



City of Alameda Status Report on Transportation, August 2023

In its efforts to meet the City's goals to eliminate traffic deaths and severe injuries by 2035, as well as to reduce solo driving, improve equity, and reduce greenhouse gas emissions, the City of Alameda has an ambitious slate of transportation priorities in 2023. This report provides status updates for the 2023 Work Program in the [Transportation 2022 Annual Report & 2023 Work Plan](#).

2023 Work Program

Citywide Transportation Planning

| Priority Plan/Program | 2023 Action | January-July Status Report |
|--|---|---|
| ADA Self-Evaluation and Transition Plan | Complete plan for public facilities and public right of way | Developed draft public facilities plan; public right-of-way plan in progress. |
| Tsunami Response Plan | Begin plan development | This is now included in the City's broader emergency response planning rather than falling under transportation and is being annexed to the Emergency Operations Plan. Emergency response staff continue to develop a hybrid plan that includes a combination of sheltering in place or relocating depending on the projected inundation. |
| Performance metrics and goals for the transportation network. | Develop metrics and goals for all transportation modes | Work to begin in Fall 2023, with scoping document to Transportation Commission's September 2023 meeting. |

Transportation Programs

| Priority Plan/Program | 2023 Action | January-July Status Report |
|---|--|---|
| <u>Vision Zero</u>: Rapid Response after Fatal Crashes program | Fund and begin implementing the program. | <ul style="list-style-type: none"> Included funding for this in the Street Safety category of the FY 23/24 & 24/25 Capital Budget approved in June 2023. |

| Priority Plan/Program | 2023 Action | January-July Status Report |
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| | | <ul style="list-style-type: none"> • Developed concepts for locations of the two fatal crashes to date in 2023. Improvements at Willow/San Antonio will be constructed by end of year; those on Mecartney require additional detailed design and construction bidding for implementation in late 2024 or early 2025. • In second half of 2023, will begin work with a consultant to develop a Quick-Build Toolkit that can enable faster turnaround. • Finalized Fatal Crash Communications Protocol for inclusion in the City’s Administrative Policies & Procedures. • Launched new Rapid Response webpage including a new table with details about fatal crashes and City response. www.alamedaca.gov/rapidresponse |
| Vision Zero: Project Checklists | Create traffic engineering project checklists to use during design and implementation that include specific safety and equity considerations. | <ul style="list-style-type: none"> • Developed matrix for use with the 2024 paving project that overlays Active Transportation Plan and Vision Zero data with planned paving segments. • Began work with IT Department’s GIS manager to create a mapping tool for all of these checklist considerations. |
| Vision Zero: Public Safety Campaign | Implement a limited Vision Zero public safety campaign. | Completed draft scope of work for consultant proposal request. |
| Vision Zero: AUSD policy | 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. | AUSD has focused on other matters this year. |
| Vision Zero: Enforcement | 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. | PD continued its ongoing efforts to prioritize traffic enforcement on these items, though with limited staffing. |
| Bicycle Safety Education | Continue contracting with Cycles of Change to offer half-day bicycle education programs to 5th graders throughout Alameda, and with | No in-school programs offered in Spring 2023 due to staff shortages and changes at Cycles of Change, and lack of response from schools. Staff working with Cycles of Change |

| Priority Plan/Program | 2023 Action | January-July Status Report |
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| | Bike East Bay for adult bicycle safety education. | to more effectively promote classes and consider re-designing program to better fit into school schedules. |
| Safe Routes to Schools partnership | Continue collaborating with Safe Routes to Schools partners on program implementation. | Staff regularly meets with SR2S staff, and collaborates on quarterly meetings with City, AUSD, SR2S staff, and non-profit program operators to share info and collaborate on programs. |
| Bike Festival | Support the annual bicycling celebration event by contracting with a non-profit to provide program coordination. | City contracted with TransForm to organize the 2023 annual Bike Festival, which was held April 29 at Ruby Bridges Elementary School and was a huge success. |
| Crossing Guard program evaluation | Begin evaluation and developing recommendations on site selection and funding. | Work delayed to 2024. |
| Trails Maintenance | Complete a citywide trails inventory, prioritize segments for maintenance, seek funding, and continue maintenance. | <ul style="list-style-type: none"> • Early 2023: Planning and Rec & Parks staff worked together on a successful grant application for trail maintenance on a second 1/4 mile segment near the Harbor Bay Ferry terminal. • Mid-August: ARPD began trail maintenance and upgrades on a 1/3 mile trail segment in Bay Farm Shoreline Park near Veterans Court. • Staff are awaiting the completion of the regional Bay Trail Project trail inventory, expected in fall 2023, to finalize the City's own trails inventory. |
| Paid parking at ferry terminals | Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals. | <ul style="list-style-type: none"> • Awarded MTC Parking Management Capital Grant that covers, in part, infrastructure and communications to begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals. • Implementation now planned for 2024, when grant funds can be released. |
| Parking occupancy | Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy. | <ul style="list-style-type: none"> • Awarded MTC Parking Management Capital Grant that covers, in part, data collection/analysis and communications to begin demand-responsive parking pricing in business districts. • Implementation now planned for 2024, when grant funds can be released. |

| Priority Plan/Program | 2023 Action | January-July Status Report |
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| Civic Center Parking Structure Security | Improve security in the Civic Center Parking Structure. | <ul style="list-style-type: none"> • In June 2023, City Council approved Capital Budget with \$1 million to cover security and other improvements. • Awarded MTC Parking Management Capital Grant that covers, in part, a new parking guidance system in the garage as well as wayfinding signage to it. |
| Business District Parking Permits | Update the Business District Parking Permit Program. | <ul style="list-style-type: none"> • In 2022, conducted outreach and data collection and developed recommendations for updates to the program. One recommendation is moving the Park St area permits into the garage. • Currently delaying implementation until garage security updates are underway. |
| Park/Webster Curb Management | Improve curb management & ADA parking on Park & Webster St. | <ul style="list-style-type: none"> • Worked with WABA and DABA to develop recommended locations for new color curb zones for commercial loading, short-term parking, and disability parking. • In fall 2023, the City will notify area properties of these recommendations, with plans to implement them with the Park/Webster St updated striping. • Awarded MTC Parking Management Capital Grant that covers, in part, further efforts to address curb management needs in the coming years. |

Public Transportation

| Transportation Project | 2023 Action | January-July Status Report |
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| <u>Paratransit program</u> | Continue the new AC Transit bus pass and Uber/Lyft concierge programs for the City's <u>Paratransit program</u> | <ul style="list-style-type: none"> • Over 650 seniors and people with disabilities now have an Alameda Free AC Transit Bus Pass. In the first year of this pilot program, over 79,000 rides have been taken, costing an average of \$1.19 per ride. The average number of riders taken monthly since January 2023 is over 9500, costing an average of \$11,000 per month. AC Transit sites that with over 80% of passes actively being used, it is one of their most successful programs, and is a model for other cities to replicate. • The Alameda Independent Mobility Program, or AIM, is half way through its three-year pilot program. To date it has |

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| | | <p>provided more than one thousand rides to 111 residents who are fully enrolled in East Bay Paratransit. Since January 2023, the program has provided an average of 80 rides per month. The average cost to the AIM participant is less than \$4.25, and the average program cost is less than \$59 per ride. This program continues to steadily grow.</p> |
| Bus stop bench installations | <p>Evaluate bus stop bench coverage, plan locations for new bus benches, and begin installation.</p> | <p>Evaluated coverage and planned locations for new bus stops; brought plan to the Transportation Commission in May 2023.</p> <p>Out of 20 benches to be installed, 11 benches were installed at the following bus stops in July:</p> <ul style="list-style-type: none"> • Park St & Buena Vista Av • Park St & Clement Av (West) • Santa Clara Av & Willow St • Santa Clara Av & Grand St • Santa Clara Av & Walnut St • Buena Vista Av & Park St • Santa Clara Av & Everett St • Buena Vista Av & Walnut St • W Tower Av & Lexington St • Mariner Sq Loop & Willie Stargell Av • High Street & Encinal |
| Line 78 planning and outreach | <p>Support AC Transit's Line 78 evaluation and determination; participate in WETA's Line 78 outreach plan.</p> | <ul style="list-style-type: none"> • AC Transit Board of Directors voted not to extend Line 78 past its pilot period ending August 2023. • City staff coordinated with AC Transit on outreach regarding the closure. • Supporting and participating in AC Transit Realign effort to consider future bus lines. |
| Line 96 and 19 planning with Alameda TMA | <p>Coordinate Alameda TMA and AC Transit efforts to expand Line 96 and to increase frequency of Line 19 with support from the Alameda TMA</p> | <ul style="list-style-type: none"> • Staff is monitoring and participating in AC Transit's Realign effort which will develop and release draft service scenarios in fall 2023 for adoption in 2024. • Alameda TMA efforts to increase Line 19 frequencies and expand Line 96 service have not started. |

| Transportation Project | 2023 Action | January-July Status Report |
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| Harbor Bay subsidy | Begin discussions with WETA regarding timing of termination of City subsidy for Harbor Bay ferry operations. | Alameda staff have initiated discussions with WETA staff and expect to have key staff and executive leadership meet in August/September 2023. |
| Estuary Water Shuttle Pilot | Pending grant and other funding availability for the Estuary Water Shuttle, plan for two-year pilot service to start by early 2024, to be administered by WETA. | <ul style="list-style-type: none"> • January to May: The City collaborated with WETA, the Alameda TMA, and other private partners to bring a summer 2023 pilot water shuttle service into being. Unfortunately, the available boat was not workable, as it was not accessible, so the service could not be offered. • May: the City was awarded the \$1 million grant for the pilot water shuttle service. Since then, the same partners have been working on the two-year pilot program, including most likely purchasing a boat tailored to this service. The service is anticipated to start before July 1, 2024. |
| AC Transit Recovery Plan | Participate in development of, and support, the AC Transit Recovery Plan. | For the Realign Plan, AC Transit held a Technical Advisory Committee meeting on July 24, 2023. The meeting included a discussion on existing conditions, outreach, guiding principles of equity, reliability and frequency, and next steps. |
| WETA 2050 Business Plan | Participate in and support the WETA 2050 Business Plan development. | Staff participated in WETA's stakeholder meeting in February 2023. WETA held a board workshop on the Service Vision in May 2023 (https://weta.sanfranciscobayferry.com/2050-service-vision). |
| Link21 | Participate in and support the Link 21 Train Service Planning (BART, Capital Corridor). | <ul style="list-style-type: none"> • March: Link21 staff provided a project update to the Transportation Commission. • May: Link21 staff provided a project overview at the City Council meeting. • June: Link21 staff provided engagement opportunities including online and in-person events. • July: Link21 held an Anti-displacement Toolkit Focus Group meeting to promote community stabilization and to minimize displacement associated with Link21. |
| Main Street ferry terminal refurbishment | WETA to begin construction on the Main Street ferry terminal refurbishment | Construction is planned to start in October. The station will be closed during construction though approximately mid-December. |

Capital Project Planning & Design

| Capital Planning Project | 2023 Action | January-July Status Report |
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| Daylighting Tier 3 HICs | Develop plans for red curbs on Tier 3 High Injury Corridors as part of the High Injury Corridor Daylighting Project . | Delayed to 2024 due to staff shortage. |
| Pavement Management & Safety Improvements | Design pavement resurfacing, striping, signage, safety, and visibility improvements on 19 corridors per the resurfacing schedule, to be constructed in 2024. | <ul style="list-style-type: none"> • July: Staff reviewed and provided comments on Basis of Design Memo. This establishes design assumptions and considerations based on project goals, existing site conditions, relevant design guidelines, other key project information, and various City standards and policies. • Geotechnical sampling/evaluation and road condition assessments are expected to be completed by the end of August. • Design is expected to be completed by the end of the year. |
| Fernside Traffic Calming & Bikeways Project | <i>(Split off this project from the above Pavement Management program to allow time for community engagement & concept development.)</i> | <ul style="list-style-type: none"> • Currently finalizing a consultant agreement to begin planning and public engagement for this, planned to run from fall 2023 to spring 2024, with the following goals: 1) identify a short-term design concept for Fernside west of High St, to be constructed with the 2025 Pavement Management program; and 2) adopt a long-term concept that fulfills the Active Transportation Plan for this corridor. |
| Neighborhood Greenway Planning/Slow Streets Transition | Develop Neighborhood Greenway Design and Implementation Guide and start transitioning existing Slow Streets to Neighborhood Greenways. | <ul style="list-style-type: none"> • Due to other project priorities, this project has been delayed; work will begin in September. • However, as planned several years ago, speed humps will be installed on the short Orion Street Slow Street segment by the end of this year. |
| Stargell Avenue Improvements | Further develop the Stargell Avenue Improvements . | Delayed to 2024 due to staff shortage, and other project priorities. |
| Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement | Seek Council approval of project, which will include major safety improvements for three miles of this corridor from Broadway to Main. | <ul style="list-style-type: none"> • April: City Council endorsed the design concept and approved the consultant contract to continue with design. • June: City Council accepted the Alameda County Transportation Commission grant funds totaling \$567,000 and approved \$1 million in Measure BB and Development Impact Fee monies for design. • Design is in progress. |

| Capital Planning Project | 2023 Action | January-July Status Report |
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| Cross Alameda Trail: Clement Ave Extension/Tilden Way | Seek City Council approval of final concept and begin design of this 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. | <ul style="list-style-type: none"> • March 21: City Council endorsed the design concept and authorized the consultant amendment to proceed with design. • Design is in progress. • Construction is expected to begin mid-2024. |
| Oakland-Alameda Estuary Bridge | Complete Project Initiation Document | <ul style="list-style-type: none"> • Staff and consultants held third Technical Advisory Committee (TAC) meeting in February, and second (combined) Stakeholders and Equity Advisory Committee meeting in March. • From February through July, consultants, with input of Alameda and Oakland city staff input, developed many alignment alternatives and concept plans, for early evaluation. 13 realistic alignments were screened with a detailed screening matrix • Met with key stakeholders individually, including WETA, Alameda Municipal Power (AMP), Alameda CTC and MTC. • Presented project to Caltrans D4 combined Pedestrian Advisory Committee and Bicycle Advisory Committee meeting, and to the BART Bicycle Advisory Task Force. |
| Mecartney/Island improvement project | Safety improvements at Mecartney/Island | Slated to go to City Council in spring 2024 requesting approval of the design concept after a “roundabout rodeo” to educate community members about roundabouts |
| Otis/Doolittle Resurfacing & Safety Improvements [Caltrans] | Coordinate with Caltrans on its design of Broadway/Otis/Doolittle Resurfacing and Safety Improvements, as part of State Route 61. | In June, City staff met with Caltrans staff and affirmed the City’s desire for safety and access improvements to be studied and included in this future project. Caltrans staff agreed to conduct further analysis and, with support of the City, to engage with the community. |
| Oakland Alameda Access Project [Alameda CTC] | Support development of construction documents for Alameda CTC’s Oakland Alameda Access Project . | City staff reviewed and commented on the 65% construction plans. Alameda CTC will hold a community meeting in Oakland, in September, to update the public about the project. |

Capital Project Construction

| Construction Project | 2023 Action | January-July Status Report |
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| <u>Grand Street Resurfacing and Safety Improvements</u> | Complete design and commence construction for this project, which adds safety features such as flashing beacons, high visibility crosswalks, enhanced bikeway, and adjusted lane striping on Grand from Encinal to Shoreline. | <ul style="list-style-type: none"> • In July, City Council approved concept for Grand Street corridor between Shore Line and Clement, and allocated funds to construct project between Shore Line and Encinal. • 95% design plans for the Shore Line to Otis segment anticipated in August, with construction starting in 2024. • Engineering drawings for Otis to Encinal segment will be developed in 2024 and early 2025 for construction starting in 2025. |
| <u>Central Avenue Safety Improvement</u> | Based on Council-approved concepts, begin construction. | <ul style="list-style-type: none"> • February: City Council approved the Caltrans Cooperative Agreement for construction. • April: City Council approved the OBAG3 grant to fund the third roundabout at Central Avenue/Fourth Street/Ballena Blvd. • June: City Council approved the EPA Water Quality grant to fund the bio-retention areas of the three funded roundabouts. |
| Cross Alameda Trail: Clement Safety Improvements | For Clement from Grand Street to Broadway, begin constructing a two-way, protected cycle track; restriped lanes; high visibility crosswalks; and daylighted intersections. | Design was completed. Construction is expected to begin in late 2023. |
| <u>Safe Routes to School Infrastructure</u> | Complete improvements at the eight schools that have completed School Safety Assessments. | Developed conceptual design plans and cost estimates. Project delayed due to staff shortage. Anticipating final plans in 2024 and construction in 2024 and 2025. |
| Cross Alameda Trail connectors at Jean Sweeney Park | Finalize construction plans and construct four new Jean Sweeney Open Space Park Trail Connectors, connecting to the park and the Cross Alameda Trail. | Completed design plans. Planned for construction in 2025. |
| Traffic Signal and Pedestrian Safety Improvements | Complete design and commence construction at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose. | Design is in process. Construction is expected in late 2023. |
| Lincoln/Walnut Safety Improvements | Construct flashing beacons & striping improvements at Lincoln/Walnut. | Design is in process. Construction is expected in late 2023. |

| Construction Project | 2023 Action | January-July Status Report |
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| Cross Alameda Trail: Constitution Way to Main Street | Construct crossing improvements at all signalized intersections along the Cross Alameda Trail between Main Street and Constitution Way. | Construction contract was awarded and construction is starting in fall 2023. Improvements will include installation of new traffic signal poles and foundations, traffic signal equipment, bicycle signals, and signage to improve safety by reducing conflicts between vehicles and users of the Cross Alameda Trail. |
| Park & Webster Striping Upgrades | Update striping, including new color curb zones, on Park Street and Webster Street. | <ul style="list-style-type: none"> • In July, City Council approved concept plans for striping; completed detailed draft plans for striping and barricades; plan to implement in late 2023. • Staff are working on updates to the parklet program per Council direction. • See <i>“Park/Webster Curb Management” project for color curb zone status update</i> |
| Alameda Point Adaptive Reuse | Continue construction of the Alameda Point Adaptive Reuse project, including construction of complete streets with bicycle and pedestrian facilities: Pan Am, West Tower, Saratoga, and West Midway. | <ul style="list-style-type: none"> • Reconstructed sections of Tower Ave and Saratoga Street are open for all modes, with street trees, bioswales, and landscaping on the way. • Pan Am Way and West Midway Ave expected to be reopened in early 2024. Utility work is already underway. • Grand opening planned upon project completion, currently slated for spring 2024. |
| Encinal Ave Pavement Resurfacing & Safety Improvements [Caltrans] | Support construction project | Caltrans completed paving on Encinal Ave between Broadway and Sherman. Much of the road diet striping has been installed, with crosswalks and other pavement markings to be completed in August/September. Caltrans is continuing to install upgrades to curb ramps and traffic signals in the corridor. |

2023 Grant Applications

In order to conserve staff resources and focus on adopted goals, staff developed the below list of the priority projects for grant proposals, as part of the 2023 Annual Work Program. The applications that were submitted to date are listed below, and depend on how well the projects matched the available funding sources.

| Project for Grant Applications | Description | Phase | January-July Status Report |
|---|---|---|---|
| Alameda Point: New Transportation Infrastructure | Reconstruct roadways in Alameda Point, including Main Street and Adaptive Reuse Area, as City invests in new utility infrastructure | Design; plans, specifications, and estimates (PS&E); and construction | City Council appropriated funds to complete design plans for reuse area in 2023-24 capital budget. |
| Estuary Water Shuttle | Operate a pilot water shuttle between West Alameda and Jack London Square, and other points, with public and private partners | Operations | In May, Alameda CTC awarded a \$1 million grant for a two-year pilot water shuttle, to begin in mid-2024. |
| Fruitvale Railroad Bridge Hazard Removal [Army Corps project] | United States Army Corps of Engineers (Army Corps) to prepare disposition study (an analysis of the economic utility of the bridge) to inform their decision on use, transfer, or demolition of structure. [City to support the Army Corps in finding funding, as needed] | Planning | No applications |
| <u>Lincoln/Marshall/Pacific Ave Corridor Safety Improvement</u> | Major safety improvements for three miles of this corridor from Broadway to Main | PS&E and construction | <ul style="list-style-type: none"> • June: Obtained Measure BB monies totaling \$567,000 for design. • June: Submitted a federal Safe Routes for All grant application totaling \$20 million with local match to fund the corridor improvement project. |
| Neighborhood Greenways | Neighborhood Greenway implementation, as outlined in the Active Transportation Plan | Design, PS&E, and construction | No applications |
| 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) | No applications: Project lead for next phase must be identified first. |
| Resurfacing Streets | Secure additional funding to support expanded complete street and green | PS&E and construction | No applications |

| Project for Grant Applications | Description | Phase | January-July Status Report |
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| | infrastructure elements of street repaving projects | | |
| Roundabouts | Implement highest scoring roundabouts | Design, PS&E, and construction | <ul style="list-style-type: none"> • June: Obtained federal OBAG3 funding for the third roundabout at Fourth/Ballena/Central as part of the Central Avenue project totaling \$3.3 million with local match. • June: Obtained federal EPA Water Quality funding for the bio-retentions areas of the three Central Avenue project roundabouts totaling \$2.9 million with local match. • July: Submitted a project inquiry form to BART for the Safe Routes to BART grant to provide additional funding on the Clement/Tilden project, which includes a roundabout at Blanding/Fernside/ Tilden. |
| 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 | No applications |
| 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 | No applications |
| Stargell Complete Street | From Main St to Fifth St, add walking/biking trail and potential roundabouts | Design, PS&E, and construction | No applications |
| 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 | No applications |

| Project for Grant Applications | Description | Phase | January-July Status Report |
|---|---|--------------------------------|---|
| 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 | No applications |
| Parking Management | Manage curb space and public parking to reduce automobile traffic and greenhouse gas emissions, provide access to services and facilities, and support the City's commercial areas. | Design and construction | <ul style="list-style-type: none"> • June: MTC Commission voted to award the City of Alameda a \$742,000 Parking Management Capital grant for the project titled "Demand-Based Parking Pricing and Curb Management Strategies in Business Districts and Ferry Terminals." • Fall: Request the City Council adopt a Resolution of Support, which would allow fund release by early 2024. |