



City of Alameda

TRANSPORTATION CHOICES PLAN Annual Report 2018 March 1, 2019 Draft

This Annual Report is prepared for the review and consideration of:

The Alameda City Council:

Mayor Marilyn Ezzy Ashcraft
Vice Mayor John Knox White
Council Member Tony Daysog
Council Member Malia Vella
Council Member James Oddie

The Alameda Transportation Commission:

Chairperson Christopher Miley
Vice Chair Samantha Soules
Commissioner Michael Hans
Commissioner Alysha Nachtigall
Commissioner David Johnson

The residents and businesses of the City of Alameda, California.

This Annual Report was prepared by the City of Alameda Transportation Staff:

Gail Payne, Senior Transportation Coordinator
Rochelle Wheeler, Senior Transportation Coordinator
Scott Wikstrom, City Engineer
Liam Garland, Public Works Director
Andrew Thomas, Acting Planning, Building and Transportation Director

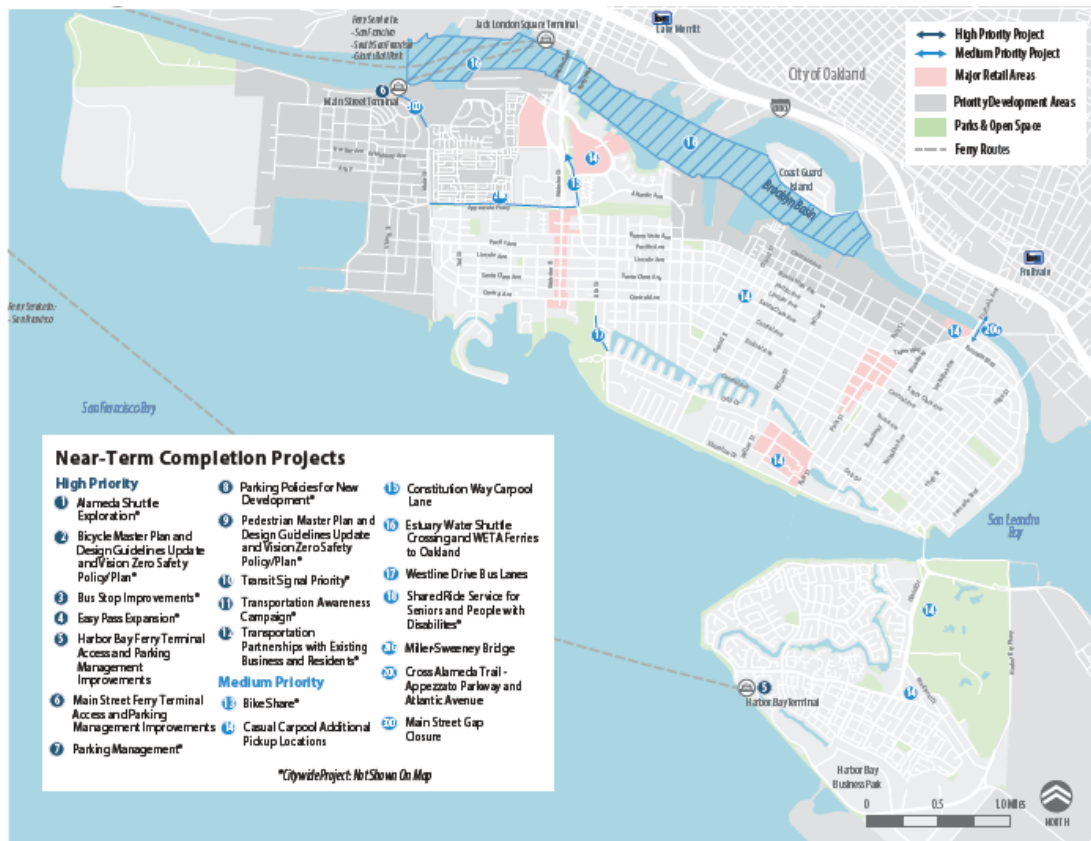


I. Introduction

In January 2018, the Alameda City Council adopted a comprehensive citywide transportation improvement plan for Alameda: the *City of Alameda Transportation Choices Plan*. The Plan identifies a citywide transportation goal to reduce solo driving as well as projects and programs to provide Alameda residents and businesses with enhanced transportation options while reducing congestion, air pollution and greenhouse gas emissions. The Plan is available on the City of Alameda web site on the Planning, Building and Transportation Department page.

The *Transportation Choices Plan* includes 18 priority projects and programs to be accomplished in the first 3 years, 16 priority projects to be completed in years 3 through 8, and 5 additional long-term projects to be completed after 8 years for a total of 39 projects and programs to improve transportation services and facilities for all Alameda residents, visitors, and businesses; and to reduce the local congestion and greenhouse gas emissions resulting from the community's current transportation choices and facilities.

The Plan requires that the Transportation Commission and City Council annually monitor progress on the Plan's 8 year work plan. The annual review provides a public opportunity to review and



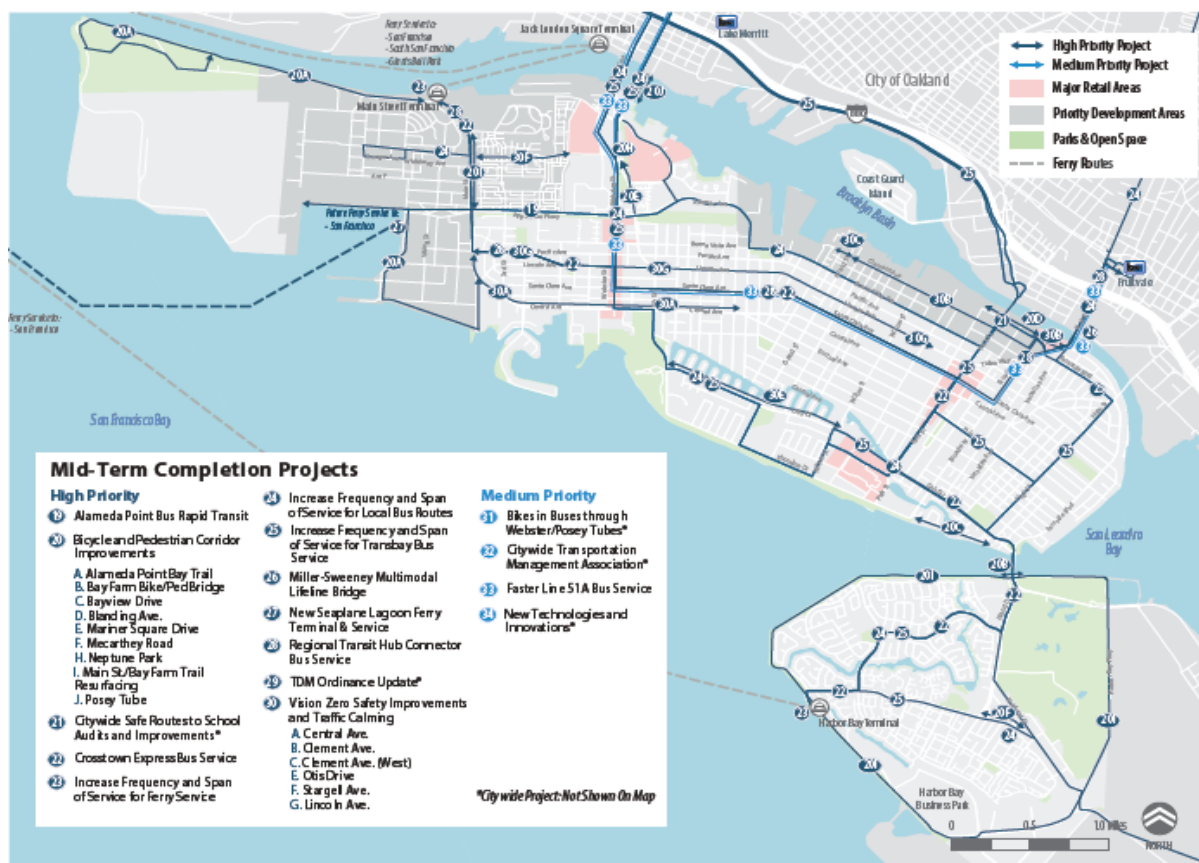
The Transportation Choices Plan includes 39 near term, medium term and long term projects to improve transportation choices in Alameda.

reprioritize the citywide transportation strategy and actions, which then will inform the City Council's adoption of the City's two-year budget and Capital Improvement Program later in spring 2019. This report is the first annual report on implementation of the Plan and is organized as follows:

II. Year 1 Progress Report provides an overview of the major work accomplished in 2018 to implement the Plan. The section is organized by transportation mode.

III. Priority Actions for Next Two Years provides a recommended priority list of actions that the City should attempt to accomplish over the next two years to continue Plan implementation.

IV. Transportation Choices Plan Project and Program Tracking provides a brief summary of work completed on each of the Plan's 39 projects. The section is organized by the project number in the Plan.



II. Year 1 Progress Report

In this first year of Plan implementation, progress was made to implement 30 of the 39 projects in the Plan. This section describes the work completed in 2018.

Maintenance of Existing Assets: Streets, Roads, Sidewalks, and Streetlights

Maintaining Alameda's existing transportation network is a critical component to the success of the Transportation Choices Plan. Our transportation network includes over 125 centerline miles of roads, 260 miles of sidewalks and pathways, 87 traffic signals, over 6,400 streetlights, and 139 miles of pavement and crosswalk markings with a combined replacement value in excess of \$250 million.

The 2017 – 2019 Capital Budget invested over \$13 million in the maintenance, repaving and improvement of the City's existing transportation facilities and assets, which included over 10 miles of street paving, 4 miles of sidewalk repairs, and construction of 3 new traffic signals.

Bus Service and Facility Improvements

In 2018, the City continued to build its partnership with AC Transit and the Alameda Transportation Management Association (Alameda TMA) to improve bus service in Alameda. The major accomplishments included:

Line 19 Supplemental Service: In 2018, the City of Alameda in partnership with the Alameda TMA, funded supplemental services for the AC Transit Line 19, which connects the Northern Waterfront area of Alameda to Oakland 12th Street and Fruitvale BART stations.

Line 96 Extension: In 2018, the City of Alameda and the Alameda TMA in partnership with AC Transit expanded bus service to Alameda Point with extensions to serve the Spirits Alley and the Bladium areas of Alameda Point.

Citywide Easy Pass Program: In partnership with AC Transit and the Alameda TMA, the City of Alameda is building a citywide EasyPass program with a goal to provide every Alameda household and business with bus passes. In 2018, new participants in the program included the Mulberry neighborhood on Clement Avenue and the Island High School's 120 students.

FACTS AND FIGURES

Between 2000 and 2019:

The Bay Area's population grew by approximately 25% and the number of jobs in the Bay Area grew by almost 20%.

The average number of vehicles each day on I-880 between the Webster Posey Tubes and Park Street increased by about 34%, making it one of the most congested freeways in the Bay Area.

During this same period,

The number of employed Alameda residents increased from about 37,500 to 40,500.

The total number of Alameda residents driving alone to work each day did not increase. It remained stable at about 23,500.

The average number of vehicles travelling through the Webster and Posey Tubes daily increased by less than 1%.

The percentage of Alameda commuters using transit, biking, walking or working from home increased slightly.

The percentage of Alameda commuters driving alone to work dropped from 63% to 58%.

(Sources: US Census, American Community Survey, and Caltrans.)

Webster Street Bus Queue Jump Lane Extension: The new lane resulted in over one minute of bus travel time savings with full activation.



Bus queue jump lanes speed bus travel past automobile traffic.

Alameda “Free Shuttle” Study: In 2018, the City of Alameda, in partnership with the local business community and AC Transit, created a concept for a 2-year pilot program to provide unlimited free transit service 7 days a week every 15 minutes from Park Street across the island to Alameda Point and the Main Street Ferry Terminal. The study revealed the need for \$5 million in annual operating costs to run the service.

Transit Stop Improvements: The City purchased ten new benches for placement at Alameda Loop Shuttle stops and AC Transit bus stops.

Ferry and Waterway Service and Facility Improvements

In 2018, the City continued to build its partnership with the San Francisco Bay Water Emergency Transportation Authority (WETA) to improve ferry services in Alameda. The major accomplishments included:

Ron Cowan Central Bay Operations and Maintenance Facility:

In 2018, the City and WETA celebrated the opening of the Central Bay Operations Center at Alameda Point, which will maintain a fleet of 12 vehicles and serve as the central bay area's emergency operations center for ferry services in the event of a major regional disaster.

Alameda Point Seaplane Lagoon Passenger Terminal: In 2018, the City and WETA approved the final plans and secured the additional funding necessary to build a new ferry terminal at Alameda Point to provide additional direct ferry service to San Francisco. Construction is planned to commence in 2019 with service beginning in 2020.

FACTS AND FIGURES

In 2018, in Alameda

AC Transit averaged 19,000 weekday boardings

WETA averaged about 3,500 weekday boardings

In 2018, ferry ridership increased:

- 13% at Main Street Terminal
- 9% at Harbor Bay Terminal, and
- 8% on the South San Francisco route.

In 2017, it is estimated that:

- 58% of Alameda commuters drive alone to work
- 19% use transit to commute
- 8% carpool
- 6% work at home
- 4.1 % walk
- 2.3 % use other modes
- 1.4% bike

(Sources: US Census, American Community Survey, WETA, AC Transit, and Caltrans.)



The Ron Cowen Central Bay WETA Facility will serve Alameda's existing and future water transportation needs into the future.

Harbor Bay Terminal: The Harbor Bay ferry service saw record ridership growth to over 1,345 weekday boardings, and WETA approved new service for Harbor Bay employees coming from South San Francisco as well as an additional ferry run at 7 a.m. and 9 a.m. to San Francisco. In 2018, the City submitted applications to the San Francisco Bay Conservation and Development Commission (BCDC) to add approximately 80 spaces of public parking on Harbor Bay Parkway and Adelpian Way. The Planning Board approved a new hotel adjacent to the ferry terminal that includes up to 100 parking spaces for ferry riders.

Main Street Terminal: In 2018, the Transportation Commission approved the plan to restripe Main Street between the terminal and Pacific Street to reduce speeding and to provide space for bicycling with bicycle lanes to the terminal to improve access to the Main Street Ferry Terminal.

Estuary Water Shuttle: To support future water shuttle services between Alameda Landing and Jack London Square, the Planning Board approved construction plans for a new public water shuttle landing at Alameda Landing. The City Council also required future water shuttle landings to be constructed at Encinal Terminals and Alameda Marina projects. In 2018, the City continued to pursue funding necessary to initiate water shuttle service from Alameda Landing to Jack London Square to serve pedestrians and bicyclists.

Bicycle and Pedestrian Transportation and Safety Improvements

Cross Alameda Trail: When complete, the Cross Alameda Trail will be a continuous 4-mile bicycle and pedestrian facility across the length of the main island from the Alameda Point Seaplane Lagoon Ferry Terminal and public waterfront parks to the Miller Sweeney (Fruitvale) Bridge. The citywide trail is being constructed in segments:

- *Seaplane Lagoon to Main Street:* In 2018, construction began on this segment, which includes a protected bicycle facility and sidewalks from the new Seaplane Lagoon Ferry Terminal to Main Street. This segment will be open for public use in 2020.



The cross alameda trail starts at Alameda Point and crosses Main Street, as shown here looking west along West Atlantic Street.

- *Main Street to Constitution Way.* In 2018, the City completed the final design of this segment and awarded the construction contract for building separated bicycling, walking and jogging paths in the former railroad right-of-way and a protected bicycle facility with sidewalks in the one block east of Webster Street. Construction will be completed in 2019.



Construction on the two way protected bicycle lane between Webster Street and Constitution will begin construction in 2019.

- *Constitution Way to Sherman Street:* This section through Jean Sweeney Park was completed in 2018 and is open for public use.
- *Clement Avenue between Sherman Street and Grand Street:* A portion of this segment was constructed by the Marina Shores developers in 2017, and the remaining segments will be built by the developers of the Del Monte, Encinal Terminals and Pennzoil properties or expedited by the City with outside grant monies.
- *Clement Avenue between Grand Street and Broadway:* This segment includes the installation of a bikeway, the potential removal of the railroad tracks and pedestrian improvements. The City has up to \$5 million in grant funds secured for this segment, and hired a consultant team in December 2018 to recommend a draft concept in 2019 and to begin construction in 2020.
- *Broadway to the Miller Sweeney Bridge:* This segment requires extension of Clement Avenue from Broadway to Tilden Way, which is one-half block, and the acquisition of abandoned railroad property on Tilden Way. In 2018, the City initiated eminent domain to acquire the property from Union Pacific along Tilden Way. The City has up to \$8.4 million in grant funds committed to the project. Concept plan approval is expected in 2020 and construction is expected to be completed by 2021.

West Alameda Bicycle and Pedestrian Crossing: In 2018, the City continued to explore the feasibility of constructing an estuary crossing for bicyclists and pedestrians on the West End of Alameda. This work included identification of the top two most feasible alignments for a new bicycle and pedestrian bridge or aerial tram (gondola) and meetings with representatives from Bike Walk Alameda, Bike East Bay, City and Port of Oakland, and the Oakland A's organization. The City is preserving easements on the Alameda side at these top two landing locations: the Alameda Landing waterfront property and the Shipways Marina Village property.



The bridge graphic shown above illustrates a concept for a bicycle and pedestrian lift bridge connecting Alameda Landing and Jack London Square and a future A's Stadium. The lift bridge allows the bridge to be raised to allow the Coast Guard cutters and recreational boaters to access San Francisco Bay.

Otis Drive Safety Improvements: In 2018, the City hired a consultant, and initiated planning and outreach for one-mile of Otis Drive between Westline Drive and Willow Street, which is a high priority segment for safety improvements due to excessive speeds, difficult pedestrian crossings, and the lack of bicycle facilities.

Central Avenue Safety Improvements: In 2018, the City and the consultant worked with the community on the required studies to analyze options for the Webster Street area of the 1.7 mile corridor from Pacific Avenue to Sherman Street. With \$10.8 million in grant funding secured for the project in 2017, construction is expected to begin in 2020.



The conceptual design for a potential two way bikeway on Central at Webster Street is shown above. A final design will be selected in late 2019 or early 2020.

Transportation Awareness and Safety Campaigns: Staff attended community-based social marketing training, initiated pilot transportation awareness promotional efforts, prepared a draft transportation awareness action plan and formed a transportation awareness advisory group. Through a two-year state grant, in 2018, 8 highly-attended bicycle safety education classes and workshops were offered to adults, teens and families; over 1200 students were taught safe bicycle riding skills at four schools; and 170 children learned new bicycle safety skills at 2 events targeted to the low income community. Info on upcoming classes: <https://bikeeastbay.org/alamedabikeed>

Shared Mobility Improvements

Bike Share Program: The City formalized the piloted dockless bike share program, which began in October 2017 with Lime Bike, by contracting with Lime for a two year program. During the first 12 months of the program, over 90,000 bike share trips were taken.

Car Share Program: In May 2018, the City Council approved a pilot program with Gig Car Share. Gig is showing about 1,000 monthly trips to/from Alameda and 277 active members in Alameda.

E-Scooter Program: In 2018, the City Council authorized staff to begin work on a citywide shared electric scooter program, to be implemented by issuing permits to vendors.

Priority Actions for Next Two Years (2019 and 2020)

To continue to make major strides toward achieving the 10 year goals of the Transportation Choices Plan, the City staff, Boards and Commissions, and City Council should establish the following objectives for the second and third years of implementation. It should be recognized that the community's ability to achieve these objectives will depend upon several factors, including available staff resources, availability of design and construction funds, and competing city work priorities.

Streets, Roads, and Sidewalks Maintenance

In 2019 and 2020, the City of Alameda should continue to invest in the maintenance and improvement of the existing transportation network. If the City continues its current level of funding of maintenance and improvements, the City should accomplish the following in the next two years:

- Repave approximately 10 miles of streets and trails,
- Repair 4 miles of sidewalks,
- Upgrade 10 signals,
- Install 50 bicycle racks throughout the city, and
- Replace up to 6 bus shelters, install up to 10 bus benches and improve ADA compliance at bus stops.

Bus Service and Facility Improvements

Alameda Point Service: In partnership with AC Transit, Alameda Point property owners, and the Alameda TMA, implement frequent bus service from Site A to Downtown Oakland.

Crosstown Service: In partnership with AC Transit and the Alameda TMA, identify funding for a new "cross alameda" bus route or "free shuttle" that provides direct connections from east Alameda and Park Street to Alameda Point and serve the ferry terminals, shopping districts, and Alameda Unified School District facilities.

Easy Pass Program Expansion: Continue to expand Citywide Easy Pass Program to include additional projects in Northern Waterfront, Alameda Landing, Marina Village, Webster Street area and Park Street commercial areas.

Appezatto Transit Lanes: Develop design for final City Council approval for bus lanes and/or bus queue jump lanes on Ralph Appezatto Parkway from Webster Street to Main Street.

Ferry Service and Facility Improvements

Seaplane Lagoon Ferry Passenger Terminal Begin construction in 2019. Complete construction 2020.

Ferry Service Expansion: Secure funding for additional ferry services to San Francisco and to Oakland beginning in 2020 in the event that Regional measure 3 (RM3) funds are delayed due to lawsuits.

Main Street Ferry Terminal Facility and Parking Improvements. Replace existing ferry terminal float. Develop design for near term improvements to parking areas, and secure local and BCDC approval for those improvements. Begin work with WETA on plan for long-term terminal, parking, and open space improvements with car pool parking.

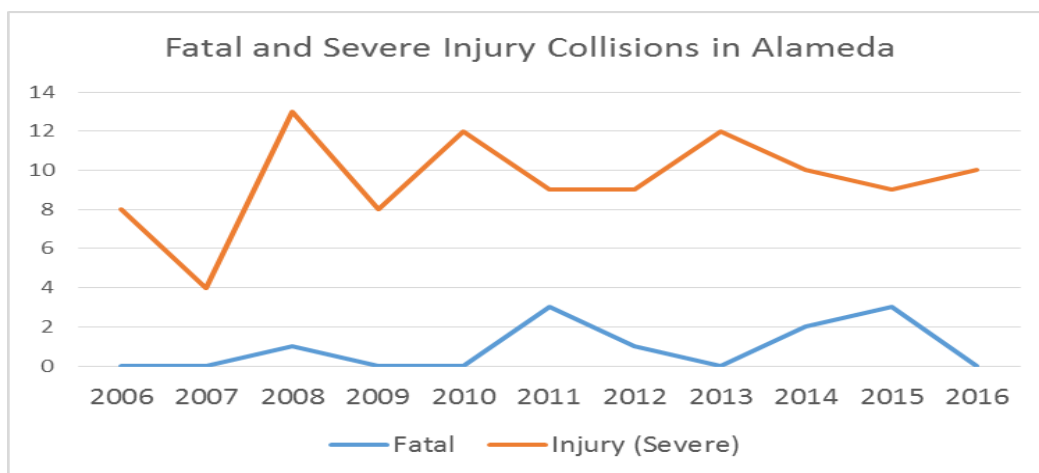
Alameda Point and Harbor Bay Parking Management Plan: Develop plan for City Council approval for parking management and fees at both Alameda Point ferry terminals and adjacent public lots. Establish Harbor Bay Ferry Parking Fee program, and secure BCDC approval to add public parking on Harbor Bay Parkway and/or Adelphian Way.

Alameda Landing Dock. In partnership with Alameda Landing property owners, complete construction of Alameda Landing dock to serve future water shuttle or small vessel ferry services.

Water Shuttle Operations: Secure private and regional funding for operation of a pilot water shuttle service between West Alameda and Jack London Square for pedestrians and bicyclists.

Active Transportation (Bicycle and Pedestrian) Plan Update:

Prepare draft update to Bike Plan and Pedestrian Master Plan in consultation with community and Transportation Commission for City Council adoption.



Each year between 8 and 14 collisions occur on Alameda streets that result in serious injuries or fatalities. The City's goal is to reduce the number of such collisions to zero. *Source: Statewide Integrated Traffic Records System (SWITRS). In 2019, the City will begin updating its Bicycle and Pedestrian Plans, which will include establishing goals to eliminate fatal and severe injury collisions in Alameda.*

Corridor Safety and Traffic Calming Improvements:

Cross Alameda Trail

- Complete construction and open trail for public use from Seaplane Lagoon in Alameda Point to Jean Sweeney Park.
- Secure grant funding to install lighting along trail from Main Street to Webster Street.
- Construct improvements at west end of Jean Sweeney Park Sherman Street crossing, including enhanced mid-block pedestrian and bicycle crossings.
- Acquire right of way from Sherman Street to Entrance Road. Secure supplemental private and regional funding for segment construction.
- Develop final design for City Council approval and begin construction for segment from on Clement Avenue between Grand Street to Broadway and from Broadway to the Miller Sweeney Bridge.

Main Street Safety Improvements. Complete Main Street restriping and bike lane safety improvements between the Ferry Terminal and Pacific Avenue in 2019. Secure grant funding to widen and improve Main Street west-side multi-use trail between Pacific Avenue (at terminus of Central Avenue project) and West Atlantic (at Cross Alameda Trail), and make walking and bicycling intersection improvements at both ends.

Central Avenue Safety Improvements: In partnership with Caltrans, develop final design for City Council approval.

Encinal Avenue Safety Improvements: Support Caltrans project to restripe and improve State Route 61 (Encinal Avenue) between Sherman Street and Broadway.

Otis Drive Traffic Calming Plan: Develop final design for City Council approval for segment of Otis Drive between Westline Drive and Willow Street. Initiate high priority, low cost calming strategies.

Stargell Improvement Grant Application: Apply for grant funds to construct bicycle and pedestrian trail and bus queue jump lanes adjacent to Stargell Avenue between Fifth Street and Main Street.

Traffic Calming. Implement traffic calming improvements at top priority locations based upon analysis of collisions, police citations, and speeding data.

West End Bicycle and Pedestrian Crossing Feasibility and Design Study Funds: Secure outside funding for detailed Feasibility Study, including an estimate of projected usage.

Miller Sweeney Bridge - Multimodal Lifeline Bridge Funding and Near Term Bicycle Improvements
In partnership with Alameda County, secure regional funding for rehabilitation or replacement of the Alameda County-owned Miller-Sweeney Bridge to meet a "lifeline" standard to withstand a major earthquake. In partnership with Alameda County, complete re-striping of Miller-Sweeney Bridge and approaches to add bicycle lanes in 2019.

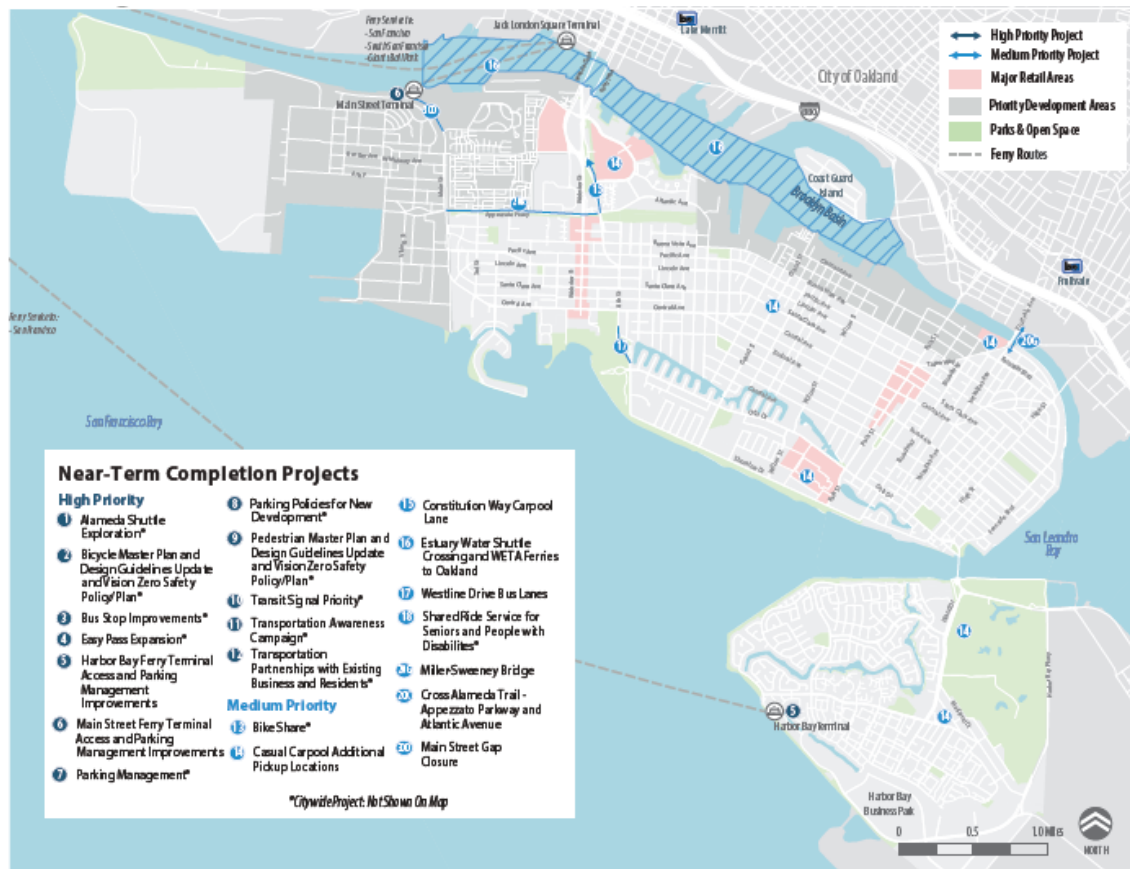
Shared Mobility and Transportation Awareness:

Electric Scooter, Electric Bicycle, and Car Share Programs: Develop a shared electric scooter and shared electric bicycle permit program for City Council approval. Extend Gig Car Share pilot and evaluate in 2020.

Transportation Awareness Campaign Disseminate press releases and news on an ongoing basis working with partners to improve citywide awareness of transportation options. Promote Bike to Work and School Day, and Walk and Roll to School Day. Continue bicycle safety education programs.

IV. Transportation Choices Plan Project and Program Tracking

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

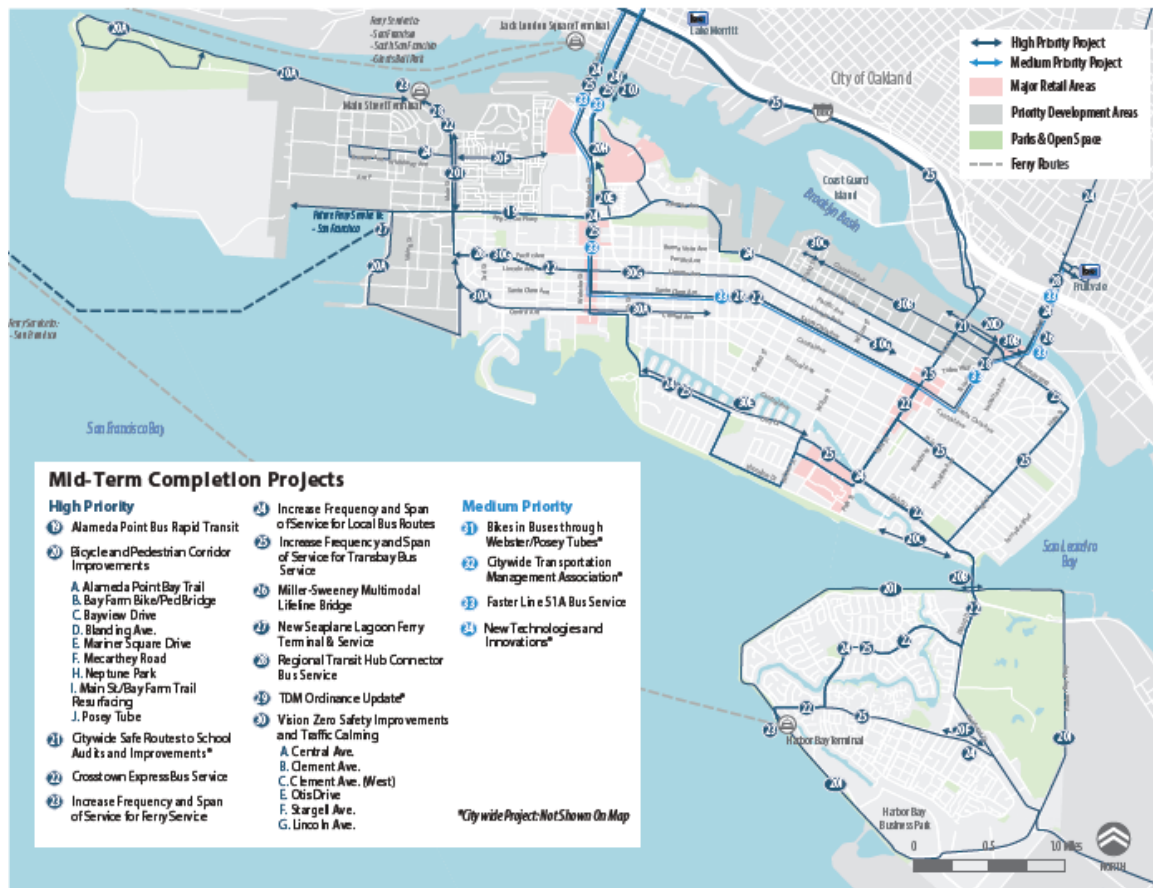


TCP Projects and Programs	Priority	Accomplishments (2018)	Next Steps (2019 and 2020)
1 Alameda Shuttle Exploration	High	Created a concept cross town pilot route and cost estimates.	Identify and secure funding sources.
2 Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	Draft work scope and schedule prepared.	Begin work in 2019. Adopt plan in 2020.
3 Bus Stop Improvements	High	Purchased ten benches. Expanded bus stops in Alameda Point to serve Spirits Alley and the Bladium area.	Install up to ten benches; replace up to six bus shelters; ensure ADA compliance at bus stops. Improve safety at bus stops.

TCP Projects and Programs		Priority	Accomplishments (2018)	Next Steps (2019 and 2020)
4	EasyPass Expansion	High	Expanded to Island High School students (120 students) and Mulberry new development on Clement Avenue (52 residential units).	Add Eagle Housing (22 residential units) and other Alameda Housing Authority residents and Alameda Point employees and Site A Phase 1. Transition Island High School pilot to countywide program. Consider for retail employees pending parking meter revenue increases and approvals.
5	Harbor Bay Ferry Terminal Access and Parking Management Improvements	High	Submitted application to BCDC for additional on-street parking on Harbor Bay Parkway. Approved up to 100 additional spaces on adjacent hotel site for ferry riders.	Establish plan for parking fees. Improve Harbor Bay Parkway and Adelphia Way for ferry riders. Consider preferential parking for carpools.
6	Main Street Ferry Terminal Access and Parking Management Improvements	High	Main Street restriping plan approved by Transportation Commission. Initiated BCDC coordination for parking lot improvements.	Restripe Main Street and add bike lanes. Plan for parking fees to fund access improvements. Begin interim parking improvements. Consider preferential parking for carpools.
7	Parking Management	High	Upgraded the single space meter housings and locks. Evaluated 85% occupancy of parking meters, installed bike racks and maintained bike lockers.	Increase parking fees where appropriate (to meet 85% occupancy standard) to fund transit and parking improvements. Install 50 additional bike parking spaces. Establish preferential parking for carpools.
8	Parking Policies for New Development	High	Parking Maximums approved for: Rosefield Village Encinal Terminals (1.5/unit) Alameda Marina (1.5/unit)	Ongoing.
9	Pedestrian Master Plan and Design Guidelines Update	High	Draft work scope and schedule	Begin work in 2019. Adopt plan update in 2020.
10	Transit Signal Priority	High	Webster Street bus queue jump fully activated with a 1.5 minute travel time savings.	Activate Park Street signal upgrades. Transit signal priorities to be included in Central Avenue Improvements (#30A), Clement Avenue Improvements (30B) and Otis Drive Improvements (#30E).
11	Transportation Awareness Campaign	High	Action Plan drafted. Pilot promotional materials distributed. Grant funded bicycle safety education for students and adults. Community-based social marketing training.	Focus on transportation awareness news and materials and continued bicycle safety education classes and workshops.

TCP Projects and Programs		Priority	Accomplishments (2018)	Next Steps (2019 and 2020)
12	Transportation Partnerships with Existing Businesses and Residences	High	Partnered with: Mulberry Neighborhood (EasyPass program) Island High School (EasyPass) Exelexis Corp. (ferry services)	Partner with: Alameda Point businesses (EasyPass) Site A residential (EasyPass) Alameda Housing Authority (EasyPass)
13	Bike Share	Medium	Completed the six-month pilot dockless bikeshare program, and contracted with Lime for two year program.	Continue, evaluate and improve program. Add electric shared-use dockless bikes.
14	Casual Carpool Additional Pickup Locations	Medium	No actions taken.	No actions planned.
15	Constitution Way Carpool Lane	Medium	No actions taken.	No actions planned.
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	Dock design approved at Alameda Landing. New docks required at Encinal Terminals and Alameda Marina.	WETA service between Main Street and Jack London Square to increase to 8 runs in AM and 8 runs in PM back to Alameda. Construct dock at Alameda Landing. Secure funding for pilot water shuttle program between Alameda Landing and Jack London Square.
17	Westline Drive Bus Lane	Medium	No actions taken.	No action planned.
18	Shared Ride Service for Seniors and People with Disabilities	Medium	Work initiated to evaluate benefits of transition from subsidized taxis to transportation network companies (e.g., Uber and Lyft) shared ride services.	Initiate improvements as needed.

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



Projects and Programs		Priority	Accomplishments (2018)	Next Steps (2019 and 2020)
19	Alameda Point Bus Rapid Transit Service	High	Coordinated with AC Transit and the Alameda TMA.	Hire consultant for outreach, planning and design of Appezzato Pkwy bus lanes. Initiate additional bus service to/from Alameda Point.
20	Bicycle and Pedestrian Corridor Improvements	High	Completed Blanding Avenue bike lanes (#20D). Developed interim Miller-Sweeney Bridge bike improvements concepts (#20G) Coordinated with Alameda CTC on potential Tube path improvements (#20J). Awarded contract for Cross Alameda Trail (CAT) along Appezzato and Atlantic, and completed CAT through Jean Sweeney Park (#20K).	Restripe Miller-Sweeney Bridge to improve bike safety (#20G). Finalize Oakland-Alameda Access Project concept for bike/ped crossing improvements (#20J). Complete construction of Cross Alameda Trail from Seaplane Lagoon to Jean Sweeney Park. (#20K).

Projects and Programs		Priority	Accomplishments (2018)	Next Steps (2019 and 2020)
21	Citywide Safe Routes to School Audits and Improvements	High	Provided expanded bicycle safety education classes/workshops to adults and teens, plus all students at 4 schools, via two-year grant. Updated Safe Routes to Schools maps for 4 schools, as pilot to develop new template, and updated Safety tips.	Continue expanded bicycle safety education efforts. Via Safe Routes to Schools program, prepare audit for Ruby Bridges School. Update Safe Routes to Schools maps for remaining schools.
22	Crosstown Express Bus Service	High	Work with AC Transit and the Alameda TMA to fund a bus line consistent with this project.	Identify and secure funding sources.
23	Increase Frequency and Span of Service for Ferry Service	High	WETA added a 9 a.m. ferry run at the Harbor Bay ferry terminal to San Francisco, and added service from South San Francisco to Harbor Bay to serve business park employees.	Ensure operational funds exist to run Seaplane Lagoon ferry service, and to increase frequencies for Alamedans taking the ferry to Oakland and returning in the afternoon/evenings.
24	Increase Frequency and Span of Service for Local Bus Routes	High	AC Transit extended Line 96 in Alameda Point to serve Spirits Alley and the Bladium area.	TBD.
25	Increase Frequency and Span of Service for Transbay Bus Service	High	AC Transit shifted Transbay frequencies to better serve demand on Line W rather than Line OX.	Increased frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit.
26	Miller-Sweeney Multimodal Lifeline Bridge	High	Worked with Alameda County on a potential grant application to improve the seismic resilience of the bridge.	Submit grant application to replace or retrofit the Miller-Sweeney Bridge.
27	New Seaplane Lagoon Ferry Terminal & Service	High	Obtained remaining monies for construction from WETA and the City. Finalized design.	Begin construction in 2019 and complete by February 2020.
28	Regional Transit Hub Connector Bus Service	High	Worked with AC Transit to fund a bus line consistent with this project.	Identify and secure funding sources.
29	TDM Ordinance Update	High	Proceeding with best practices similar to previously approved new developments requiring Alameda TMA membership and TDM fees.	TBD.
30	Vision Zero Safety Improvements and Traffic Calming	High	Central Avenue: Initiated Caltrans-required Project Initiation Document (PID) and Webster Street options (#30A). Clement Ave: Initiated concept analysis for Grand to Broadway (#30B). Initiated eminent domain to acquire right-of-way along Tilden Way (#30B). Approval for interim Main Street restriping (#30D). Otis Drive: Initiated concept analysis (#30E).	Central: Complete PID and seek approval for Webster Street area concept and complete final design. Clement: Concept approval, design and construction in 2020. Main Street: Restripe Main Street with bike lanes in 2019. Otis: Phase I concept approval, design (2019) and construction (2020). Tilden/Clement: Acquire right of way and approve concept plan.

Projects and Programs		Priority	Accomplishments (2018)	Next Steps (2019 and 2020)
31	Bikes in Buses through Webster/Posey Tubes	Medium	No actions taken.	TBD.
32	Citywide Transportation Management Association	Medium	Citywide Alameda Transportation Management Association established.	Expand Alameda TMA to include: Alameda Landing Downtown Business Association West Alameda Business Association South Shore Shopping Center Marina Village Alameda Housing Authority Alameda Point Collaborative
33	Faster Line 51A Bus Service	Medium	No actions taken.	TBD.
34	New Technologies and Innovations	Medium	Continued dockless bike share and initiated car share programs. Installed electric charging stations at City Hall West.	Expand electric charging station locations. Implement electric shared-use dockless scooter program. Extend Gig Car Share pilot and evaluate in 2020.

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

Projects and Programs		Priority	Accomplishments (2018)	Next Steps (2019 and 2020)
35	BART to Alameda	n/a	City staff meeting with BART staff.	BART to begin feasibility study.
36	Comprehensive Congestion Management, (Citywide Easy Pass Expansion, Increase Frequency to 15-minute Maximum for Local Bus Routes, Congestion Pricing)	n/a	No actions taken.	TBD.
37	New Transit/Bike/Pedestrian Lifeline Tube	n/a	Developed high-level concept.	TBD.
38	Webster/Posey Multimodal Lifeline Tubes	n/a	No actions taken.	TBD.
39	West End Bicycle/Pedestrian Crossing	n/a	Determined two preferred alignment options. Preserved easements for landings at two Alameda locations. Planning-level conceptual design developed. Met with Oakland staff, Oakland As representatives, and other stakeholders to review concepts. Pursued funding for feasibility study.	Secure funding for detailed feasibility study, cost estimates, Oakland landing design options, and estimates of anticipated use. Secure conceptual approval by Oakland for Oakland landing. Pursue funding for next phase Project Study Report and position project to be eligible to receive construction funding in future.