visibility for motorists, bicyclists and pedestrians. The existing condition allows vehicles to be parked near the intersection, resulting in blind spots and increased collisions.

High Injury Corridor: Intersections along HICs

2022 Accomplishments: Construction completed at

- 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

2023 Work Program: Develop plan for addressing the Tier 3 High Injury corridors and evaluate the intersections designated for daylighting.

www.AlamedaCA.gov/HICDaylighting

Sidewalk Maintenance

2022 Accomplishments: 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 and replaced 12,400 square feet of damaged sidewalk due to uplift from City street trees. Developed designs and secured funding for completing the sidewalk gap on the eastern side of Grand St, between Clement Ave and Eagle Ave.

2023 Work Program: Continued sidewalk cutting to address potential trip hazards and replace sidewalks damaged due to uplift from City street trees. Construct sidewalk gap on Grand St.

Signalized Intersection Safety & Equity

2022 Accomplishments:

- Implemented Leading Pedestrian Interval (LPI) at all traffic signals with the technical capacity.
- Per [Signalized Intersection Equity Policy](#) (2021), updated and deployed signal timing within a quarter mile of Community Commercial land use and within 600 feet of parks to have a pedestrian WALK signal granted at every cycle 7:00 - 7:00 pm. Also updated and deployed signal timing within 600 feet of schools to have a pedestrian WALK signal granted at every cycle at start/stop times of school.
- The City continued to replace traffic signal controllers, cabinets, and video detection equipment to improve functionality and reliability

2023 Work Program:

- Complete plans and commence construction on Highway Safety Improvement Program - funded signal and pedestrian improvements at Santa Clara Avenue at Grand Street; Otis Drive at Willow Street; Otis Drive at Park Street; and Fernside Boulevard at San Jose Avenue.
- See also [Cross Alameda Trail](#) signal improvement construction along Ralph Appenzato Memorial Parkway from Main to Constitution.

Slow Streets Selected Enhancements

In response to the pandemic and to provide safer opportunities for being active, the City launched Slow Streets Alameda in 2020. There are now five Slow Streets across the island, totaling 4.7 miles that are closed to through traffic to allow people to safely walk, bike and roll. In late 2021, the City Council voted to extend the program until the Active Transportation Plan (ATP) was adopted and any recommendations for these streets are implemented.

2022 Accomplishments: The Slow Streets network infrastructure was maintained monthly. New unmovable flexible delineators were installed next to the barricades. Daylighting was done along some sections of Pacific Avenue, as part of the resurfacing program. The ATP was adopted in December 2022, and it included transitioning Pacific, Versailles, and San Jose to Neighborhood Greenways. Council further directed staff to maintain the Santa Clara Slow Street until the Central Avenue project is completed (expected 2024), and to make improvements to Orion so that it would operate similarly to a Slow Street.

2023 Work Program: This project will be merged with the new Neighborhood Greenways project. See that section for more details.

www.SlowStreetsAlameda.org

Caltrans: Encinal Avenue Pavement Resurfacing and 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.

High Injury Corridor: Tiers 2 and 3 HIC

2022 Accomplishments: Caltrans began construction in December 2022. Construction will be in phases from west to east along Encinal Avenue with electrical upgrades as first component to be addressed.

2023 Work Program: The construction duration is estimated to be 200 working days with curb ramp upgrades expected to occur in mid-2023 and pavement resurfacing/stripping expected in fall 2023.

Caltrans: Rt. 61 Crosswalk Safety Enhancements

In 2022, Caltrans completed construction on the “Crosswalk Safety Enhancements” project, which includes flashing beacons and striping improvements at the following locations:

- Encinal Avenue/Park Avenue
- Encinal Avenue /Benton Street
- Central Avenue /Page Street
- Broadway/Calhoun Street
- Broadway/San Jose Avenue
- Otis Drive/Versailles Avenue

F. New Development

Alameda Landing Waterfront

Alameda Landing Waterfront final phase of the redevelopment and reuse of the 77-acre former Fleet Industrial Supply Center (FISC). Included are a 4.5 acre waterfront park, 18.3 acres of maritime commercial uses, 357 residential units with a mix of townhomes, stacked flats, and detached single family homes on the north side of Mitchell Avenue. The project preserves an easement for a potential bicycle and pedestrian bridge connection to Oakland's and includes a new water shuttle dock at the foot of Fifth Street, directly across from Jack London Square.

2022 Accomplishments: Construction continued on the residential buildings and residents have moved in. Phase I of the Bohol Circle Immigrant Park and promenade was completed and opened to the public in December. Water shuttle dock and small craft (kayak) launch is largely complete.

2023 Work Program Phase II of the Bohol Circle Immigrant Park is expected to be completed and opened to the public as construction finishes on adjacent buildings. The water shuttle dock and small craft (kayak) launch is constructed and expected to be in use. The western greenway connecting the Bette Street multi-use path to the waterfront promenade and Bay Trail is expected to open in 2023.

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.

2022 Accomplishments: Construction of Site A, Phase I residents on West Atlantic Avenue continued. Townhome construction on Blocks 6 and 7, nearest Main Street were completed. Seaplane Lagoon Promenade was completed and opened to the public.

City Council approved and updated term sheet for Site A, Phase II in order to make the project and associated infrastructure improvements financially viable and to accommodate a larger share of our new Regional Housing Needs Allocation.

2023 Work Program: The 220 unit Block 11 at the corner of West Atlantic and Pan Am Way is ready to begin construction but has not pulled final permits due to changing economic conditions and costs of

construction. Design review applications are expected for initial blocks of Site A, Phase II. Development plan negotiations and review are ongoing for the West Midway project, an approximately 782 unit project which would tie into the infrastructure Site A would complete and provide infrastructure needed for the Alameda Point Collaborative and their partners to move forward with the RESHAP project, rebuilding 267 units of housing for formerly homeless residents.

Northern Waterfront

The Northern Waterfront is a designated Priority Development Area with regional agencies and consists largely of the former Del Monte warehouse site, Encinal Terminals, and Alameda Marina.

2022 Accomplishments: Construction of the 360 unit Del Monte warehouse adaptive reuse project continued. The developer completed the Clement Street extension from Entrance Road to the newly configured Atlantic/Sherman/Clement intersection, which includes a new Bay Trail and Cross Alameda Trail segment connecting to Sweeney Park.

The Alameda Marina project continued construction of The Launch, a 360 unit apartment building at the western end of the site, and Alameda Marina and Land Sea Homes began construction of Alameda Marina, Phase II, a 182 unit townhome project and associated Bay Trail, Waterlife Park, kayak launch and pedestrian bridge over the former graving dock.

In February, City Council approved a Tidelands swap and amended Master Plan and Density Bonus Application in order to facilitate the future development of up to 589 dwelling units, Bay Trail segments, water shuttle dock, and small craft launch on the Encinal Terminals site across from the Del Monte Warehouse.

2023 Work Program: Wood Partners is expected to complete roadway improvements at the intersection of Buena Vista Avenue and Sherman Street associated with the Del Monte project. Alameda Marina is expected to complete waterfront improvements including the Bay Trail and park improvements.

Housing Element Programs

Zoning changes implementing the City's 2023-2031 Housing Element to accommodate 5,353 new housing units went into effect January 5, 2023. In addition to Alameda Point and Northern Waterfront

Priority Development Areas, the changes rely on existing shopping center sites and the Park Street and Webster Street transit corridors to absorb significant numbers of new housing units. Shopping centers that are identified as housing opportunity sites include South Shore Center, Alameda Landing, Marina Village, and Harbor Bay Landing. Staff anticipates the first applications in these areas in 2023 and will monitor and report on those developments and associated infrastructure improvements in future status reports.

APPENDIX

Appendix I: Progress toward Zero Traffic Fatalities: Vision Zero Annual Report 2022

Alameda's Vision Zero Action Plan seeks to create a city where "people of all ages and abilities can travel safely using any mode, and traffic deaths and serious injuries are eliminated by 2035." The City Council adopted this five-year plan in December 2021. This is the first annual report on the performance metrics outlined on [page 29 of the plan](#).

Traffic Fatality & Injury Report

In 2022, two people lost their lives and 13 were seriously injured in traffic collisions on Alameda streets. Compared to recent years, this represents a decrease in fatalities but an increase in serious injuries, specifically among people in motor vehicles.

2022 Fatal Crash Descriptions

With this first Vision Zero Action Plan annual report, the City will begin sharing descriptions of individual crashes while respecting victims' privacy and protecting information related to any criminal investigations. After both of the crashes below, the City convened a post-collision site visit that included Caltrans staff in addition to City transportation planners and engineers and Police Traffic Unit leadership. A third crash in April 2022 on Bay Farm was not included in the Vision Zero program because it was a solo crash caused by the driver having a medical emergency that was life-threatening on its own.

1. Just before 1:00 am on January 15, 2022, a 38 year old man riding a motorcycle at a high speed lost control of his vehicle at the Webster Tube exit. He died after eventually falling off the motorcycle and being struck by an uninvolved driver. Caltrans controls this stretch of roadway.
2. On December 1, 2022, a 37 year old man died after a solo auto crash at 2227 Webster Street at 10:45 pm, also after exiting the Webster Tube. He crashed his compact sedan into a light pole at a high speed. He was alone in his vehicle. The investigation is ongoing. Caltrans controls this stretch of roadway.



Every traffic fatality represents a tragic loss for loved ones and the community as a whole, and serves as a reminder of the importance of work to increase traffic safety.

Fatal & Injury Crash Summary

From 2009-2018, an average of two people lost their lives and 10 suffered severe injuries from crashes in Alameda. Following national and regional³ trends during the pandemic, in 2020 and 2021 Alameda's traffic fatalities rose while its overall number of injury crashes fell. In 2022, fatalities went back down but serious injuries rose. This increase notably occurred among people in motor vehicles, increasing from 3 to 7.

Table 12: Traffic Fatalities and Injuries, 2019-2022

	2019	2020	2021	2022
All modes				
Killed	1	4	4	2*
Severely injured	6	5	9	13
All injuries	273	167	158	175

³ See slide 20, Alameda CTC 2021 Performance Report: https://www.alamedactc.org/wp-content/uploads/2022/03/2021_Performance_Report_RPT_Final.pdf

Pedestrians				
Killed	0	2	2	0
Severely injured	3	2	3	3
All injuries	44	30	29	24
Bicyclists				
Killed	0	1	1	0
Severely injured	1	0	2	3
All injuries	29	24	12	25
In a motor vehicle				
Killed	0	1	1	1
Severely injured	2	3	3	7
All injuries	196	109	113	117
Riding a motorcycle				
Killed	1	0	0	1
Severely injured	0	0	1	0
All injuries	4	4	4	9

Source: Alameda Police Department. "All injuries" is the total of all crash injuries, including serious injuries.

Figure 7: Traffic Fatalities + Serious Injuries, 2009-2022

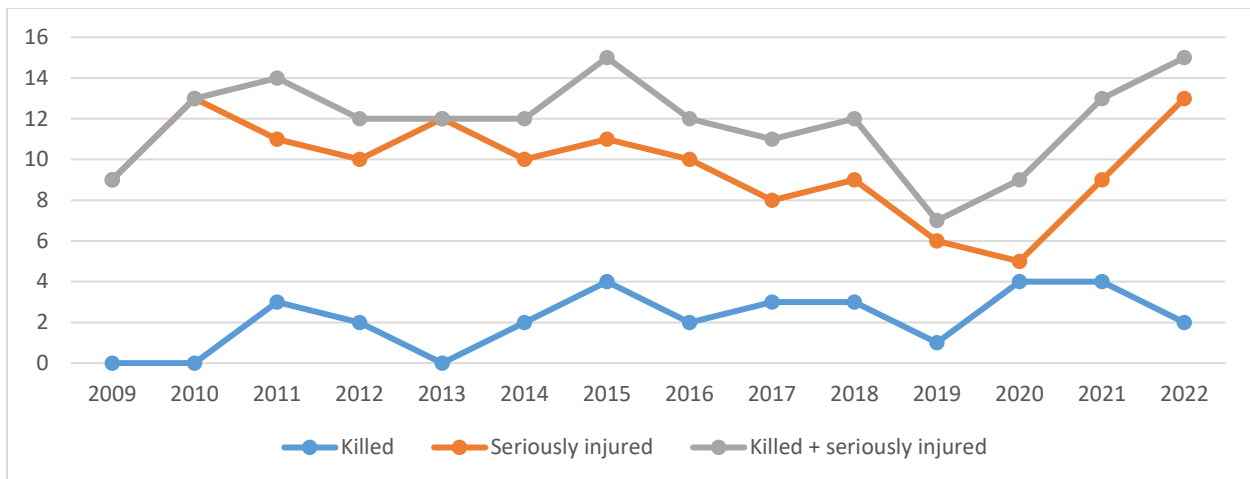


Table 13: 2022 Traffic Fatalities & Severe Injuries

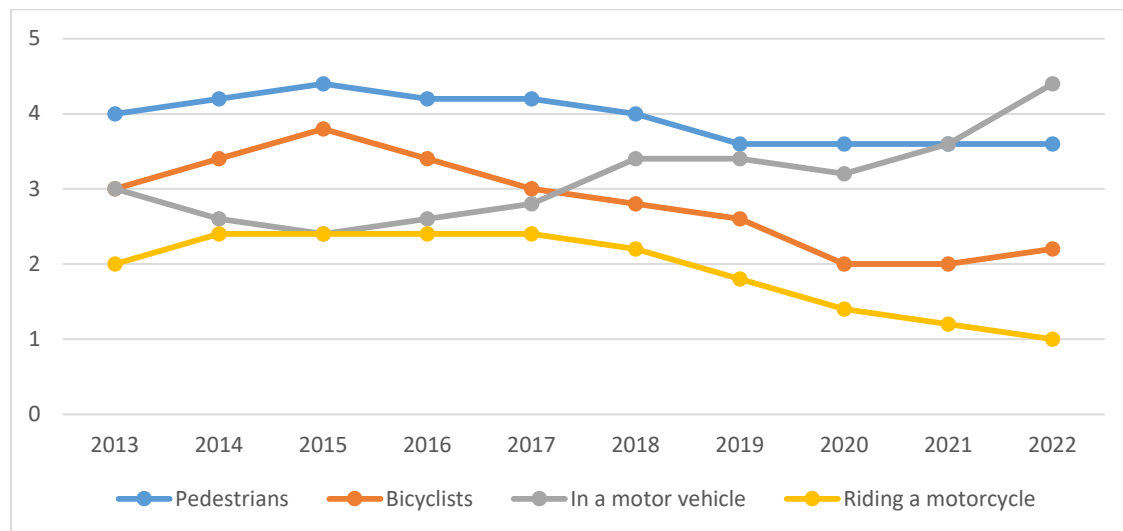
Date	Location	Extent of Injury	Severely injured party*	Age	Caltrans roadway
1/1/2022	Shore Line Dr/Grand St	Serious injury	Passenger	31	
1/9/2022	Encinal Ave/Broadway	Serious injury	Pedestrian	80	X
1/15/2022	Webster Tube Exit	Fatal	Motorcyclist	38	X
1/24/2022	Park St/Blanding Ave	Serious injury	Driver	66	
3/26/2022	High St/Jackson St	Serious injury	Bicyclist	60	
4/19/2022	Buena Vista Ave/5th St	Serious injury	Pedestrian	16	
5/12/2022	Encinal Ave/Broadway	Serious injury	Bicyclist	55	X
5/15/2022	West Midway Ave/Main St	Serious injury	Driver	54	
7/4/2022	Central Ave/Page St	Serious injury	Bicyclist	22	X
8/16/2022	9th St/Santa Clara Ave	Serious injury	Driver	29	
9/26/2022	Encinal Ave/Broadway	Serious injury	Passenger	38	X
10/17/2022	8th St/Lincoln Ave	Serious injury	Passenger	23	
11/18/2022	Buena Vista Ave/Webster St	Serious injury	Pedestrian	24	
11/20/2022	981 Market St	Serious injury	Passenger	32	
12/1/2022	2227 Webster St (after exiting Webster Tube)	Fatal	Driver	37	X

*"Driver" and "passenger" refer to people in motor vehicles (not including motorcycles).

Rolling Averages

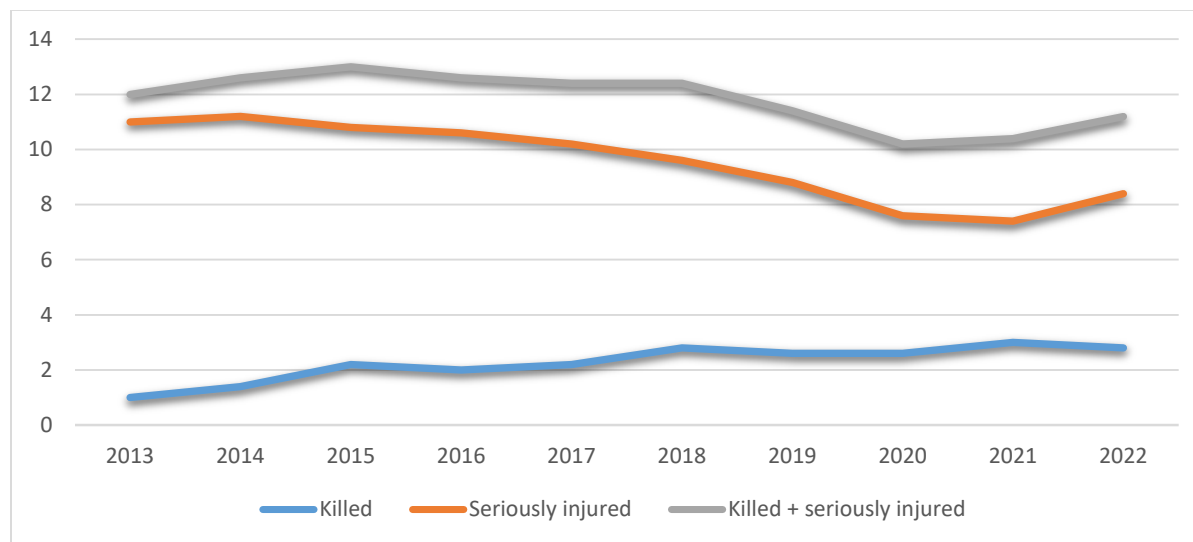
Because Alameda is a small city with relatively low numbers of deaths and serious injuries, a rolling average analysis can help smooth out noise in the data and help identify trends. Each data point represents the average of that year and the four prior years, so the 2013 figure is the average of 2009-2013; 2014 is the average of 2010-2014; etc. The analysis with combined traffic fatalities and serious injuries shows most modes generally trending down over time, while motor vehicle averages generally increased.

Figure 8: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2009-2022 Data



Looking at fatalities and serious injuries separately finds fatalities increasing slightly from 2009-2022 while serious injuries were trending downward until 2022.

Figure 9: Rolling Five-Year Averages, Traffic Fatalities and Severe Injuries, 2009-2022 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. The Vision Zero Action Plan therefore requires on the City to track crashes among these age groups. In 2022, 26 people aged 65+ were injured in traffic crashes, one of whom was seriously hurt while walking. A total of 18 children and youth were injured, two seriously: one who was walking and the other riding a bike.

Table 14: 2022 Traffic Fatalities & Injuries, Older Adults and Youth

	Older Adults 65+	Children & Youth <18
All modes		
Killed	0	0
Seriously injured	1	1
All injuries	26	18
Pedestrians		
Killed	0	0
Seriously injured	1	1
All injuries	4	4
Bicyclists		
Killed	0	0
Seriously injured	0	0
All injuries	1	12
In a motor vehicle		
Killed	0	0
Seriously injured	1	0
All injuries	21	2
Riding a motorcycle		
Killed	0	0
Seriously injured	0	0
All injuries	0	0

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.

- **Total moving violation citations and warnings: 4,175**
- **Percent along High Injury Corridors: 73%**

Street Design Projects to Improve Roadway Safety

In 2022, the City implemented street design improvements as part of projects like the High Injury Corridor Daylighting Project, striping and pavement maintenance, the Clement Safety Improvement Project, and others. Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. In addition to City work, the chart includes Caltrans' work installing rapid flashing beacons and crossing improvements at 6 intersections.

Table 15: Safety Improvements at Intersections, 2022

Intersection or Mid-Block Crossing Improvement Type	Intersections Improved 2022	% along High Injury Corridors	% in Equity Priority Areas	% within 600' of Schools
New Daylighting (new red curb)	71	73%	38%	23%
New Concrete Bulb-outs	3	0%	0%	0%
New Striped Bulb-outs	2	100%	50%	0%
New Marked Crosswalks	17	41%	18%	0%
New/Upgraded High Visibility Crosswalks	33	61%	36%	6%
New Signal Improvements for Safety	1	100%	0%	0%
New Rapid Flashing Beacons at crosswalks	9	78%	22%	11%
All Intersections Improved*	113	68%	31%	17%

**Since some intersections get multiple improvements, "all intersections improved" is not the sum of the above*

Table 16: Safety Improvements on Corridors, 2022

Roadway Improvement Type	Miles Improved 2022	% along High Injury Corridors	% in Equity Priority Areas	% within 600' of Schools
New road diet/roadway reconfiguration	0			
New shared-use path or separate walking/biking paths	0.4	0%	100%	0%
New/upgraded separated bike lanes	0.3	0%	0%	0%
New/upgraded buffered bike lanes	0.54	0%	0%	70%
New bike lanes	0.4	0%	1%	0%
All roadway miles improved	2.24	0%	35%	24%

Status of Vision Zero Actions

The Vision Zero Action Plan was adopted at the end of the year on December 7, 2021. While the City got a head start on some actions, this report exists mostly to look forward towards next steps. Action numbering is based on related goals and time periods and does not reflect prioritization.

Short-Term Actions (2022-2023)

The City aims to complete these actions in 2022 or 2023 (actions that are ongoing should launch during that time and then continue).

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
1.1	Use the City's most current Socially Vulnerable Populations map (or other disadvantaged community indicators) to prioritize investments, while also engaging with disadvantaged communities or community-based organizations (CBOs) representing disadvantaged groups. (Ongoing)	<ul style="list-style-type: none"> • 2022: After staff evaluation, the Transportation Commission approved replacing the City's outdated social vulnerability map with the BCDC's regularly updated Social Vulnerability Map. • 2021: City social vulnerability map was a prioritization factor in 2021-2023 Capital Budget project selection. 	<ul style="list-style-type: none"> • Implement projects per the Capital Budget. • Use equity priority community indicators to prioritize other street safety activities.
1.2	Form a Vision Zero Advisory Committee to provide guidance on Vision Zero Action Plan implementation. In addition to multidisciplinary City and partner agency staff members, work to include community members who can speak from the perspectives of equity priority communities, vulnerable road users, youth, older adults, parents of school-age children, local businesses, and traffic violence victim families. Offer seats to representatives of the Commission on Persons with Disabilities, the Social Services and Human Relations Board, and the Transportation Commission. Provide compensation to community members who need it in order to participate. (Ongoing)	<ul style="list-style-type: none"> • 2022: Held one Vision Zero Advisory Committee meeting to review the Rapid Response after Fatal & Severe Crashes program proposal. • 2021: The Vision Zero Task Force met three times to guide development the Vision Zero Action Plan. 	Hold 2-3 Vision Zero Advisory Committee meetings, as needed.
1.3	Ensure that community engagement efforts include tailored messages for vulnerable road users and target all the travel modes people use (walking, biking, wheeling, driving, etc.) Make outreach materials available in accessible formats and multiple languages. (Ongoing)	<ul style="list-style-type: none"> • 2021: Public engagement for the draft Vision Zero Action Plan included outreach to groups like Bike Walk Alameda and to groups representing equity priority communities. 	Ensure that any outreach materials target all travel modes and offer accessible formats and multiple languages.

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
1.4	Present annual Vision Zero Status Reports to groups representing equity priority communities. Solicit feedback on the Report's equity analysis, including equity of enforcement-related actions. (Ongoing)	n/a	Bring 2022 Vision Zero report to community groups and boards representing equity priority communities.
1.5	Through the City Council's legislative agenda, advocate for an income-based graduated traffic fine structure at the state level, so they do not disproportionately impact people with lower incomes. Evaluate whether the City can play a role making sure that Alameda County's program discounting traffic citation fines for people with low incomes is working for Alamedans. (Ongoing)		Include this in the City legislative agenda.
2.1	Through the City Council budget process, propose ongoing, dedicated funding and staffing for Vision Zero implementation and coordination. (Ongoing)	<ul style="list-style-type: none"> • 2022: Appropriated the additional \$2 million for street safety approved by City Council in December 2021. • 2022: Ran a recruitment process to hire the Transportation Engineer position, but were unsuccessful. • 2021: Shifted the former "Traffic Calming" Capital Improvement Plan category to "Street Safety" to focus on safety projects along High Injury Corridors. It has \$500,000 in the 2021-2023 Capital Budget. (Funding for street maintenance and individual street safety projects are separate.) • 2020: the City created and hired a two-year Senior Transportation Coordinator position to focus, in part, on Vision Zero efforts. 	<ul style="list-style-type: none"> • Turn the two-year Senior Transportation Coordinator position into an ongoing position. • Fill the open Transportation Engineer position. • Provide funds for Vision Zero efforts in the FY 2024-2025 Capital Budget.
2.2	Continue holding internal, multi-departmental Vision Zero Implementation Team meetings to implement the Vision Zero Action Plan, and coordinate and prioritize traffic safety efforts. (Ongoing)	<ul style="list-style-type: none"> • 2022: Invited full Vision Zero Implementation Team group to 3-4 Public Works/Transportation Planning coordination meetings for topics like Halloween traffic safety. 	<ul style="list-style-type: none"> • Convene the Vision Zero Implementation Team separately from the Public Works/Transportation Planning coordination meeting 2-4 times/year.

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
		<ul style="list-style-type: none"> • 2021: Held regular Vision Zero Implementation Team meetings for the first ¾ of year, then started holding these as a portion of existing Public Works/Transportation Planning coordination meetings. 	<ul style="list-style-type: none"> • Continue to invite the full Vision Zero Implementation Team to Public Works/Transportation Planning coordination meetings when needed.
2.3	Inform City staff and elected officials about Vision Zero and preferred language about crashes (e.g., “crash” instead of “accident”). Create a one-pager for new City Councilmembers. (Ongoing)	2022: Provided this information to two new Transportation Commission members.	Work with City Clerk to provide this information.
2.4	Provide educational and discussion sessions on Vision Zero concepts and best practices to staff who review, design, and implement projects and programs, to integrate Vision Zero principles into their work. (Ongoing)	<ul style="list-style-type: none"> • 2022: Staff participated in a three-day intensive Vision Zero Peer Exchange hosted virtually by FHWA, and shared findings. • Ongoing: Some staff joined existing FHWA, Vision Zero Network, and other trainings related to street safety countermeasures and Vision Zero issues. 	Alameda was selected to participate in the 2022-2024 FHWA Vision Zero Community Pairing program. Meet with mentor city (NYC) and partner city (Greensboro, NC) at least monthly; participate in quarterly webinars; and participate in FHWA-funded in-person visit to mentor city.
2.5	Update existing Vehicle and Equipment Use Maintenance Policy to include City driver behavior expectations related to Vision Zero traffic safety.		Hire new fleet manager (starts Feb 2023). Delay policy change to 2024.
2.6	Require Alameda Police officers to participate in the NHTSA’s pedestrian training for law enforcement and consider integrating Vision Zero into APD’s training for new officers. (Ongoing)		Research scope.
2.7	Require staff who drive for work to review the Vehicle and Equipment Use Maintenance Policy before driving a City vehicle or driving on City business for the first time. Create a flyer highlighting the safe driving elements of this policy and require departments to post it near vehicle sign-out sheets. (Ongoing)		<ul style="list-style-type: none"> • Make a flyer highlighting general Vision Zero safe driving behaviors and post where drivers will see it. • Consider delaying policy update until 2024 due to staff limitations.

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
2.8	Integrate Vision Zero traffic safety into existing trainings for commercial drivers. (Ongoing)		Consider delaying until 2024 due to staff limitations.
2.9	Design and place Vision Zero bumper stickers on all City vehicles that spread safety messages. (Ongoing)		Incorporate this into planning for action 3.1
3.1	Develop a citywide safety campaign, based on the City's collision data, to share information with the community about traffic safety for all modes and to increase awareness about Vision Zero. Use social media, yard signs, billboards, PSAs, and giveaways to promote safe roadway behavior. Target messaging (such as billboards, signs, or murals) at access points into Alameda from Oakland. (Ongoing)	2022: Researched available funding and found none offering the flexibility to make locally relevant materials.	Plan a Vision Zero public safety campaign with a smaller scope due to lack of additional funding.
3.2	Develop and distribute educational materials and/or videos demonstrating how to navigate and interact with newer active transportation facilities (e.g. bike boxes, Pedestrian Hybrid Beacons, separated bike lanes, etc.) Include information about the purpose and goals of this infrastructure. (Ongoing)		Plan for public instruction about roundabout usage in conjunction with Central Avenue Safety Improvement Project roundabout construction in 2024.
3.3	In addition to safety campaigns, conduct communications explaining the City's Vision Zero program, prioritization, data, plans, and progress. Maintain a City webpage and a Vision Zero mailing list. Send periodic updates to the mailing list. (Ongoing)	<ul style="list-style-type: none"> • 2022: Sent 3 Vision Zero Update mailings, and grew the Vision Zero mailing list to over 1,260 subscribers, and included traffic safety information in new citywide newsletter. • 2022: 920 unique pageviews for Vision Zero webpage and 590 for the Building Safer Streets page. • 2021: Expanded and organized Vision Zero webpage. • 2021: Created the new Building Safer Streets webpage under Public Works and linked it to Vision Zero and Transportation pages. 	<ul style="list-style-type: none"> • Maintain the Vision Zero and Building Safer Streets webpages. • Send Vision Zero Update mailing (or include traffic safety information in the citywide newsletter) at least quarterly

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
3.4	Share preferred language usage for crashes (e.g., “crash” instead of “accident”), with media outlets active in Alameda to encourage balanced reporting of crash situations. (Ongoing)		When fielding media inquiries after crashes, share language preference.
3.5	Develop and follow a crash communications protocol to provide transparent public communications about fatal and severe injury crashes and to provide guidance on language usage (e.g., “crash” instead of “accident”. Assess protocol's effectiveness as part of the annual Vision Zero Status Report and change as needed. (Ongoing)	<ul style="list-style-type: none"> • 2022: As part of the Rapid Response program development, researched best practices for communications after crashes, and developed recommendation to share crash narratives about individual crashes. • 2021-2022: Provided pro-active, public updates fatal crashes. Posted fatality and injury data on the Vision Zero webpage. • 2020: <i>Developed a working crash communications protocol.</i> 	<ul style="list-style-type: none"> • In the 2022 Vision Zero Annual Report, provide narrative descriptions of fatal crashes and location/age/mode for all serious injury crashes. • Include crash communications protocol in the Rapid Response program.
3.6	Encourage the Alameda Unified School District to adopt a policy that supports incorporating traffic safety education into curriculum and the implementation of Safe Routes to Schools-supportive infrastructure.	<ul style="list-style-type: none"> • 2022: Discussed at newly convened Safe Routes to School/AUSD/City working group. 	<ul style="list-style-type: none"> • Work with school district on next steps.
4.1	Prioritize street safety investments on high injury corridors. Treatment locations should be guided by findings from crash analyses and supplemented by community feedback. (Ongoing)	<ul style="list-style-type: none"> • 2021-2022: Daylighted intersections along Tiers 1& 2 corridors as part of the High Injury Corridor Daylighting Project. • 2020: <i>Use HIC map to prioritize 2021-2023 Capital Budget projects.</i> 	<ul style="list-style-type: none"> • Implement street safety projects per Capital Budgets. • Use HIC map to prioritize FY 2024-2025 Capital Budget projects. • Plan daylighting for Tier 3 HIC corridors to complete the High Injury Corridor Daylighting Project. • Use HIC maps, supplemented by community feedback, to prioritize other street safety activities.
4.2	Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.		Create checklists for street resurfacing and corridor projects.

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
4.3	Use Federal Highway Administration (FHWA) crash reduction factors to decide on best engineering interventions at locations chosen for improvements. (Ongoing)	2020-2022: Used FHWA crash reduction factors to create concepts and designs for projects like Central, Clement, Clement/Tilden, Grand, and Lincoln/Marshall/Pacific.	Continue to use FHWA crash reduction factors.
4.4	Focus enforcement on dangerous moving violations, including speeding, reckless driving, failure to yield, and any other moving violations associated with severe crashes as identified through crash analysis. (Ongoing)	<ul style="list-style-type: none"> • 2022: On July 19, all officers and many staff working that day received a Vision Zero training comprising an overview, crash data findings, and details about Police-related actions & prioritization in the Vision Zero Action Plan. • 2022: PD instituted periodic traffic enforcement focuses led by patrol teams or the traffic division, and including public communications about that traffic safety focus area. • Ongoing: Participated in the Alameda County High Impact Traffic Team days in Alameda to enforce primary collision violations. Hosted 3 days in Alameda in 2022. 	<ul style="list-style-type: none"> • Continue focusing enforcement on moving violations associated with fatal and injury crashes. • Continue to participate in the Alameda County High Impact Traffic Team.
4.5	Conduct targeted enforcement actions along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments. (Ongoing)	<ul style="list-style-type: none"> • 2022: 73% of all traffic stops were on HICs. • 2022: All officers received a copy of the HIC map for traffic enforcement prioritization. • 2022: January traffic enforcement focus was intoxicated driving. • Ongoing: Conducted roaming morning and afternoon patrols at the schools enforce traffic violations, especially for those not yielding to pedestrians in crosswalks and distracted drivers. 	<ul style="list-style-type: none"> • Continue focusing enforcement on HICs. • Continue roaming morning and afternoon patrols at the schools, rotating throughout the city. • Focus on DUI enforcement with designated DUI patrol officers and DUI Checkpoints.

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
4.6	Conduct citywide intersection study to determine suitability for roundabouts to increase safety by slowing vehicles, eliminating broadside crashes, and decreasing conflicts.	<ul style="list-style-type: none"> • 2022: Presented the final citywide roundabout screening analysis, which identified top locations for potential roundabouts, to the Transportation Commission. • 2022: Based on screening results, submitted a roundabout grant application to the Alameda CTC for three intersections, totaling \$13.5 million. • 2022: Transportation Commission recommended City Council approval of a roundabout concept for Mecartney Road/Island Drive. • 2021: General Plan update approved with policies related to roundabouts. 	<ul style="list-style-type: none"> • Utilize roundabout screening when planning intersection improvements. • Begin construction on two roundabouts on Central Ave. • Recommend roundabouts at key intersections in the Lincoln Avenue/Marshall Way/Pacific Avenue corridor.
4.7	Deploy speed-reader trailers and use other messaging devices to discourage speeding and increase traffic law compliance along high injury corridors and other arterials. Use speed-reader trailers or other tools to track motor vehicle travel speeds, including along high injury corridors. (Ongoing)	Ongoing: APD and Public Works speed-reader trailers were moved to locations for special events and areas with significant concerns.	The City will move traffic trailers to strategic locations for high injury corridors, special events, and areas with significant concerns.
4.8	Aid Alameda Unified School District and other schools in developing and implementing plans to organize and standardize drop-off/pick-up at all public and private schools.		Work with school district on next steps.
5.1	Provide an annual Vision Zero Status Report to the Transportation Commission, City Council, and the public. (Ongoing)	2022: Added Vision Zero Actions tracking table to Annual Report on Transportation published in January 2022.	Provide this 2022 Annual Vision Zero Report to the Transportation Commission, SHHRB, Commission on Persons with Disabilities, Planning Board, Rec and Park Commission, and City Council. Send to transportation mailing lists, post on webpage, and hold a public Traffic Safety Open House that includes report findings.

#	Short-Term Vision Zero Action (2022-2023)	2021-2022 Accomplishments	2023 Work Program
5.2	Update Police Department crash data database configuration to allow Public Works and Transportation Planning to run up-to-date crash reports.	<p>2021-2022: Worked with Crossroads to develop and populate an iteration of Crossroads for Public Works and Transportation Planning staff. This is meant to include the automatic transfer of approved crash reports stripped of personally identifying data.</p> <p>However, this feature is still not functioning, requiring PD to continue providing crash data to transportation planning staff.</p>	Work with Crossroads to fix problems with the automatic transfer of approved/redacted crash reports to the iteration of Crossroads for Public Works and Transportation Planning staff.

Medium-Term Actions (2024-2026)

The City aims to complete these actions between 2024 and 2026 (actions that are ongoing should launch during that time and then continue). Actions left blank are planned for later years.

#	Medium-Term Vision Zero Action (2024-2026)	2021-2022 Accomplishments	2023 Work Program
3.7	Incorporate roadway safety education activities into city-sponsored events, as appropriate. (Ongoing)	2022: Included street safety materials when tabling at eight events, like Pride in the Park, the AUSD Picnic for African American and Multi-Ethnic families, and the Annual Bike Festival.	Table at city-sponsored events, as appropriate.
3.9	Hold an annual Traffic Safety Open House that includes presentations from City staff and time for public comment and discussion. Consider aligning this with the annual Vision Zero Status Report. Optionally, hold an additional two to three virtual town halls to update public on traffic safety activities. (Ongoing)	<p>2022: The transportation team organized 14 public events to get feedback on specific projects and plans, with a major focus on the draft Active Transportation Plan. Staff opted to wait until early 2023 for a Traffic Safety Open House.</p> <p>2021: Mayor held a virtual Town Hall on traffic safety.</p>	Hold a Traffic Safety Open House in early 2023, including a presentation of 2022 Annual Vision Zero Report findings.

#	Medium-Term Vision Zero Action (2024-2026)	2021-2022 Accomplishments	2023 Work Program
3.11	Provide a comprehensive bicycle safety education program to all public and private schools, targeted to 5 th graders. (Ongoing)	2021-2022: Offered in-school bicycle safety education to all 5 th grade classes, via contract with non-profit.	Continue to offer and promote program.
4.9	Utilize the high injury corridors analysis in project selection for the City's transportation infrastructure maintenance, project development, and implementation.	<i>2020: Used HIC map to prioritize FY 2021-2023 Capital Budget projects.</i>	Use HIC map to prioritize FY 2024-2025 Capital Budget projects.
4.10	Conduct a best practice scan for guidance on infrastructure rapid response programs that respond to fatal and severe injury crash locations with infrastructure recommendations, and create a program reflecting best practices.	2022: Employed a Goldman School of Public Policy (UC Berkeley) graduate student to conduct this analysis as a master's thesis project. In December, the Transportation Commission discussed the final report, which includes best practice scan and program recommendations.	2023: Include rapid response program in the Street Safety Capital Improvement Plan category, and plan implementation.
4.11	Through the City Council legislative agenda, support state legislation to allow the use of automated enforcement cameras for speed violations.	Included in legislative agenda and supported AB 550, which did not progress.	Include in legislative agenda.
4.12	Conduct studies at signalized intersections along high injury corridors to assess whether signalization strategies such as protected phasing and leading pedestrian/bicycle intervals could be accommodated.	<ul style="list-style-type: none"> • 2022: Designed intersection signal upgrades for all five intersections along Ralph Appezzato Memorial Parkway from Main to Constitution (Cross Alameda Trail) • 2022: Per policy, updated and deployed signal timing within a quarter mile of Community Commercial land use and within 600 feet of parks to have a pedestrian WALK signal granted at every cycle 7:00 - 7:00 pm. Also updated and deployed signal timing within 600 feet of schools to have a pedestrian WALK signal granted at every cycle at start/stop times of school. 	<ul style="list-style-type: none"> • Complete design and construction for the safety improvements at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose for the Traffic Signal and Pedestrian Safety Improvements project. • Complete construction along the CAT between Main St and Constitution Way for the signalized intersections to include bike phases and bike signals.

#	Medium-Term Vision Zero Action (2024-2026)	2021-2022 Accomplishments	2023 Work Program
		<ul style="list-style-type: none"> • 2021: Adopted the Signalized Intersection Equity Policy 	
4.13	Create a program to improve bicycle and pedestrian crossings of arterials and include guidance and thresholds for crossing improvements at unsignalized and signalized crossings.	Adopted the Active Transportation Plan	Develop Neighborhood Greenway design guidance, which will include guidance for crossing improvements at all types of crossings.
1.6	Review and consider adding select visible disability statuses to the crash data form. Review Alameda Police Department's current crash data form and study any existing best practices for this. If feasible and prudent, add this field to the crash data form.		
1.6	With every five-year Action Plan update, use focus groups to develop a nuanced understanding of Alamedans' roadway safety trends and determine whether trends or safety concerns vary across groups, particularly disadvantaged communities and vulnerable road users. If budget is available, consider using polling as well. (Ongoing)		
1.7	Revive the citation diversion program for traffic safety violations for bicyclists and consider extending it to pedestrians.		
2.10	Integrate Vision Zero traffic safety awareness and education into process of contracting with vendors who provide city services and drive on Alameda's streets regularly, e.g., maintenance, etc. (Ongoing)		
2.11	Establish a policy calling for safety features on new City vehicles, as well as phased retrofits to existing vehicles, as feasible. This could include pedestrian/obstacle detection and speed tracking in vehicles of all sizes, as well as large vehicle designs or features that reduce risk of death in collisions with pedestrians and bicyclists.		

#	Medium-Term Vision Zero Action (2024-2026)	2021-2022 Accomplishments	2023 Work Program
2.12	Develop a network of City staff who pledge to support Vision Zero through the dissemination of safety and educational information to their colleagues. (Ongoing)		
3.10	Provide a comprehensive pedestrian safety program to all public and private schools, targeted to appropriate grade level. (Ongoing)		
3.8	Develop campaign materials regarding impaired driving for distribution at Alameda's bars and its wineries, distilleries, and breweries that offer tastings. Work with businesses and business districts to develop.		
4.14	Implement School Zone program with 15 or 20 mph speed limits on as many streets as possible per the provisions of CVC 22358.4.		

Long-Term Actions (2027-2032)

The City aims to complete these actions between 2027 and 2032 (actions that are ongoing should launch during that time and then continue).

#	Long-Term Vision Zero Action (2027-2032)	2021-2022 Accomplishments	2023 Work Program
4.15	Conduct school safety assessments (SSAs) at all public and private schools; develop implementation plans for improvements up to one-quarter mile from the schools. Implement the plans focusing first on the improvements within 600 feet of the schools. (Ongoing)	SSAs have been completed at 8 schools. The City allocated its own funding, along with grant funds, to implement these 8 SSAs, conducted site assessments and improvement evaluations with design consultant.	Finalize plans and begin construction at 8 schools. Conduct SSAs at additional schools.
4.17	Through the City Council legislative agenda, support state legislation to develop a new approach to setting speed limits, including that which would provide more control for local jurisdictions and allow for greater flexibility of speed limit setting in urban areas.	2021: AB 42 became law.	
2.13	Update the Vision Zero Action Plan every five years. Revise actions to reflect current collision trends,		

#	Long-Term Vision Zero Action (2027-2032)	2021-2022 Accomplishments	2023 Work Program
	integrate technological advancements and changes in best practices as needed. (Ongoing)		
3.12	Partner with local organizations to create a neighborhood safety ambassador program, traffic safety education kit, and other tools that community groups, schools, business groups, and others can use to promote road safety awareness and Vision Zero. (Ongoing)		
4.16	Prioritize high injury corridors and other arterials for lighting improvements, such as added lighting at signalized and unsignalized crossings, in addition to along roadway corridors. (Ongoing)		
5.7	With every five-year Action Plan update, generate new High Injury Corridor maps and conduct a major crash data analysis per behaviors, movement types, violations, alcohol-involved crashes, age, mode, and more.		

Appendix II: Transportation Choices Plan Status

The Transportation Choices Plan, adopted in 2018, is a living document that leaves room for adaptation over time to address changing transportation needs.

Near-Term Actions (2018-2019)

#	Near-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
1	Alameda Shuttle Exploration	High	In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezato Parkway to the ferry terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.	Recommend next steps for Line 78 before the June 2023 conclusion date. Coordinate on AC Transit's Service Recovery Plan.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	Released draft Active Transportation Plan and City Council adopted final Plan in December.	Implement Active Transportation Plan
3	Bus Stop Improvements	High	City staff initiated an analysis of benches at bus stops, which includes updating the inventory of existing benches at bus stops and prioritizing where additional benches could be located using ridership at bus stops and the Active Transportation Plan's priority pedestrian streets.	Purchase approximately 20 benches, and install them based on the finalized prioritization list at key bus stops throughout the city using the City's Measure BB paratransit fund. Bus stops will be improved as part of the Central Avenue Safety Improvement Project and the Grand Street Improvement Project, which are expected to begin construction in 2023.
4	EasyPass Expansion	High	The Alameda TMA provided EasyPasses to Site A and Northern Waterfront residents. The City provided free bus passes to low-income seniors and people with disabilities as a three-year pilot program in	Coordinate with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments. Continue to expand the paratransit free bus passes for seniors and people with disabilities.

#	Near-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
			partnership with AC Transit using Measure BB paratransit funds as well as to Alameda Point Collaborative residents. Alameda CTC expanded its free bus pass program to low-income Alameda Unified School District students.	Alameda CTC plans to continue providing free bus passes to low-income AUSD students.
5	Harbor Bay Ferry Terminal Access and Parking Management	High	Developed a ferry terminal parking pricing strategy for the Harbor Bay and Seaplane Lagoon ferry terminals, and received Transportation Commission endorsement in December.	Begin paid parking at Harbor Bay and Seaplane Lagoon ferry terminals.
6	Main Street Ferry Terminal Access and Parking Management	High	WETA to replace existing Main Street ferry terminal float.	Finalize and implement parking management plan. Work with WETA to strategize for long-term terminal, parking and open space improvements.
7	Parking Management	High	<ul style="list-style-type: none"> • Transportation Commission endorsed the Ferry Terminal Parking Pricing strategy developed by staff. • Launched Public Works parking enforcement program with the City's first-ever full-time parking technicians (2 positions), then hired additional 2 part-time technicians. • Re-established parking management and enforcement on Park and Webster Street. • Created new Alameda Parking logo and began using it on uniforms and signage. • Updated webpage so that all parking-related information can be accessed from one place. • Evaluated the Business District Parking Permit program. 	<ul style="list-style-type: none"> • Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals • Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy. • Improve security in the Civic Center Parking Structure. • Improve curb management & ADA parking on Park & Webster St. • Update the Business District Parking Permit Program.
8	Parking Policies for New Development	High	2021: City Council updated zoning code with parking maximum requirements rather than parking minimum requirements.	

#	Near-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
9	Pedestrian Master Plan and Design Guidelines Update	High	See TCP #2	See TCP #2
10	Transit Signal Priority	High	Included transit signal priority capabilities when modernizing signal equipment.	Continue to include transit signal priority capabilities when modernizing signal equipment.
11	Transportation Awareness Campaign	High	Provided bicycle safety education safety classes, and updated community members on transportation project/program progress.	Continue bicycle safety education classes for all ages 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	Issued new 20-month parklet permits and allowed continued use of private parking lots for commercial purposes, to assist businesses to continue to recover from the COVID pandemic economic downturn. Participated in the Chamber of Commerce Government Relations Committee.	Continue business partnerships and outreach with key stakeholders.
13	Bike Share	Medium	No Action.	Begin to 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 the OAAP and access how to move forward with a carpool queue jump at the Constitution Way/Mariner Square Drive intersection.

#	Near-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	WETA began the Short-Hop between the Main Street terminal and Jack London Square (JLS) in the Fall. City launched a partnership with public agencies and private entities to plan and operate a pilot estuary water shuttle; City submitted grant application for pilot.	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 plan for pilot water shuttle program between Alameda and Jack London Square to begin in 2024, or sooner.
17	Westline Drive Bus Lane	Medium	Coordinated with Active Transportation Plan for potential bus lane and bikeway along Westline Drive.	Develop concept for a potential bus lane and bikeway along Westline Drive/Eighth Street (Otis to Central).
18	Shared Ride Service for Seniors and People with Disabilities (City's Paratransit Measure BB transportation sales tax dollars)	Medium	Launched the Uber/Lyft concierge three-year pilot program called Alameda Independent Mobility (AIM): with Eden I&R as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation, which serves low-income EBP members in Alameda offering same day trips within Alameda County. As of December, AIM has enrolled 25 participants and averages 40 trips per month.	Continue AIM – Uber/Lyft concierge program – and work to adjust the payment model to reduce the cost per trip.

Medium-Term Actions (2020-2025)

#	Medium-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
19	Alameda Point Bus Rapid Transit Service	High	No Action.	On hold until completion of AC Transit's Line 78 recommendation or Service Recovery Plan to better understand the bus service on Appenzato Parkway.
20	Bicycle and Pedestrian	High	#20A Alameda Point Bay Trail: Coordinated with East Bay Regional Park District on an adaptation project in the Northwestern Territories of Alameda Point.	Coordinate with adaptation project partners on #20A and #20B.

#	Medium-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
	Corridor Improvements		<p>Constructed Bay Trail segment in Seaplane Lagoon Promenade.</p> <p>#20B Bay Farm Bike/Pedestrian Wooden Bridge Study: Incorporated as part of the Bay Farm Island Adaptation project, which received a federal earmark.</p> <p>#20C Bayview Drive Feasibility Study: No Action.</p> <p>#20D Blanding Avenue: Completed, 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: No Action.</p> <p>#20H Neptune Park path: No action.</p> <p>#20I Trail Resurfacing: No Action.</p> <p>#20J: New Webster Tube walkway: To be constructed as part of Oakland Alameda Access Project (2027).</p> <p>#20K Cross Alameda Trail between Main Street and Constitution Way. Completed (2020).</p>	<p>Develop plans to restripe Miller-Sweeney Bridge to add bikeways and improve bike safety (#20G).</p> <p>Participate in the OAAP plans development to provide direction on the New Webster Tube walkway, which is expected to be constructed in 2027. (#20J)</p>
21	Citywide Safe Routes to School Audits and Improvements	High	<p>School Safety Assessments (SSAs) conducted at Otis Elementary School</p> <p>Continued contract with Cycles of Change for bike safety education for 5th graders in schools.</p> <p>Brought back the annual Alameda Bike Festival, targeted to children and families, after a COVID hiatus.</p>	<p>Finalize design and commence construction on recommendations from the 8 completed School Safety Assessments.</p> <p>Complete 2-3 new SSAs (Ruby Bridges and others TBD).</p> <p>Hold annual Bike Festival.</p>
22	Crosstown Express Bus Service	High	<p>In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezato Parkway to the ferry</p>	<p>Recommend next steps for Line 78 before the June 2023 conclusion date. Coordinate on AC Transit's Service Recovery Plan.</p>

#	Medium-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
			terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.	
23	Increase Frequency and Span of Service for Ferry Service	High	WETA increased the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.	WETA will continue to increase the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.
24	Increase Frequency and Span of Service for Local Bus Routes	High	<p>AC Transit extended the Line 78 pilot route, which is timed with the Seaplane Lagoon ferry routes and runs between the Seaplane Lagoon ferry terminal and Fruitvale BART.</p> <p>AC Transit increased the frequency and span of service as the COVID-19 pandemic restrictions eased.</p>	<p>AC Transit will continue to monitor the Line 78 pilot performance, especially following the upcoming implementation of paid parking at the Seaplane Lagoon ferry terminal, and will recommend next steps before the June 2023 conclusion date.</p> <p>AC Transit will continue working to secure the state and federal funding needed to restore service in the near-term but with long-term sustainability concerns.</p> <p>AC Transit is launching a system-wide network redesign to consider adjustments to transit routes, service span and frequencies to better meet the post-pandemic travel needs. Outreach is expected in spring and implementation of the new bus network is targeted for fall 2024.</p> <p>In partnership with AC Transit, Alameda Point property owners, the Alameda TMA and the West Alameda TMA, implement frequent AC Transit bus service between Alameda Point's Site A/Seaplane Lagoon ferry terminal, Alameda Landing and Downtown Oakland.</p>
25	Increase Transbay Bus Service	High	Regional Measure 3 lawsuit is in progress.	Increased Transbay frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit.

#	Medium-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
26	Miller-Sweeney Multimodal Lifeline Bridge	High	<i>Rail Bridge:</i> The United States Army Corps – as the owner of the former rail bridge – requested federal funds to be authorized that would allow them to evaluate a bridge removal with a feasibility study to properly dispose of the bridge.	<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 2021. WETA increased the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.	WETA will continue to increase the frequency of service based on ridership as commuters return to work and the COVID-19 pandemic restrictions are lifted.
28	Regional Transit Hub Connector Bus Service	High	In March, the AC Transit Board of Directors approved extending the Line 78 trial line for an additional year due to the lingering impacts of COVID-19. The Line 78 pilot initially was launched in August 2021, and it provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezzato Parkway to the ferry terminal and also in the reverse direction. Riders who use Clipper to take Line 78 to/from the Alameda Seaplane ferry receive a free bus ride.	Recommend next steps for Line 78 before the June 2023 conclusion date. Coordinate on AC Transit's Service Recovery Plan.
29	TDM Ordinance Update	High	No Action.	TBD.
30	Vision Zero Safety Improvements and Traffic Calming	High	<p><i>#30A - Central:</i> Completed the Caltrans project approvals in December.</p> <p><i>#30B - Clement:</i> Completed the design drawings and cost estimates, and requested Caltrans to authorize construction.</p> <p><i>#30B - Tilden/Clement:</i> Initiated the planning/scoping phase with two rounds of outreach: spring and fall, and developed a draft concept that includes a roundabout at Blanding/Tilden/Fernside, a westbound</p>	<p><i>#30A - Central:</i> Complete final design and begin construction.</p> <p><i>Encinal Avenue:</i> Caltrans is expected to complete construction in 2023.</p> <p><i>#30B - Clement:</i> Begin construction.</p> <p><i>#30B - Tilden/Clement:</i> Seek approval of the draft concept by the Transportation Commission and City Council. Complete design and secure regulatory approval of a remediation plan.</p>

#	Medium-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
			<p>Clement Avenue extension, and the Cross Alameda Trail.</p> <p>#30C - Clement Avenue (Hibbard to Grand extension): Pennzoil demolished structures, cleaned up property, and private developer design plans approved by Planning Board, including new road.</p> <p>#30D - Main Street: Completed bike lanes in November 2019 and implemented signal retiming in 2020.</p> <p>#30E - Otis Drive: Completed construction in 2021, evaluated performance and adjusted signage and striping accordingly.</p> <p>#30F - Stargell: Conducted community engagement and refined concept plan to construct bicycle and pedestrian trail between Fifth Street and Main Street. Submitted grant to construct (pending).</p> <p>#30G - Lincoln Avenue/Marshall Way/Pacific Avenue: Initiated the planning/scoping phase with two rounds of outreach: spring and fall, and developed a draft concept that includes a road diet, bike lanes and two roundabouts. Applied for grant (pending).</p>	<p>#30C - Clement Avenue (Hibbard to Grand extension): Private developer to commence work (schedule TBD).</p> <p>#30F - Stargell: Further develop concept plan, and initiate soils investigation, to prepare for future grant application.</p> <p>#30G - Lincoln Avenue/Marshall Way/Pacific Avenue: Seek approval of draft concept by Transportation Commission and City Council. Complete immediate phase work and concept design.</p>
31	Bikes in Buses through Webster/Posey Tubes	Medium	AC Transit continues to install front-loading bike racks on buses that accommodate three bicycles.	AC Transit to continue installing front-loading bike racks on buses that accommodate three bicycles.
32	Citywide Transportation Management Association	Medium	In progress.	Expand Alameda TMA to include: Alameda Landing tenants/HOAs Alameda Point's Site A
33	Faster Line 51A Bus Service	Medium	No Action.	Coordinate on AC Transit's Service Recovery Plan.
34	New Technologies and Innovations	Medium	In April, the City Council approved the Smart City Plan without the transportation-related recommendations,	Make progress with fiber design and grant writing for a citywide municipal fiber ring.

#	Medium-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
			<p>which still allows the City to move forward with the communications backbone.</p> <p>City staff – including IT, AMP and the City Attorney's Office – is reviewing fiber assets to recommend how to proceed with a potential citywide municipal fiber ring.</p> <p><i>Electric vehicle charging is covered in the CARP Annual Report.</i></p>	<p><i>Electric vehicle charging is covered in the CARP Annual Report.</i></p>

Long-Term Actions (2026+)

#	Long-Term TCP Action	Priority	2022 Accomplishments	2023 Work Program
35	BART to Alameda - New Transbay Rail Crossing	n/a	BART and Capitol Corridor are collaborating to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco as part of Link21. Link21 is a long-range transportation program to transform the passenger rail network serving the 21-county Northern California Megaregion. Link21 will make it more convenient for people to take BART and Regional Rail (commuter, intercity, and high-speed) throughout the Megaregion. Virtual community meetings were held in the fall to launch Phase 1, which will develop, evaluate, and refine initial concepts to identify projects that will move forward into environmental review. City staff also assisted with a U.C. Berkeley student planning project to locate a rail station in Alameda.	Link21 project recommendations are expected in 2024. An annual progress report to the Transportation Commission is expected in March 2023.
36	Comprehensive Congestion Management	n/a	No actions.	No actions.
37	New Transit/Bike/ Pedestrian Lifeline Tube	n/a	No actions.	No action anticipated, due to extremely high cost (\$1.9 billion).
38	Webster/Posey Multimodal Lifeline Tubes	n/a	No actions. Caltrans does not have future plans for seismic upgrades or upgrading the facility other than refurbishment of the ventilation system.	Caltrans has an action plan for quickly evaluating the tubes after an earthquake or other potentially damaging event.
39	West End Bicycle/ Pedestrian Crossing	n/a	Initiated contract with consultant and began developing the Project Initiation Document (PID).	Complete PID.