



2023

CITY OF ALAMEDA

ANNUAL REPORTS

GENERAL PLAN &
HOUSING ELEMENT

CLIMATE ACTION &
RESILIENCY PLAN (CARP)

TRANSPORTATION PLANS

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The City of Alameda



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FOR BOOK B

An aerial photograph of Alameda, California, showing a mix of residential and commercial buildings, a marina with many sailboats, and a large body of water. The city extends into the distance under a cloudy sky. A green rectangular box is positioned in the upper left quadrant, containing the text 'CITY OF ALAMEDA'.

CITY OF ALAMEDA

GENERAL PLAN & HOUSING ELEMENT

2023 ANNUAL REPORT

A decorative graphic consisting of several parallel, slanted green lines located in the bottom right corner of the page.

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THE RESIDENTS AND BUSINESSES OF THE CITY OF ALAMEDA, CALIFORNIA

This Annual Report was prepared by the City of Alameda
 Planning, Building and Transportation Department

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BOOK 01

EXECUTIVE SUMMARY

Pursuant to Government Code § 65300 et seq., every city and county in California is required to adopt and maintain an up-to-date, integrated, internally consistent and compatible statement of General Plan policies to guide physical development and protect the general health, safety and welfare of the community. The Government Code also requires that the City Council annually review the adequacy of the General Plan and progress made to implement the city's regional housing need allocation by April 1 of each year. The City of Alameda General Plan and Housing Element are available for review on the City website. www.alameda2024.org

This annual report on the status of the General Plan provides an opportunity for the City Council and its advisory boards and commissions to consider the adequacy of the Alameda General Plan, progress made over the last year towards implementation, and priorities for the upcoming year.



Government Code section 65400 (a) requires that the planning agency (Planning, Building, and Transportation Department) annually make recommendations to the legislative body (the City Council) regarding “reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for the orderly growth and development, preservation and conservation of open-space land and natural resources”.

+ 2023 PRIORITIES

Following adoption of the General Plan in 2022, the city set some priorities for General Plan implementation in 2023. Progress was made on several of these. Others are carried over to the workplan for 2024, as staffing and funds are available.

01

Alameda Housing Authority NORTH HOUSING AND WEBSTER ST PROJECTS

Support the Alameda Housing Authority's efforts to provide low income affordable housing at the North Housing site and on Webster Street at the Hawthorne Suites site.

Progress: The North Housing site received entitlements and is proceeding with site preparation and plan review for phased construction of permanent supportive housing and senior housing. The Planning Board approved a use permit for the Hawthorne Suites project to convert hotel rooms to supportive transitional housing units.

02

RESHAP PROJECT

Complete the necessary amendments to the RESHAP Development Plan and Development Agreement in support of construction of 309 lower income and special needs households and the associated support services and facilities on 10 acres of City-owned land at Alameda Point.

Progress: Entitlement amendments were approved by the Planning Board and are being presented to the City Council in March 2024.

03

WEST MIDWAY PROJECT

Complete a Site Development Plan for the West Midway project on 23 acres of City-owned land at Alameda Point.

Progress: The project received approval and is proceeding to phased development of the necessary infrastructure, affordable housing and community resource features, as well as the market rate housing.



+ HOUSING REGULATIONS

HOLD PUBLIC HEARINGS TO CONSIDER THESE AMENDMENTS:

01

Objective Design Standards to ensure high quality architectural design.

Progress: Objective Design Standards have been adopted following community and board/ commission engagement. The standards are in use with projects that are eligible for streamlined review.

02

Subdivision Ordinance (AMC Article VI) to reduce process and permitting costs for housing projects requiring lot line adjustments, parcel maps, or tentative maps.

Progress: A draft ordinance was reviewed and recommended by the Planning Board and will be presented to the City Council in March 2024.

03

Inclusionary Housing Ordinance (AMC Section 30-16) to focus inclusionary requirements on the income groups with the greatest need for deed restricted housing.

Progress: A working group is being formed and a workscope is being formulated to study revisions to the ordinance and bring a draft to the Planning Board and City Council in 2024.

04

Universal Design Ordinance (AMC Section 30-18) to address accessibility and visitability in townhome residential design.

Progress: A working group is being formed and a workscope is being formulated to study revisions to the ordinance and bring a draft to the Planning Board and City Council in 2024.

05

Prepare for consideration a Short Term Rental Ordinance to preserve Alameda's permanent rental housing supply.

Progress: A working group is being formed and a workscope is being formulated to study revisions to the ordinance and bring a draft to the Planning Board and City Council in 2024.

AFFORDABLE HOUSING

Hold at least one public hearing to provide a forum for a public discussion of the merits of an Affordable Housing Bond and/or a Vacancy Tax for the purposes of funding affordable housing and preserving the existing housing stock.

Progress: This action item may be delayed until a regional housing bond has been considered by the voters in order to avoid confusion and competition.

+ GENERAL PLAN 2040

UPDATES

Due to the three year effort by the Alameda Planning Board and community, the City of Alameda General Plan “General Plan 2040” is up-to-date, internally consistent, and consistent with State Government Code requirements for a valid General Plan.

In December 2021, the Alameda City Council was able to adopt the first comprehensive update of the General Plan in 30 years. Alameda General Plan 2040 includes:

- 01 ORGANIZATION + THEMES OF THE GENERAL PLAN
- 02 LAND USE + CITY DESIGN ELEMENT
- 03 CONSERVATION + CLIMATE ACTION ELEMENT
- 04 MOBILITY ELEMENT
- 05 OPEN SPACE + PARKS ELEMENT
- 06 HEALTH + SAFETY ELEMENT

JULY 2022

GENERAL PLAN ADOPTED

The City Council adopted additional amendments to the Health and Safety and Conservation and Climate Change Elements concurrent with the adoption of the 2022 Disaster Preparedness Plan, which was last updated in 2017.

NOVEMBER 2022

The City Council adopted a comprehensive update of the Housing Element and the associated zoning amendments necessary to accommodate the regional housing need allocation (RHNA) for the eight year period from 2023 through 2031, as required by State law.



+ HOUSING CONSTRUCTION 2023

Government Code Section 65400 requires the City to annually consider the prior year’s progress in meeting the City of Alameda’s regional housing needs allocations (RHNA).

In 2022, the City Council adopted the City’s Housing Element for the period 2023 through 2031. The new Housing Element includes the policies and programs necessary to construct at least 5,353 housing units over the eight-year period, or an average of 670 units per year. These units are intended to meet a variety of housing needs, addressing affordability, accessibility, equitable access to community resources, transportation, and employment, and other community goals.

Concurrently, the City Council adopted zoning text and map amendments to facilitate a number of objectives related to overall housing production, affordable housing, and equitable housing. These amendments are influencing decisions by landowners and developers as they consider infill housing development at existing underused office and general commercial properties. New applications are anticipated along the Northern Waterfront, Marina Village, and Alameda Point.

In 2023, the City issued building permits for a total of 972 dwelling units. Of these, 153 were attached ownership units and 769 units were attached multi-family units. Accessory dwelling units accounted for another 50 units located throughout existing neighborhoods. There were 47 affordable housing units.

The City is undergoing an extended recovery from the COVID-19 pandemic, and the housing market is similarly finding its footing in the new marketplace of higher interest rates, continuing cost escalation, and uncertain rental and sales demand in light of migration and employment realignment. In light of this, the City is taking a long-term view of the eight-year housing goals.

In the 2023-2031 planning period, the need (RHNA) for affordable housing includes:



1,421 UNITS

For very low-income households (27% of the total)



818 UNITS

For low-income households (15% of the total)



868 UNITS

For moderate-income households (15% of the total)



2,246 UNITS

For market-rate income households (42% of the total)





IN 2023, THE CITY OF ALAMEDA:

- Did not deny any housing applications submitted for land that was zoned for housing.
- Did not reduce the number of units proposed in any of these applications.
- Did not receive any SB 35 applications.
- Did not receive any SB 9 applications.
- Did not receive any SB 330 project applications.



Every project of more than 5 units in Alameda provides a minimum of 15% affordable housing. In addition, the projects on City owned land at Alameda Point provided a minimum of 25% of the units as affordable housing, and the Alameda Housing Authority constructs projects which are 100% affordable. As a result, approximately 22% of all the housing constructed in Alameda over the previous eight-year period was deed restricted for lower-income or moderate-income households. The same trends are expected to continue for the current period. The RHNA allocation is 58% affordable units for very-low to moderate income households. Reaching this objective will likely require achieving a higher total number of units and special efforts to build 100% affordable projects in partnership with various providers.

As mentioned above, the City issued permits for 50 accessory dwelling units in 2023. Although these units are not deed restricted, a study of accessory dwelling units in the Bay Area by the Association of Bay Area Governments (ABAG), approximately 30% of ADUs serve very low income households, 30% serve low income households, and 30% are serving moderate income households. The study acknowledges that the affordability of ADUs is significantly affected by the fact that many ADUs are occupied by family members who may not be paying any rent at all or far below market rents due to their familial connections to the property owner. Based upon this study, the City added an additional 15 very low income units, 15 additional low income units, and 15 additional units serving moderate income households.

+ HOUSING PROGRAMS 2023-2031

The Housing Element for 2023-2031 includes 22 programs designed to facilitate and support construction of at least 5,353 housing units over the next 8 years.

These 22 programs represent an eight-year work program for the City of Alameda. The programs are summarized below in the order in which they are described in the Housing Element. The full text for each program can be found starting on page 16 of the Housing Element. Following each program summary below, staff has identified recommended priorities for 2023, the first year of the eight-year period.

PROGRAM 01

Alameda Point

This program requires the City to take all necessary actions to facilitate and support the construction of 1,482 new housing units at Alameda Point at Site A in the Waterfront Town Center Specific Plan area and the adjacent RESHAP and West Midway are in the Main Street Neighborhood Specific Plan area.

PROGRESS AND PRIORITIES.

In 2023, the City Council and City's selected development partner, Alameda Point Partners, LLC (APP), amended the development plans to increase the total unit count at the RESHAP project to achieve 40% affordable housing at the site. In 2024, the City staff, Planning Board and City Council must prioritize the work necessary to approve the necessary entitlements and permits to continue housing construction in Site A Phases 1 and 2, the RESHAP project area, and the West Midway project area.

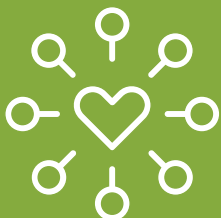
PROGRAM 02

Shopping Center Zoning Amendments

This program requires the City to up-zone approximately 100 acres of land at four shopping centers in Alameda that is occupied by low density, single-story commercial and service buildings, and large surface parking lots to allow for the development of at least 1,200 housing units.

PROGRESS AND PRIORITIES.

The required zoning amendments were adopted by the City Council in December 2022 and took effect in January 2023. In 2023, the City received and approved a tentative map request to subdivide the property at the Southshore Shopping Center to support residential redevelopment. If a design review application for housing is received for that site or another, staff will expedite the review with the Planning Board.



RESHAPING THE COMMUNITY

Alameda is working to complete the RESHAP Development Plan and Development Agreement in support of lower income and special needs households and the associated support services and facilities.

PROGRAM 03**Commercial Transit Corridor Zoning Amendments**

This program requires the City to amend the Community Commercial Zoning District (CC District), the Neighborhood Business District (C-1 District), and North Park Street District (NP District), comprising approximately 110 acres of land designated for commercial and residential mixed use in the General Plan along the Park Street and Webster Street transit rich commercial corridors to encourage development of at least 499 residential units.

PROGRESS AND PRIORITIES

The required zoning amendments were adopted by the City Council in December 2022 and took effect in January 2023. As of January 2024, the City has processed one design review application for two housing units on the Park Street corridor and processed the Housing Authority's Webster Street Hotel Conversion project for 50 permanent supportive housing units. If a design review application for housing is received, staff will expedite the review with the Planning Board.

PROGRAM 04**Residential District Zoning Amendments**

This program requires the City to amend the Municipal Code R-1, R-2, R-3, R-4, R-5, and R-6 residential zoning districts and rezone five parcels to remove barriers to housing construction and support construction of at least 995 units.

PROGRESS AND PRIORITIES:

The required zoning amendments were adopted by the City Council in December 2022 and took effect in January 2023. In 2023, the City issued building permits for 51 units in the Residential Districts.

PROGRAM 05**Accessory Dwelling Units**

The City shall promote and facilitate accessory dwelling unit (ADU) construction to facilitate an annual production of 50 units per year (400 units during the 6th cycle) by promoting, streamlining, evaluating and monitoring ADU construction in Alameda.

PROGRESS AND PRIORITIES:

In 2023, the City published a new ADU Handout to inform and promote ADU construction in Alameda, established pre-approved building permit plans for certain ADU designs, and published a video that explains the ADU permitting process and incentives for ADU construction in Alameda. In 2023, the City issued permits for 52 ADUs. Streamlined review will continue for all ADUs, and staff will explore publishing prototype plans for community reference.

PROGRAM 06

Large Sites and Multifamily Housing

To facilitate the development of affordable housing and provide for development phases of 50 to 150 units, the City will give high priority to processing density bonus applications and subdivision maps or other parceling that include affordable housing and multifamily rental housing. Projects with higher percentages of affordable housing and/or higher residential densities shall be given priority over projects with lower density and higher priced units. All multifamily rental projects and affordable housing projects will be reviewed against adopted Objective Design Standards, and no discretionary process will be used to reduce the number of units in the project below the number of units permitted by the applicable zoning district.

PROGRESS AND PRIORITIES:

In 2023, City expedited approval of a 23-lot tentative map to facilitate the 332 units for RESHAP and 478 units for West Midway at Alameda Point. Forty (40%) percent of all units will be affordable to very-low and low-income households. Staff has also completed the review and update of Objective Design Standards, the Planning Board has completed a review of the Subdivision Ordinance to streamline subdivisions for residential projects and bring Alameda ordinance into compliance with Subdivision Map Act and recent changes to State subdivision regulations. In 2024, Council will review the subdivision ordinance revisions, and staff expects to issue building permits for the Housing Authority's North Housing project, the Habitat for Humanity project, and other affordable housing projects in the pipeline.

PROGRAM 07

Inclusionary Housing Ordinance

Continue to implement the required 15 percent affordable housing requirement on all projects over 5 units in size in Alameda. Consider modifications to the ordinance to lessen or eliminate the 7% moderate income units and increase the 4% requirement for low-income units and 4% very low income units, or alter the percentages for each level or required units in some other way, given the larger need for lower income units.

PROGRESS AND PRIORITIES:

In 2023, the City entered into one affordable housing agreement for 16 affordable units. In 2024, staff is preparing a workplan to consider amendments to the Inclusionary Housing Ordinance, which was adopted 20 years ago. The ordinance should reflect ABAG's technical assistance program, which reflects State law and funding programs. <https://abag.ca.gov/tools-resources/digital-library/inclusionary-housing-checklist05-12-23docx>

The Housing Element for 2023-2031 includes 22 programs designed to facilitate and support construction of at least 5,353 housing units over the next 8 years.

PROGRAM 08

Affordable Housing Incentives & Waivers

The City will work with housing developers to expand opportunities for affordable lower-income housing for special-needs groups—including persons with physical and developmental disabilities, single-parent households, large families, extremely low-income households, and persons experiencing homelessness—by creating partnerships, providing incentives, and pursuing funding opportunities. Support affordable housing development for special-needs groups throughout the city, including in areas that are predominantly single-family residential. The target populations include seniors; persons with disabilities, including developmental disabilities; single parent-headed households; and homeless persons to reduce the displacement risk for these residents from their existing homes and communities.

PROGRESS AND PRIORITIES:

In 2023, public hearings were held by the Planning Board to consider amendments to the Subdivision Ordinance to expedite and reduce permitting costs of residential and affordable housing projects. Recommended amendments are being presented to Council in 2024. In 2024, the City will continue to support supportive housing projects for homeless individuals, such as the McKay Wellness Center project and the RESHAP project. There may also be opportunities to pursue partnerships with the Regional Center of the East Bay to identify funding opportunities and promote housing for persons with disabilities.

PROGRAM 09

Extremely Low-Income Housing Incentives & Waivers

Encourage additional housing resources for extremely low-income Alameda residents, particularly seniors and persons with physical or developmental disabilities. Assist nonprofit and for-profit developers with financial and/or technical assistance in a manner that is consistent with the City's identified housing needs. Provide financial support annually, as available, to organizations that provide counseling, information, education, support, housing services/referrals, and/or legal advice to extremely low-income households, persons with disabilities, and persons experiencing homelessness.

PROGRESS AND PRIORITIES:

In 2023, the City supported Eden Council for Hope and Opportunity, Family Violence Law Center, and Legal Assistance for Seniors, who reduced displacement risk for 218 low-income households. The city will continue to support and assist the following projects designed to provide housing for extremely low income households: the McKay Wellness Center Project, the Dignity Village supportive housing project on 5th Street, the Housing Authority North Housing Phase I, and the RESHAP project at Alameda Point. The 2024 workplan includes holding a public workshop(s) to consider amendments to the inclusionary housing ordinance and/or other incentives or financial programs to fund housing for extremely low income households and homeless individuals.

PROGRAM 10**Assistance for Persons with Developmental Disabilities**

The City will coordinate with the Regional Center of the East Bay to inform Alameda families of the resources available to them and to explore incentives so that a larger number of future housing units include features that meet the needs of persons with developmental disabilities and other special needs. The City will continue to support the development of small group homes that serve developmentally disabled adults and will work with the nonprofit community to encourage the inclusion of units for persons with developmental disabilities in future affordable housing developments. The City will pursue funding sources designated for persons with special needs and disabilities.

PROGRESS AND PRIORITIES:

In 2024, establish a semi-regular meeting schedule with Regional Center of the East Bay to discuss potential programs to assist people with developmental disabilities or other special needs, and hold public hearings to consider revisions to the Universal Design Ordinance (AMC Section 3018) to address accessibility in townhome residential design.

PROGRAM 11**Resources for Persons Experiencing Homelessness**

The City will continue to provide annual funding assistance to the Midway Shelter, a 24-bed, service-enriched shelter for women and children, and develop and implement a plan to establish a service-enriched shelter for men in Alameda. Additionally, the City will continue to implement the strategies identified in the “The Road Home: A 5 Year Plan to Prevent and Respond to Homelessness in Alameda” to address homelessness in Alameda.

PROGRESS AND PRIORITIES:

In 2023, the City provided \$63,690 to support Midway Shelter operations, and \$660,631 of CDBG and ARPA funds to replace three trailers in need of repair. IN 2024, the City will continue to provide funding for Midway Shelter, and begin discussion and planning for a location for a shelter for men in Alameda.



PROGRAM 12

Fair Housing Programs

Continue to affirmatively further fair housing. Continue to support the Rent Program (Alameda’s Fair Housing and Tenant Protection Ordinance) efforts to prevent displacement and moderate rent increases for tenants of all income levels.

PROGRESS AND PRIORITIES:

In 2023, program staff reviewed 556 cases, which identified 53 violations and resulted in refunds to tenants of more than \$46,000. The HCV holders increased by at least 5, of which at least 3 were in higher resource areas. In 2024, the city will continue to enforce the Fair Housing and Tenant Protection Ordinance.

PROGRAM 13

Tenant Protections

The City will take actions to reduce displacement risk due to discriminatory actions. Ensure all tenants have access to legal counseling, and landlords are aware of their rights and responsibilities. Support coordination of biannual workshops for landlords and property managers on discriminatory practices, reasonable accommodation requirements, and resources and an annual presentation to staff on fair housing practices, beginning in 2023. Continue to enforce just cause eviction ordinance requirements to reduce displacement due to discrimination and enforce anti-discrimination regulations. Distribute clear actionable information regarding tenant protections to all landlords and tenants at least annually on the City’s website, through social media, and other standard City information outlets.

PROGRESS AND PRIORITIES:

In 2023, the City assisted 136 tenants through the Fair Housing Counseling Program, and the Prosecution and Public Rights Unit reviewed 66 housing complaints. In 2024, the City will continue to provide and improve tenant protection programs.

PROGRAM 14

Replacement Housing

To facilitate place-based revitalization for households at risk of displacement due to new development, the City will require replacement housing units subject to the requirements of Government Code, Section 65915, subdivision (c)(3), when any new development (residential, mixed-use, or nonresidential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to non-vacant sites and vacant sites with previous residential uses that have been vacated or demolished.

PROGRESS AND PRIORITIES:

There were no units at risk of being demolished. In 2024, the City will continue to require replacement housing units subject to the requirements of Government Code Section 65915.



PROTECTING OUR COMMUNITY

The City will take actions to reduce displacement risk due to discriminatory actions ensure all tenants have access to legal counseling, and landlords are aware of their rights and responsibilities.

**PROGRAM 15****Affordable Housing Monitoring**

The City shall maintain and update the affordable housing database as a mechanism to monitor and identify units at risk of losing their affordability subsidies or requirements. For complexes at risk of converting to market rate, the City shall contact property owners of units at risk of converting to market-rate housing within three years of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. Coordinate with owners of expiring subsidies to ensure the required notices to tenants are sent out at 3 years, 12 months, and 6 months. Work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California and local Alameda law.

PROGRESS AND PRIORITIES:

There were no units at risk of conversion. In 2024, the City will continue to monitor the deed restricted affordable housing stock.

**PROGRAM 16****First-Time Homebuyer Program**

The Community Development Department will continue to assist first time home buyers by participating in the Alameda County Housing & Community Development Department Mortgage Credit Certificate (MCC) and Down Payment Assistance (DPA) programs, which provides down payment assistance to low- and moderate-income first-time homebuyers, homebuyer workshops. The Community Development Department will advertise this program through mailers or similar strategies in areas with high rates of renter-occupied households, such as in west Alameda, to increase awareness of housing mobility opportunities. The City will assist lower-income residents locate affordable housing opportunities, such as through a database or website of retail listings, realtor contact information, or other strategies.

PROGRESS AND PRIORITIES:

In 2023, three Alameda first-time homebuyers obtained down payment assistance. In 2024, the City will continue to assist first time homebuyers.

PROGRAM 17**Neighborhood Revitalization**

The City shall continue to assist in the improvement of lower income owner- and renter-occupied housing units in the city through a variety of programs that provide funding to lower income households to create new lower income rental units in existing vacant or underutilized residential structures, to repair and improve their homes, assist property owners with low- and very low income tenants repair and improve their units, and assist eligible seniors and persons with disabilities in making modifications to their residences. Programs include: the Rental Rehabilitation Program, the Housing Rehabilitation Program, the Substantial Rehabilitation Program, the Soft Story Structural Assessment Grant, the Fire Department's Housing Safety Program, the Minor Home Repair Program, the Accessibility Modification Program, and the Amnesty Program.

For the purpose of discouraging removal of residential units from the housing supply, research and present the potential benefits and mechanics of adopting a Vacancy Tax on vacant residential buildings or units at a public hearing before the Planning Board by July 2024, at which the Planning Board may make a recommendation to the City Council. When considering a potential vacancy tax, also consider existing AMC Section 13-15 Boarded Building and Vacant Parcel Monitoring Fee.

PROGRESS AND PRIORITIES:

Continue to implement the City's neighborhood revitalization programs, and consider public discussion of the merits of a Vacancy Tax on vacant residential buildings.

PROGRAM 18**Utility Assistance Programs**

Alameda Municipal Power (AMP) will continue to provide funding assistance to lower income households in need of help with their electric bills. Fund at least \$150,000 annually to lower income households to reduce displacement risk due to utility costs.

PROGRESS AND PRIORITIES:

In 2023, the City provided a total of \$302,980 for low-income utility assistance through rebates and other programs.

PROGRAM 19**Promote Energy Conservation**

Continue to offer residential customer energy services that include the weatherization cash grant program, rebate program for energy efficient lights, meter lending program, rebate program for energy efficient appliances, second refrigerator pickup program, free energy audits, energy Assistance Program to help low-income residents reduce their energy use. Provide annual funding in the amount of \$150,000 to lower income households to promote rehabilitation through weatherization or other energy conservation measures for at least 15 households.

PROGRESS AND PRIORITIES:

In 2023, the City provided 65 low-income energy audits to lower income households and 115 rebates for a total of \$280,000. In 2024, the City will continue to implement the Energy Conservation program.

PROGRAM 20**Environmental Health**

Facilitate place-based revitalization of neighborhoods, such as the NAS Alameda Priority Development Area in west Alameda and the Northern Waterfront Priority Development Area along the Estuary, which are more heavily impacted by hazardous wastes from prior industrial uses, lead based paint remediation, diesel particulate matter from proximity to regional freeways and the Port of Oakland. Continue to work with the US Navy, DTSC, and property owners to remove hazardous materials, such as lead based paint and other hazards resulting from prior uses in West Alameda and the Northern Waterfront.

PROGRESS AND PRIORITIES:

Continue to work with local property owners and regional and national agencies to improve environmental health.

PROGRAM 21**Municipal Code Amendments to Remove Constraints**

The City will annually review, and amend as necessary, the Municipal Code to ensure consistency with State Housing Law requirements and remove or lessen constraints on new housing development, pertaining to, but not limited to emergency shelters, transitional and supportive housing, Low-Barrier Navigation Centers, and Residential Care Facilities.

PROGRESS AND PRIORITIES:

Continually evaluate AMC provisions for unnecessary or inappropriate constraints on housing.

PROGRAM 22**Annual Review, Monitoring, & the 5-Year Pipeline Report**

The Planning Board shall hold an annual public hearing in February or March to evaluate progress toward meeting housing goals and regional housing needs obligations. The review will examine annual quantitative housing production goals and monitor vacant and non-vacant sites in the sites inventory, and if the City is not meeting those quantitative goals, the staff will make recommendation to the Planning Board on adjustments to processes or requirements to improve performance. At the public hearing, the Planning Board will make recommendations for City Council consideration and action.

The annual review will include a review of the Annual Progress Report on the Housing Element implementation in the format required by HCD as defined by Government Code Section 65400(a)(2)(B).

PROGRESS AND PRIORITIES:

Hold a public hearing to evaluate housing goals, accomplishment, and priorities for upcoming year.

BOOKS

CITY OF ALAMEDA

CLIMATE ACTION & RESILIENCY PLAN (CARP)

2023 ANNUAL REPORT &
2024 WORK PLAN



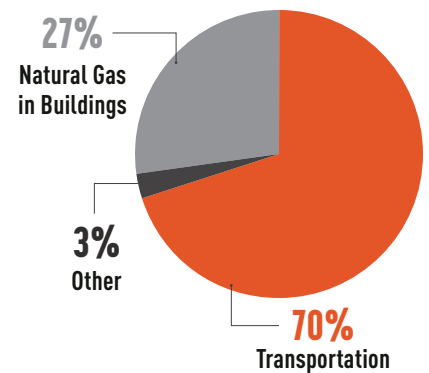
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BOOK 02

INTRODUCTION

The Alameda Climate Action and Resiliency Plan (CARP) was adopted by the City Council in 2019 with the goal of reducing greenhouse gas emissions (GHG) by 50% below 2005 levels by 2030 and becoming carbon neutral as soon as possible, while adapting to a changing climate. In 2020, Alameda Municipal Power (AMP) implemented 100% clean energy, setting the stage for Alameda to achieve net zero emissions through electrified buildings and transportation. AMP’s commitment to achieve and maintain 100% clean energy accounts for about 88% of CARP’s 2030 goal. In 2024, the City will begin a mid-cycle update of CARP.



► Sources of Greenhouse Gas Emissions in Alameda

THE CLIMATE ACTION AND RESILIENCY PLAN ADVOCATES FOR:

CLEAN TRANSPORTATION



Safe routes for walking and biking, accessible, high-quality public transit, and driving electric when you must drive.

CLEAN BUILDINGS



Transitioning natural gas appliances in buildings to those that run on clean electricity.

ZERO WASTE



Supporting practices such as recycling, composting and reducing consumption.

CARBON SEQUESTRATION



Through tree planting and compost application.

EQUITY AND ENVIRONMENTAL JUSTICE



Promoting inclusive community engagement and social resilience.

CLIMATE ADAPTION



Increasing resilience to sea level rise and storm surges, drought, extreme heat, flooding, tsunamis, and earthquakes.

CARP IMPLEMENTATION

Many CARP actions will improve quality of life for Alamedans, reducing air pollution and the urban heat island effect, improving traffic safety, making homes both greener and safer, and enhancing community resilience. CARP implementation is an opportunity to align both GHG emission reduction and equity goals and create a process that facilitates a just transition into a sustainable future. The City will ensure that policies and programs developed to implement CARP address the needs of vulnerable communities.

One of Alameda’s most significant climate threats is from rising sea and groundwater levels. Today’s 100-year storm represents 3.5 ft of additional sea level rise, projected to occur towards the end of the century (California Sea Level Rise Guidance, 2024). Without early intervention, flooding will cause harm to not only community members and property, but ecological assets as well. Damages from sea level rise through 2050 are projected to cost \$110 billion throughout the San Francisco Bay Area, with \$22 billion in Alameda County. Through the City’s leadership in the Oakland Alameda Adaptation Committee (OAAC), we are

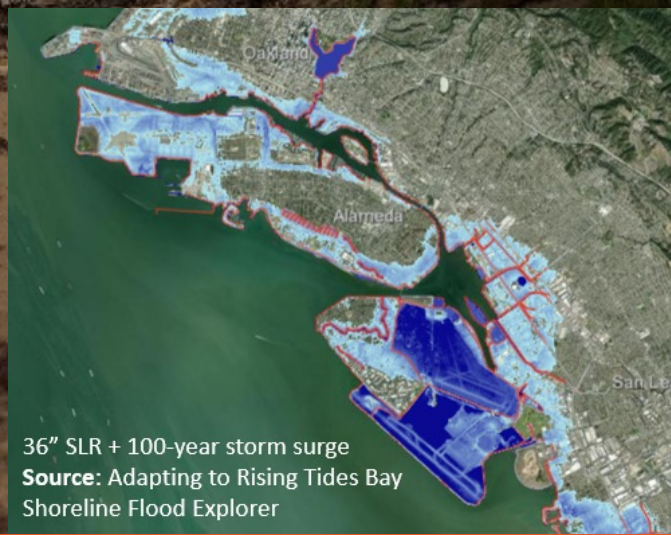
acting proactively to protect against current flooding and future sea level rise as well as protecting water quality and habitat and ensuring high quality of life for current and future generations.

CARP annual reports are presented to City Council in March each year to update Alamedans on significant accomplishments for climate mitigation and adaptation made within the year and inform the proposed work plans for the coming year. This annual report also serves as the annual report for the Climate Adaptation and Hazard Mitigation Plan, as required by the Federal Emergency Management Agency (FEMA).



TODAY’S 100-YEAR STORM REPRESENTS 3.5FT OF ADDITIONAL SEA LEVEL RISE

We are acting proactively to protect against current flooding and future sea level rise as well as protecting water quality and habitat and ensuring high quality of life for current and future generations.



36" SLR + 100-year storm surge
Source: Adapting to Rising Tides Bay Shoreline Flood Explorer

+ WHAT CAN INDIVIDUALS DO TO FIGHT CLIMATE CHANGE?

The City of Alameda cannot avert climate change on its own. Community members, business, other cities and counties, the state, federal government, and the world must all collaborate in an immediate and concerted effort to reduce global emissions. Small changes can make a big difference. Together we can make a difference and secure our future on this island.

STEPS YOU CAN TAKE TO HELP FIGHT CLIMATE CHANGE

01

Getting Around

Walk, bike, or take transit instead of driving. If you must drive, drive electric.

04

Eat Responsibly

Minimize food waste and eat a low meat diet.

02

Buy Less or Used

Buy less or buy used goods. Limit plastic packaging and single-use items.

05

Home Improvements

Electrify, weatherize and seismically retrofit your home.

03

Reduce Footprint

Take fewer flights, or purchase verified carbon offsets

06

Support Housing

Support multi-family housing and increased density in your neighborhood.

Through the City's leadership in the Oakland Alameda Adaptation Committee (OAAC), we are acting proactively to protect against current flooding and future sea level rise as well as protecting water quality and habitat and ensuring high quality of life for current and future generations.

TOP 10 ACCOMPLISHMENTS IN 2023

Alameda is taking steps towards achieving CARP goals, but we need to accelerate our efforts to achieve our goal of becoming carbon-neutral by 2030. The following top 10 highlights the progress made in 2023.



UPDATING PLANS

City Council approved updating the City's **Zero Waste Implementation Plan** and a mid-cycle update of **CARP**.

10

Charging Ports

Installed 10 new charging ports at Seaplane Lagoon Ferry Terminal.



Began enforcement of the **Disposable Food Ware Ordinance**, following a pause during the pandemic.

03

Sea Level Rise Adaptation Projects

Kicked off three sea level rise adaptation projects with the Oakland Alameda Adaptation Committee.



Opened a Compost Hub

in collaboration with Farm2Market & Makerfarm on Alameda Point where members of the community can collect compost free of charge.

Began development of **De-Pave Park Master Plan**.

Added drought tolerant landscaping at City Hall and City Hall West.



OKAPI Reusables launched a reusable cup network

in cafes across the city with the help of Community Action for a Sustainable Alameda (CASA).



Began implementation of the **Equitable Building Decarbonization Plan**.

Began Development of **Urban Forest Plan**

KEY CARP STATISTICS

TRANSPORTATION: MODE SHIFT

Completed 2.7 new miles of bikeways in 2023, with 8.3 miles completed to date towards CARP's goal of 16.54 miles by 2030. Alameda's bicycle network now consists of 57 miles of bikeways.

- Transit ridership was up in 2023, with an increase of 60% for AC Transit, 46% for ferry ridership on the Seaplane and Harbor Bay routes and 13% for BART, compared to 2022. Transit ridership is still down compared to pre-pandemic levels.



TRANSPORTATION: TRANSITION TO EVS

- 6.8% of all vehicles registered in Alameda are electric, plug-in hybrid or fuel cell vehicles, up from 5.2% in 2022.
- 728 new EVs, plug-in hybrids and fuel cell vehicles were registered in Alameda in 2022, exceeding the CARP goal of increasing the number of new EVs by 390 per year.
- AMP issued 61 rebates for used EVs and 116 rebates for e-bike rebates in 2023.
- 234 residential, 2 multi-family, and 2 government and business customers received an AMP rebate to install a qualifying level 2 EV charger, marking a 60% increase from 2022.
- Since 2017, there are 2,232 more alternative fuel vehicles and 4,609 fewer gas-powered vehicles registered in Alameda.
- Alameda currently has 58 public EV chargers in 10 locations.

BUILDING ENERGY

- Natural gas consumption was up 1.7% in 2022 (the most recently available data) compared to 2021. While residential consumption decreased, commercial consumption increased 10% over 2022.
- 29.6% of Alameda households are heated with electricity, up from 26.8% in 2019.
- AMP issued rebates for 28 heat pump water heaters, 28 electric dryers, 44 heat pump space heaters, and 31 electric panel upgrades.
- 240 AMP customers completed rooftop solar installations in 2023, a 33% increase from 2022. The cumulative capacity of all solar generation systems in Alameda is 3,029.7 kW.

WASTE

- Alamedans generated 2.1 pounds of waste per person per day in 2022, down from 2.4 pounds in 2019.
- 81% of Alameda's waste is composted or recycled, one of the highest diversion rates in Alameda County.

SEQUESTRATION

- The City of Alameda applied 2,173 cubic yards of compost in parks and open spaces in 2023.
- The City has increased the urban forest by 677 trees since 2019.

+ 2023 PROGRESS AND 2024 WORK PLAN

While the City is making progress towards CARP goals, it is also clear there is more work to do. The 2024 priorities are designed to address those areas with the greatest need.

Staff have identified ten priorities for CARP implementation in 2024 and continue progress from 2023. Many of the 2024 priorities align with the City's Strategic Plan adopted in 2023. Where relevant, the related strategic plan project number is shown in parenthesis. The work plan will be carried out by a variety of City departments as indicated in the following table.

TASK	LEAD	DESCRIPTION
GHG Reduction		
Complete Greenhouse Gas Inventory and Update CARP for 2025 -2030 (CC1)	Planning, Building and Transportation	<p>2023:</p> <ul style="list-style-type: none"> » Council allocated \$200,000 from general fund and approved agreement with Raimi & Associates for a mid-cycle CARP update. » Began CARP update and GHG inventory. <p>2024:</p> <ul style="list-style-type: none"> » Complete an updated GHG inventory. » Evaluate progress on CARP implementation to date. » Review and revise as needed the CARP vision, goals, actions, and performance metrics. » Incorporate and align CARP actions with Climate Adaptation and Hazard Mitigation Plan. » Conduct stakeholder and community engagement. » Develop implementation plans for key strategies. » Provide draft plan for public review. » Target City Council adoption in early 2025. <p>www.alamedaca.gov/CARP</p>
Adopt Urban Forest Plan and begin implementation (CC3)	Planning, Building and Transportation ARPD Public Works	<p>2023:</p> <ul style="list-style-type: none"> » Held pop-up events to raise awareness and gain community feedback. » Conducted survey both online and in-person (839 respondents) to gain community feedback. » Established Working Group and met four times to discuss the plan. » Developed draft plan to be reviewed by public in mid 2024. <p>2024:</p> <ul style="list-style-type: none"> » Provide a draft plan for public review. » Target City Council adoption in fall 2024. » Draft a tree canopy preservation and replacement ordinance. » Partner with CBOs to conduct community tree planting and care events. » Seek grant funding to implement urban greening programs. <p>www.alamedaca.gov/UrbanForestPlan</p>

TASK	LEAD	DESCRIPTION
GHG Reduction		
<p>Expand public electric vehicle (EV) charging network (CC2)</p>	<p>Planning, Building and Transportation Public Works AMP</p>	<p>2023:</p> <ul style="list-style-type: none"> » Issued a Request for Proposals to designate an electric vehicle charging provider to procure and operate EV charging stations on City owned parking lots and curbside locations as well as AHA multi-family housing sites. » AMP developed a new technical assistance program to assist both multi-family residences and workplace sites with planning and designing EV charging projects, including site review, ADA compliance, cost estimates, installation process, and contractor referrals. » Applied to Charging and Fueling Infrastructure Grant Program for public EV chargers in city-owned parking lots, however grant was unsuccessful. » Installed 10 new charging stations at Seaplane Lagoon ferry terminal. <p>2024:</p> <ul style="list-style-type: none"> » Procure EV Charging Provider to expand public EV charging in City owned parking lots. » Examine new funding opportunities through the Inflation Reduction Act, CaleVIP 2.0, CARTS NEVI, and other grants to maximize cost efficiency. » Expand EV charging access for residents who rent or live in multi-family units. <p>www.alamedaca.gov/ElectricVehicles</p>
<p>Implement near term priorities of the Equitable Building Decarbonization Plan (CC5)</p>	<p>Planning, Building and Transportation AMP Planning, Building and Transportation</p>	<p>2023:</p> <ul style="list-style-type: none"> » City Council extended the all-electric new buildings ordinance to include substantial remodels and additions, however the ordinance is no longer enforceable in certain instances following a Federal Appeals Court decision. » Held three community engagement meetings on building electrification. » Added building electrification rebate information to all outgoing development permit approvals and placed flyers in the permit center. » Conducted a contractor survey on building electrification practices. <p>2024:</p> <ul style="list-style-type: none"> » Alameda Electrification Fair planned for March 16, 2024 from 1-4pm at Faction Brewing to educate the public on building electrification. » Request Federal Energy Efficiency and Conservation Block Grant (EECBG) funds for energy upgrades to Veterans Memorial Buildings. » Partner with AMP to engage the contractors and the public on building electrification opportunities. » Explore opportunities for existing multi-family residential retrofit pilot programs in partnership with AMP, Alameda Housing Authority, and others. » Seek opportunities to take advantage of IRS Elective Pay program for local clean energy and EV procurement. » Explore revenue measures and additional state and federal funding to support local efforts. <p>www.alamedaca.gov/BuildingDecarb</p>

TASK	LEAD	DESCRIPTION
Waste		
Continue to implement SB 1383 and increase compost application citywide.	ARPD Public Works	<p>2023:</p> <ul style="list-style-type: none"> » Opened a Compost Hub in collaboration with Farm2Market and Makers Farm on Alameda Point where members of the community can collect compost free of charge. 120 yards of compost have been given away so far. » Staff continued to procure and spread compost in parks throughout the City. <p>2024:</p> <ul style="list-style-type: none"> » Continue edible food recovery program and procurement of products made from recycled materials, following SB 1383 requirements. » Coordinate with StopWaste to procure compost and mulch as required by SB 1383 and determine potential areas to apply this material. <p>www.alamedaca.gov/Departments/Public-Works-Department/Zero-Waste-Program-and-Services</p>
Update Zero Waste Implementation Plan (CC9)	Public Works	<p>2023:</p> <ul style="list-style-type: none"> » City Council approved updating the City’s Zero Waste Implementation Plan. » The City began to issue citations for non-compliance with the Disposable Food Ware Reduction Law and issued 8 citations in 2023. <p>2024:</p> <ul style="list-style-type: none"> » Implement new zero waste strategies and policy and program enhancements. » Conduct community engagement and public survey on current practices. » Target City Council adoption by the end of 2024. <p>www.alamedaca.gov/Departments/Public-Works-Department/Zero-Waste</p>
Adaptation		
Continue to develop Long-range Sub-regional Long-term Adaptation Plan (CC6)	Planning, Building and Transportation Public Works	<p>2023:</p> <ul style="list-style-type: none"> » City Council on behalf of the Oakland Alameda Adaptation Committee (OAAC) hired CMG Landscape Architecture to lead the consultant team to implement the three projects, and two funded Community Partner teams to conduct community engagement: Community Actions for a Sustainable Alameda (CASA) and Greenbelt Alliance. » City Council approved two federal grants to fund the Long-term Plan. » Developed Existing Conditions Analysis and Community Engagement Strategy. <p>2024:</p> <ul style="list-style-type: none"> » Feasibility assessment in spring 2024 » Draft plan and governance structure in late 2024 » Two rounds of outreach in spring 2024 and early 2025 » Request for City Council approval anticipated fall 2025. <p>www.alamedaca.gov/AdaptationLongTermPlan</p>



81%

81% of Alameda’s waste is composted or recycled, one of the highest diversion rates in Alameda County.

TASK	LEAD	DESCRIPTION
Adaptation		
Continue Bay Farm Island Adaptation Project (CC6a)	Planning, Building and Transportation Public Works	<p>2023:</p> <ul style="list-style-type: none"> » City Council on behalf of OAAC hired CMG Landscape Architecture to lead the consultant team to implement the three projects, and two funded Community Partner teams to conduct community engagement: CASA and Greenbelt Alliance. » Developed Existing Conditions Analysis and Community Engagement Strategy. <p>2024:</p> <ul style="list-style-type: none"> » Alternatives analysis in spring 2024 » Draft design in fall 2024 » Two rounds of outreach in spring 2024 and early 2025 » Request for City Council approval in fall 2025. <p>www.alamedaca.gov/AdaptationBayFarmIsland</p>
Continue Oakland-Alameda Estuary Adaptation Project (CC6b)	Planning, Building and Transportation Public Works	<p>2023:</p> <ul style="list-style-type: none"> » City Council on behalf of OAAC hired CMG Landscape Architecture to lead the consultant team to implement the three projects, and two funded Community Partner teams to conduct community engagement: CASA and Greenbelt Alliance. » Developed Existing Conditions Analysis and Community Engagement Strategy. <p>2024:</p> <ul style="list-style-type: none"> » Alternatives analysis in spring 2024 » Draft concept design in summer 2024 » Two rounds of outreach in spring and fall 2024. » Final concept design requested for City Council approval in early 2025. <p>www.alamedaca.gov/AdaptationEstuary</p>
Conduct De-Pave Park Master Plan process (CC4)	ARPD	<p>2023:</p> <ul style="list-style-type: none"> » City Council approved the contract to begin developing the Master Plan in January 2023. » Held two community input rounds (of three total) attended by over 325 in total, including a meeting and onsite tour held specifically with Alameda Point Collaborative residents. Also issued two online surveys with over 1,000 responses including 150 responses from Wood Middle School students through their science classes. » Met regularly to review the project design with the Bay Restoration Regulatory Integration Team (BRRIT) which includes representatives from all regulatory agencies. » Met with Building 25 and 29 tenants regarding design options and impacts on their businesses as well as relocation options. » City Council received a report on the final three designs and provided direction to maximize the natural area and remove both Building 25 and 29. <p>2024:</p> <ul style="list-style-type: none"> » Present to the BCDC Design Review Board on January 9, 2024. » Final Master Plan will be brought to City Council for approval in March. » 30% design documents completed by summer 2024. » Grant applications will be submitted to fund regional permits and construction. <p>www.alamedaca.gov/Departments/Recreation-Parks/De-Pave-Park</p>

+ STATUS OF CARP STRATEGIES AND PERFORMANCE MEASURES

This section provides a detailed review of progress made on each CARP strategy in 2023 and provides an update on CARP’s performance metrics.

Transportation

Transportation accounts for 70% of the City’s GHG emissions. CARP builds on the goals and actions of the Transportation Choices Plan to reduce solo driving and to encourage walking, biking, riding transit, and telecommuting. In addition to mode shift, expanding the adoption of electric vehicles and charging infrastructure is an integral part of reducing GHG emissions from the transportation sector.

For further details on transportation, refer to the 2023 Transportation Annual Report and 2024 Work Plan.

MODE SHIFT

STRATEGY T1

Reduce commute vehicle miles traveled.

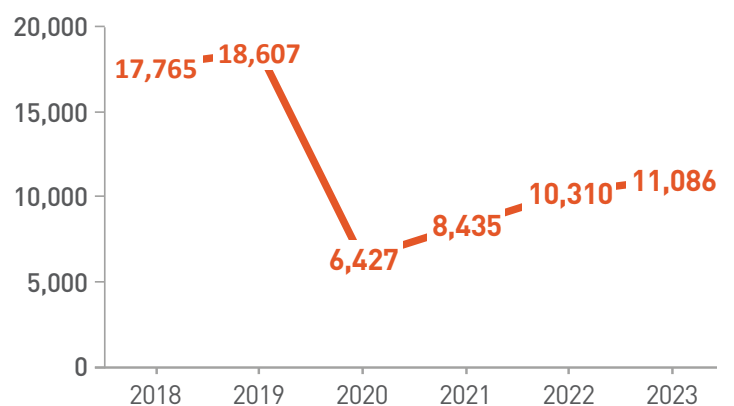
Encourage employees and employers to reduce commute trips by telecommuting. In addition, implement a combination of programs that encourage telecommuting and land use decisions that increase work-live spaces and mixed zoning.

STATUS: PENDING

One of the most critical ways to lower GHG emissions is to reduce the number of miles driven, especially by individuals in their cars. Alameda’s General Plan update includes policies to encourage telecommuting and zoning amendments to facilitate mixed use development and work-live spaces to help reduce the total VMT (vehicle miles traveled).

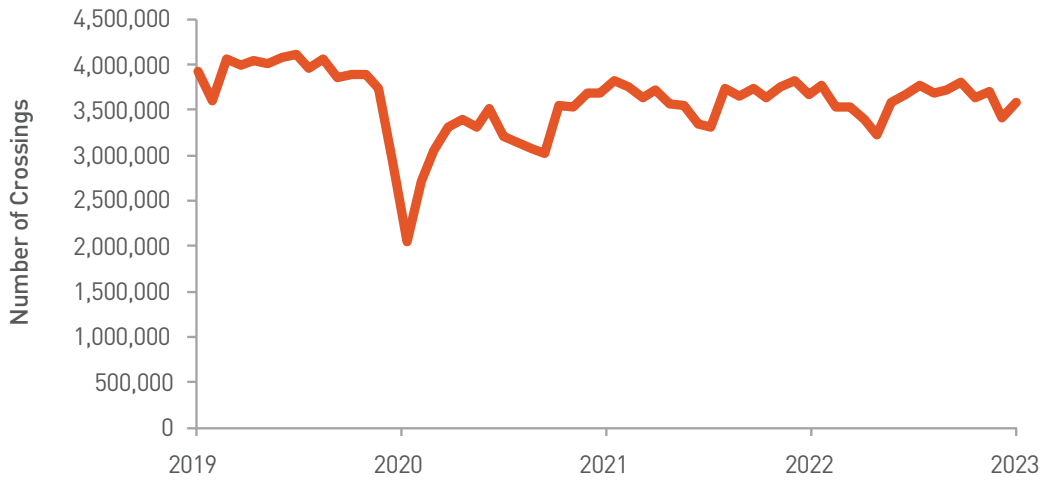
While public transit ridership is trending to pre-pandemic levels, freeway and bridge traffic largely returned to normal back in 2021 and has remained high.

- **Bus ridership** continued increasing in 2023, and average daily boardings on AC Transit bus lines serving Alameda were 72% higher than in 2020 (compared to 60% higher in 2022). However, 2023 ridership was still 37% lower than in 2019 before the pandemic began.
- Across its system, **ferry ridership was 10% higher** in 2023 than in 2022. Weekend ridership continues to be 100% or more of 2019 levels.
 - » *Ferry ridership on the Alameda Seaplane and Harbor Bay routes grew 46% over 2022 levels*
- **BART ridership** is steadily increasing, but still remains lower than pre-pandemic ridership. We looked at the average for the three most commonly used BART stations by Alamedan residents. 2023 ridership is 13% higher than 2022 ridership but remains 59% lower than 2019 ridership.

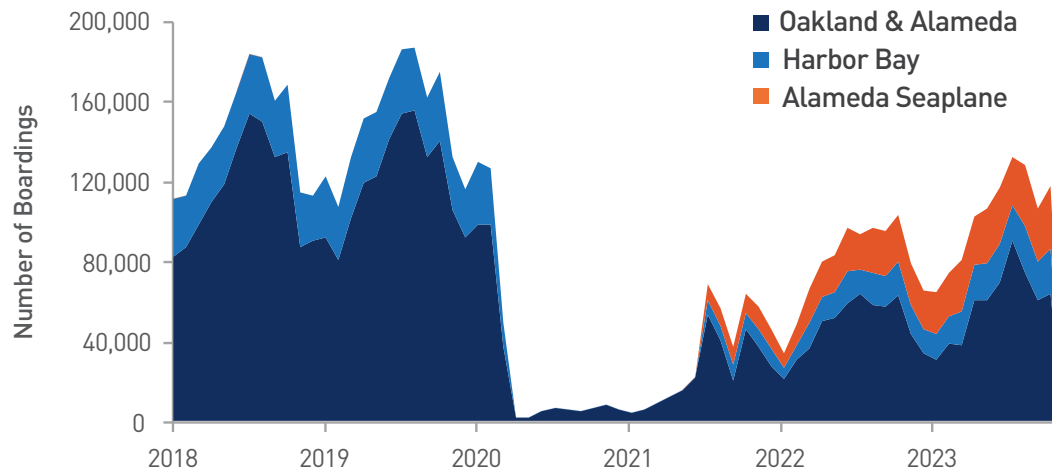


► Average Daily Boardings for AC Transit Lines in Alameda

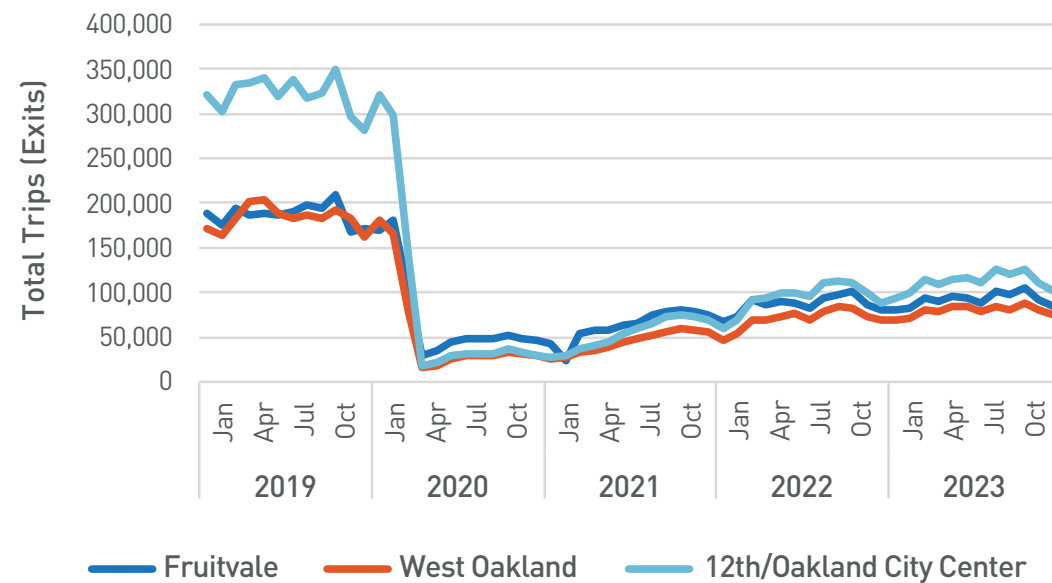
► San Francisco- Oakland By Bridge Monthly Toll Crossings



► Ferry Ridership for Alameda Routes



► Monthly BART Ridership



STRATEGY T2

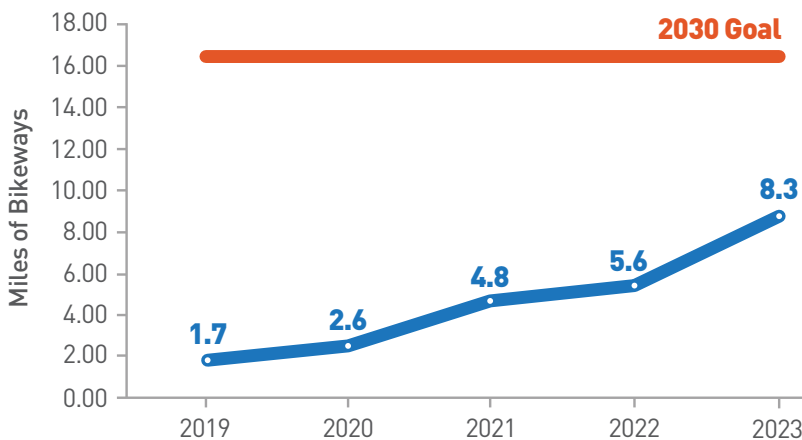
Build additional bike lanes

Construct an additional 10.44 miles of dedicated and protected bike lanes on top of the 6.1 miles bikeway projects already planned in the Transportation Choices Plan (TCP) and make pedestrian/bicycle improvements that increase safety, make it easier for people to use these modes, and connect residential neighborhoods with commercial centers and workplaces.

STATUS: MAKING PROGRESS

- Implementing the 2022 Active Transportation Plan promoting safe, accessible, and comfortable ways for people of all ages and all abilities to get around Alameda such as walking, biking, using wheelchairs and mobility scooters, e-bikes and e-scooters, skateboards, and more.
- In 2023, 2.7 new miles of bikeways were completed as part of CARP, TCP and ATP, and in support of development of Alameda’s 2030 Low-Stress Backbone Network.
- In combination with progress in previous years, 8.3 miles of bikeways have been constructed towards the 2030 goal of 16.54 miles.
- In order to meet the CARP goal, 1.37 miles will need to be constructed annually until 2030. Alameda’s bicycle network now consists of 57 miles of bikeways. Bikeways tracked towards the CARP goal do not include bike routes (roads with sharrows), which are still part of Alameda’s bicycle network.

Cumulative Bikeways Constructed



STRATEGY T3

Traffic signal synchronization

By 2030, improve synchronized timing of 25 traffic lights to improve traffic flow by slowing vehicle speeds and reducing idling.

STATUS: ON TRACK

Public Works has completed signal timing and coordination projects at 13 intersections in the Park and Webster Street corridors.

STRATEGY T4

Expand EasyPass Program

Provide 5,000 AC Transit EasyPasses in addition to the 5,000 already committed to in the TCP, for a total of 10,000 passes to be distributed by 2030. This strategy is prioritized for 2025-2030.

STATUS: MAKING PROGRESS

The City distributed 770 EasyPasses across 29 organizations to ATMA (Alameda Transportation Management Association) members in 2023, including Alameda Point Collective and Alameda Housing Authority.

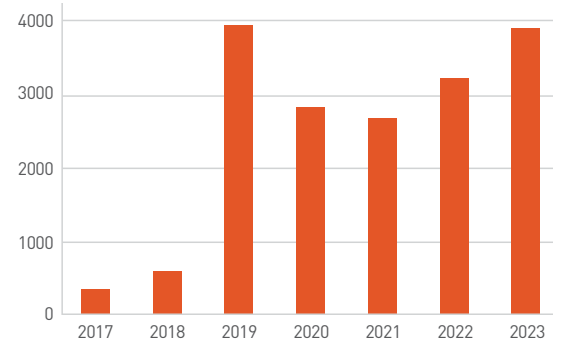
The City also provides free bus passes to low-income seniors and people with disabilities as part of a three-year pilot program in partnership with AC Transit using Measure BB paratransit funds. 804 seniors and people with disabilities now have an Alameda Free AC Transit Bus Pass. In 2023, over 142,000 rides have been taken, averaging 11,885 per month. 519 unique riders took over 14,000 rides in December 2023.

The bus pass program serves a diverse population, and over 60% of participants do not speak English. Staff are translating program applications and communications into Traditional Chinese, Simplified Chinese, Spanish, Tagalog, and Vietnamese. AC Transit cites 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.

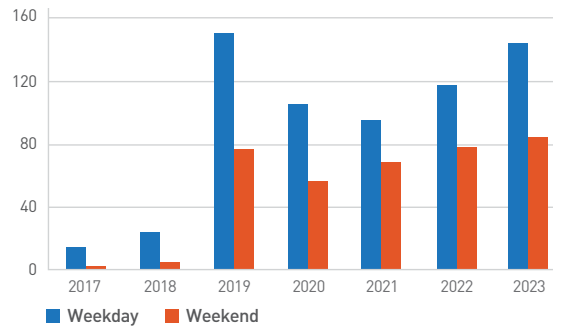
The Alameda Independent Mobility Program, or AIM, is halfway through its three-year pilot program. So far it has provided over 1,000 rides to 111 residents who are fully enrolled in East Bay Paratransit. Since January 2023, the program has provided an average of 80 rides per month.

Affordable Student Transit Passes are distributed to four participating AUSD schools. In 2021-2022 school year (the most recently available data), AUSD had a 31% participation rate (190 students) of those eligible for the pass. Pass holders averaged 5.3 boardings per month and there were 8,533 boardings total in 2021-2022, the most current year data is available.

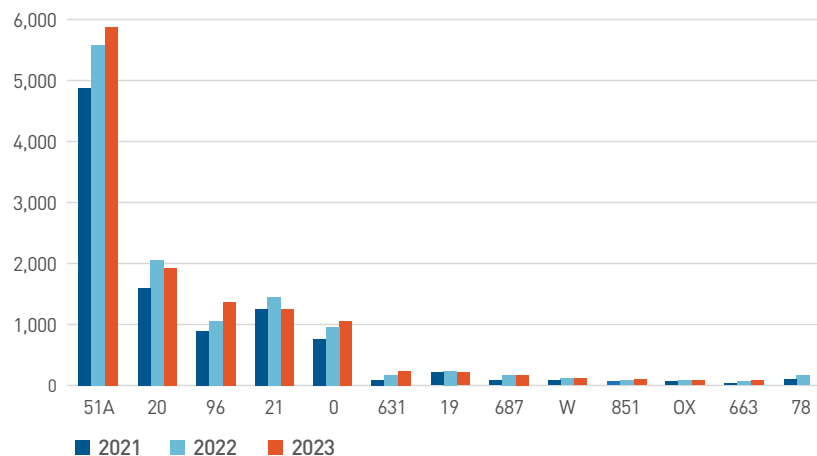
► Average ATMA Monthly Boardings by Year



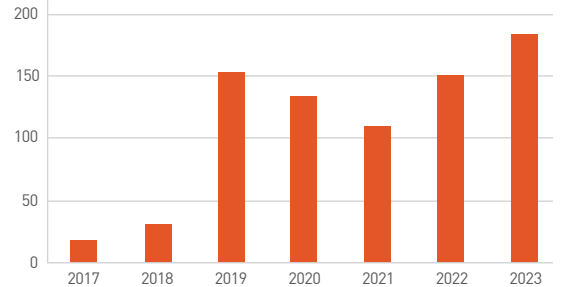
► Average ATMA Daily Boardings by Year



► Average Weekday Boardings in Alameda, Fall 2021-2023



► Average ATMA Unique Monthly Users by Year



STRATEGY T5

T5. Ban gas-powered leaf blowers.

Ban gas-powered leaf blowers in the City of Alameda.

STATUS: COMPLETE

- The City of Alameda ordinance banning the sale and use of gas-powered leaf blowers went into effect on January 1, 2023.
- Staff conducted education and outreach to implement the leaf blower ban and began complaint-based enforcement actions.
- 89 notices of violation have been issued for gas-powered leaf blowers.
- Starting in 2024, the sale of new gas-powered blowers, mowers, weed trimmers and chainsaws will be banned in California.
- More information about the leaf blower ban and enforcement can be found at www.alamedaca.gov/leafblowerban.



1 HOUR
LEAF BLOWER USE

300 MILES
DRIVING FROM LA TO VEGAS



1 HOUR
LAWN MOWER USE

1,000 MILES
DRIVING FROM LA TO DENVER



TRANSITION TO ELECTRIC, ZERO EMISSION VEHICLES

STRATEGY T6

Increase availability of EV chargers citywide

Ensure that all new developments with new parking lots install charging stations for residents and/or customers. Streamline permitting processes for existing homeowners and business owners who wish to install charging stations. Add public charging stations in all City-owned parking lots. Allow residents to rent their driveways and private EV chargers to renters who do not have access to convenient charging.

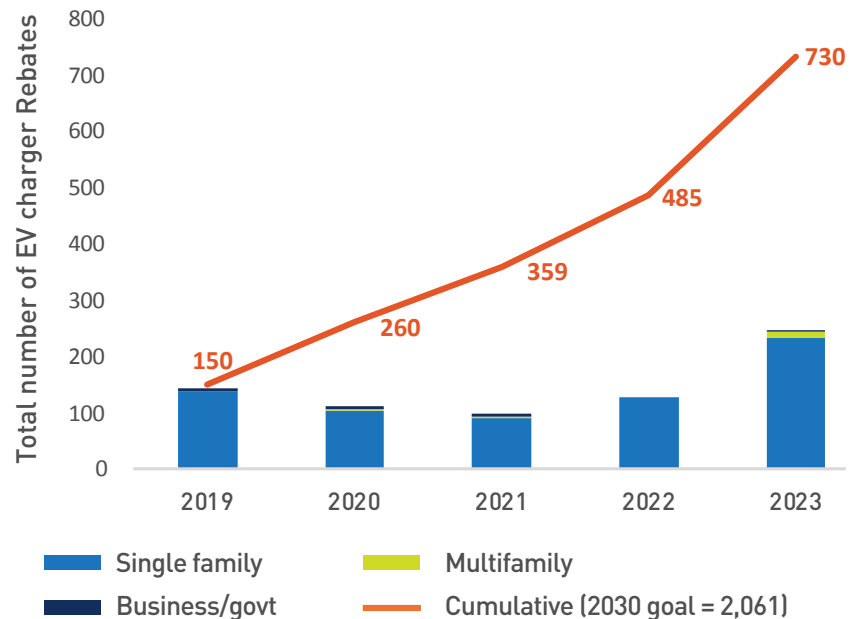
STATUS: MAKING PROGRESS

- The City issued an RFP for an EV Charging Provider in order to expand the network of publicly accessible charging stations in Alameda. The proposed charging stations will be on city-owned parking lots and curbside locations, as well as Alameda Housing Authority multi-family housing sites.
- The permit center streamlined permitting/same day web permits for residential & commercial EV chargers and other electrification upgrades.

AMP EV Charger Rebates:

- **Residential:** AMP continues to encourage the installation of level 2 EV chargers at residential properties and offers customers in single family homes up to \$500 in rebates for installing a qualifying level 2 EV Charger. In 2023, 234 residential customers received an AMP rebate to install a qualifying level 2 EV charger.
- **Multi-family:** AMP works closely with multi-family building owners serving as a resource and technical assistance guide for Level 2 charging installation. AMP launched a new Multi-Family Level 2 Charging rebate program in 2023. This rebate is \$8,000 per charger up to \$48,000 for qualifying multi-family buildings. Nine rebates were issued in 2023.
- **Businesses:** AMP works with businesses and government property owners to encourage installation of EV charging infrastructure and provides up to \$39,000 for up to 6 level 2 charging stations per site. In 2023 2 commercial rebate applications were issued.
- **245 Level 2 charger rebates were issued in 2023**, marking a 94% increase over 2022. 730 charger rebates in total have been issued since 2019. At the current rate, AMP is projected to issue about 1,500 total rebates (including residential) by 2030, a little short of CARP’s goal of 2,061.

► Total EV Charger Rebates Issued In Alameda



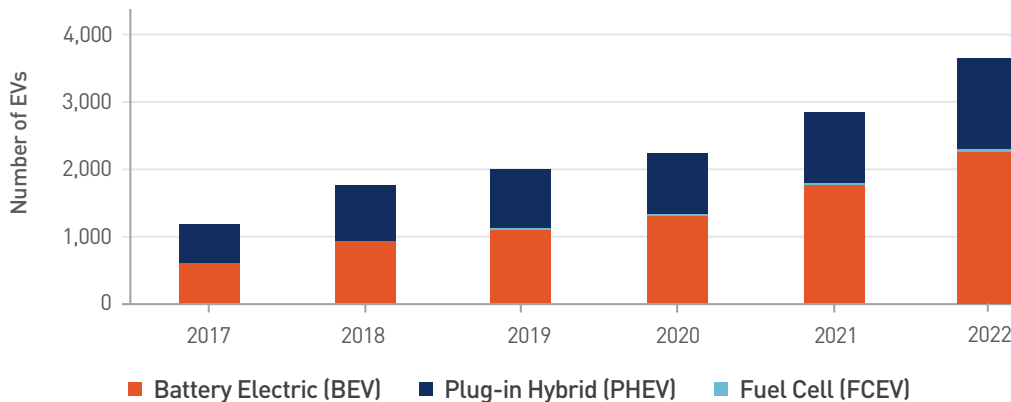
STRATEGY T7

Promote purchase of LEVs and ZEVs

Implement communications and outreach activities to promote the acquisition of light-duty EVs.

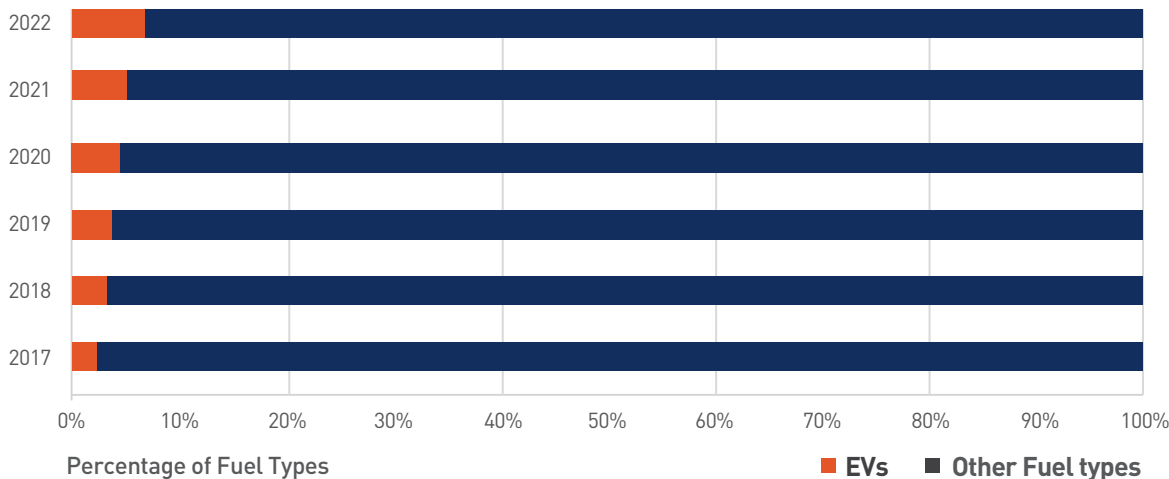
STATUS: ON TRACK

- Alameda residents continue to purchase EVs at an increasing rate. In 2022, the latest data available, 728 new EVs, plug-in hybrids and fuel cell vehicles were registered in Alameda, exceeding the CARP goal of increasing the number of EVs by 390 per year.
- 6.8% of registered vehicles in Alameda are electric, plug-in hybrid or fuel cell vehicles, for a total of 3,449 vehicles.
- AMP conducted two Electric Vehicle 101 webinars, created new one-pagers outlining all of AMP’s clean transportation programs, and had two in-person EV Expo events to educate customers about EVs. The April Ride and Drive event had 300 registrants and the October event had 284 registrants.
- AMP has also worked with other Electric Vehicle campaigns and non-profits to promote regional and state level programs to customers.
- In 2022, California passed legislation that requires 100% of new vehicle sales to be zero-emission vehicles by 2035, which will help the City further reach its EV adoption goals.



EV Ownership in Alameda

Source: California Energy Commission (2023). California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated April 28, 2023. Retrieved November 19, 2023 from <https://www.energy.ca.gov/zevstats>



Share of EVs vs Gasoline, Diesel and Other Fuel Types

Source: California Energy Commission (2023). California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated April 28, 2023. Retrieved November 19, 2023 from <https://www.energy.ca.gov/zevstats>

STRATEGY T8


Continue programs to encourage new EV purchases.

Encourage EV ownership by promoting a manufacturer’s suggested retail price rebate. Also, emphasize continuation of programs from AMP, subject to PUB approval, to provide rebates to residential and non-residential customers who purchase a level 2 EV charging station.


STATUS: MAKING PROGRESS

- AMP continued their rebate for used EVs by offering \$4,000 for all residents who purchased a used EV and \$6,000 for income-qualified residents. This rebate can combine with federal tax credits for EV purchases.
- A total of 61 used EV rebates were issued in 2023. The City’s goal is to issue 821 EV rebates by 2030. AMP has given out 142 EV charger rebates to date.
- AMP also provides up to \$600 for the purchase of an e-bike. 116 e-bike rebates were issued by AMP in 2023. Alameda TMA members can receive an additional \$300 rebate.

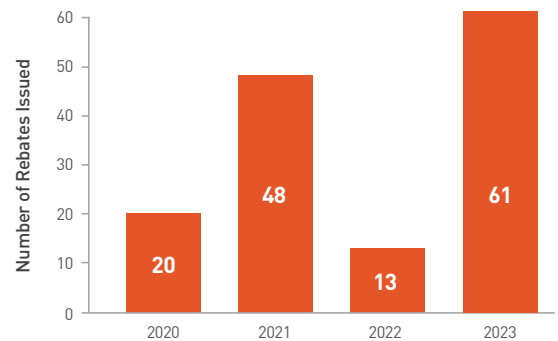
SINCE 2017, REGISTERED VEHICLES IN ALAMEDA:



2,232 MORE ELECTRIC VEHICLES



4,609 FEWER GAS-POWERED VEHICLES



► Used EV Rebates Issued by AMP

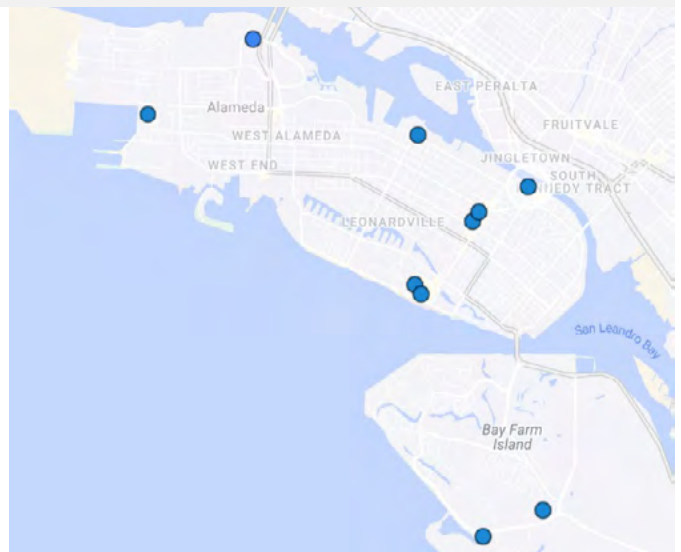
STRATEGY T9

Continue to encourage businesses to install EV charging stations.

Implement communications and outreach activities to encourage workplaces and businesses to install EV charging systems.

STATUS: PENDING

- CARP’s goal is to add 260 new charging ports at business and government locations in the first five years of CARP.
- AMP’s commercial EV charger rebate provides up to \$39,000 for business or governments to install up to six level 2 EV chargers. AMP has received applications for 2 commercial charger installations in 2023.
- There are currently 58 public EV chargers at 10 locations, with more planned for 2024. Ten new Level 2 EV chargers were added to Seaplane Lagoon Ferry Terminal in 2023.



STRATEGY T10

Electrify City's fleet

Convert the light-duty portion of the City's vehicle fleet to EVs and right-size the fleet.

STATUS: MAKING PROGRESS

- Consistent with the Council's fleet policy, the City is replacing light duty vehicles with EVs as they are replaced. The fleet is also being right sized to reduce the number of vehicles the City manages. City Hall West has a dedicated alcove for charging those vehicles.
- The city currently has three Go 4 Interceptor parking enforcement vehicles, and nine electric Nissan Leaf vehicles used for Engineering & Inspection Capital Improvement Projects.
- In 2023, the Police Department has ordered one Ford Transit electric cargo van for Animal Control and one electric motorcycle.
- AMP currently has six Ford F-150 Lightning electric trucks, six charging ports to support the trucks, six sedans (4 BEV, 2 PHEV) and four L2 dual-connector chargers to support the sedans.



The City currently has three Go 4 Interceptor parking enforcement vehicles, and nine electric Nissan Leaf vehicles used for Engineering & Inspection Capital Improvement Projects.

Energy Use in Buildings

Energy use in buildings accounts for 27% of the City’s GHG emissions. Because AMP provides 100% clean energy to all customers, fuel switching from natural gas to electric for space heating, water heating, cooking and clothes drying appliances will reduce emissions. In addition, increasing energy efficiency through weatherization, building insulation, and more efficient appliances will further reduce overall energy use and emissions.

STRATEGY E1

“Fuel switch” in existing buildings

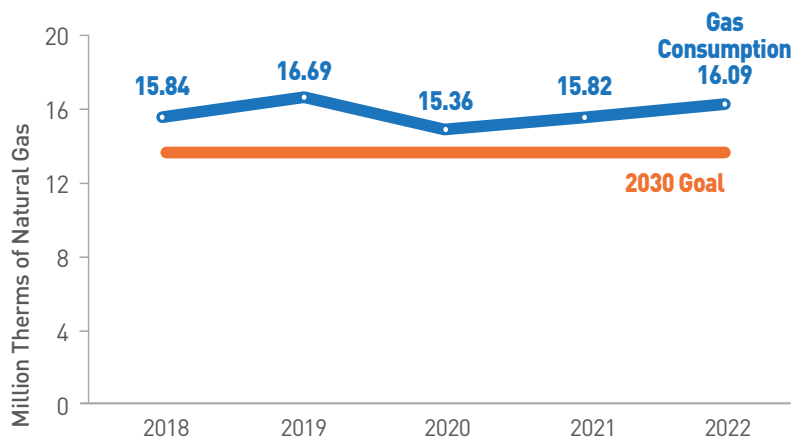
Convert natural gas consumption to electricity use in residential and commercial buildings. Require switching from natural gas to electric appliances and heating when existing residential buildings are being substantially expanded. Support programs that encourage homeowners/commercial building owners to implement electrification retrofits.

STATUS: PENDING

In 2022, the latest data available, overall gas consumption increased in Alameda by about 1.7% over 2021. Residential gas consumption decreased by over 200,000 therms while commercial usage increased by nearly 500,000 therms compared to 2021.

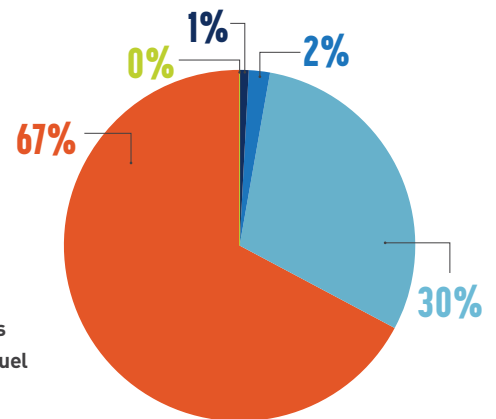
- Currently, 29.6% of Alameda households are heated with electricity, compared to 26.8% in 2019. This is equal to almost 9,000 households citywide. Around 20,000 households heat their homes with gas.
- Staff is continuing to seek grant opportunities to fund pilot programs, technical assistance and other programs to support transitioning from gas to electric appliances.
- The City conducted a contractor building electrification survey in 2023 to learn how often they currently perform electrification measures, and how the city can better support additional electrification measures and raise awareness to customers.
- The City replaced fluorescent lights in the Civic Center Parking structure with energy efficient LED lighting.

► Natural Gas Consumption



HOW DO ALAMEDAN'S HEAT THEIR HOMES?

- Natural Gas
- Electricity
- Bottled, Tank or LP Gas
- Solar, Wood or Other Fuel
- No Fuel Used



STRATEGY E2

Electrification of new residential construction

Prepare ordinances requiring all new residential construction to be 100% electric-powered with no gas hookups.

STATUS: PENDING

- In December 2022, City Council renewed and expanded the all-electric reach code requiring all new construction and significant renovations or additions to be all-electric.
- An all-electric building is defined as a building that has no natural gas or propane plumbing installed within the building property lines, and instead uses only electricity as the source of energy for its space heating, water heating, cooking appliances and clothes drying appliances.
- In April 2023, the Federal Appeals Court struck down Berkeley's natural gas ban ordinance. This decision means that the City of Alameda can no longer enforce our all-electric new buildings ordinance in certain instances. Staff is working to identify other ways to support electrification of new buildings, especially on city owned property.

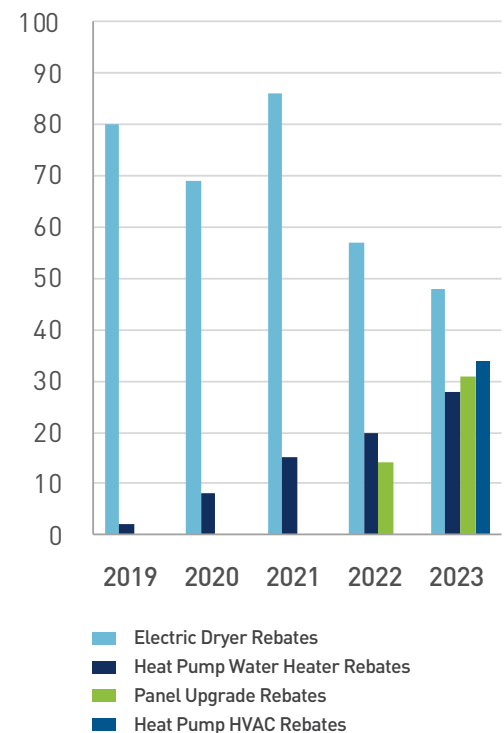
STRATEGY E3

Programs to encourage fuel switching in certain appliances

Programs to encourage fuel switching in certain appliances. Encourage the PUB to continue implementing AMP rebate programs incentivizing residential customers to install ENERGY STAR-labeled electric clothes dryers and electric heat pump water heaters (HPWH).

STATUS: MAKING PROGRESS

- AMP began offering customers a new \$1,500 rebate for heat pump heating and cooling (HVAC) systems and continued to offer a \$1,500 rebate for heat pump water heaters (HPWHs), a \$50 rebate for electric dryers, and a \$2,500 rebate for electric panel upgrades.
- AMP also offers a \$100 smart thermostat rebate. Customers who are approved for the HPWH rebate can also receive an automatic bonus of \$100 if they install a smart thermostat at the same time.
- AMP issued rebates for 28 heat pump water heaters, 28 electric dryers, 44 heat pump space heaters, and 31 electric panel upgrades.
- AMP offers no cost food service audits to qualifying customers, and additional commercial rebates for switching to electric food service equipment and HPWHs.
- To continue the upward trend of HPWH adoption, AMP staff conducts continual research on technology developments and designs programs accordingly.
- 120-volt heat pump water heaters came on the market in fall 2023 for the first time. This advancement allows for HPWH to plug into a standard outlet, reducing electrification barriers and potentially attracting a larger pool of customers.

► Electrification Rebates Issued by AMP

STRATEGY E4**Green roof installations on new developments in Alameda Point**

Require at least 10% of roof areas on new development in Alameda Point to be installed as green roofs. This action aligns with the Alameda Point Stormwater Management Plan requirements.

STATUS: COMPLETE

The Alameda Point Stormwater Management Plan requires installation of green roofs at Alameda Point. City Council approved revisions to the Design Review ordinance in 2019 exempting green roof, cool roofs, and similar roof treatments from design review, provided the installation does not require modifying the existing roof form or pitch.

STRATEGY E5¹**Promote distributed generation (rooftop solar)****STATUS: ON TRACK**

CARP does not set specific goals for solar generation. However, in 2023, 240 customers completed rooftop solar installations, which marked a 33% increase from the previous year. AMP offers the Eligible Renewable Generation (ERG) plan for new renewable generation customers that provides a monthly bill credit for the excess energy they deliver to AMP's power grid.

- The cumulative energy capacity for all rooftop solar systems on the island is 3,029.7 KW energy.
- AMP now waives the \$330 interconnection fee for residential customers installing new PV systems or new PV systems with battery storage in buildings built before January 1st, 2020.
- AMP offers income qualified solar rebate for \$500 to customers whose annual household income is less than \$106,000. This rebate covers the cost of City and application administrative fees.
- The City launched a new streamlined solar permitting process using SolarApp+ in December 2022 that works in conjunction with the building department's new expedited same day permitting process for electrical service upgrades, heat pumps and EV chargers. With the new online permitting program, the time to get a solar permit in Alameda will be reduced from a month or more to about an hour.

STRATEGY E6**Draft zoning code amendment to facilitate reduction in energy use****STATUS: COMPLETE**

City Council approved revisions to Design Review ordinance in 2019 that exempt replacement or upgrading of windows and doors from design review.

¹ GHG reduction actions have been renamed so that the unquantified actions called "supplemental actions" in the CARP are numbered in the same manner as the quantified actions. E5 and E6 were referred to as unnumbered supplemental actions in the CARP and do not have specific goals associated with them

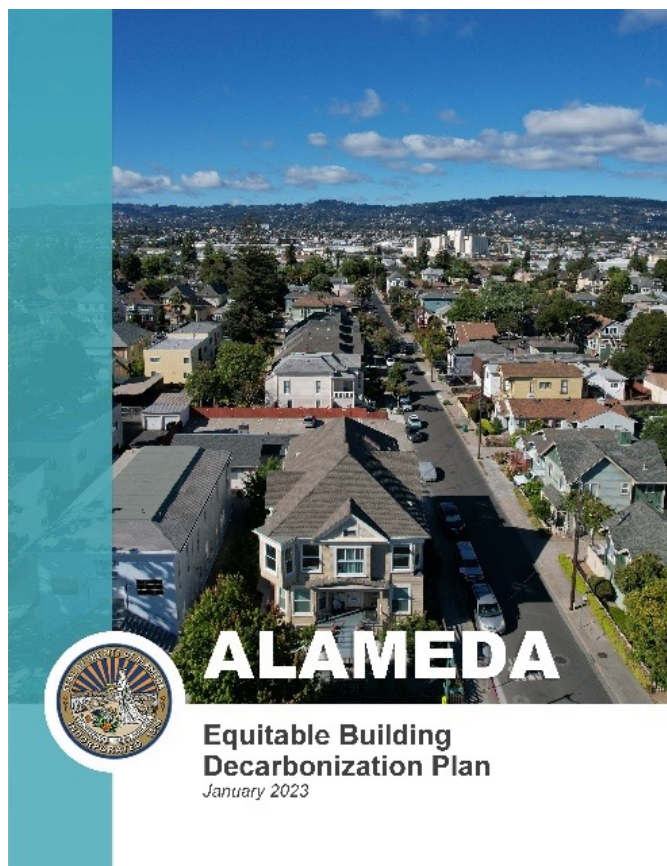
Additional Progress

Equitable Building Decarbonization Plan

Staff developed an Equitable Building Decarbonization Plan with community input for Council consideration that lays out the process for shifting natural gas use in existing buildings toward clean, energy efficient all-electric buildings in accordance with the City's climate and equity goals.

The plan provides a phased approach that includes new policies and programs, financing options, expanded rebates, and community education and outreach. The plan aligns with other citywide efforts to create affordable, safe, healthy and resilient housing and prepare the City to leverage grants and funds as they become available.

As part of the development of the plan, the City conducted an electrification workshop series with seven community workshops and an electrification community survey. The plan was adopted by the City Council on January 17, 2023 and is available at <https://www.alamedaca.gov/BuildingDecarb>.



Land Use and Housing

High density development and urban areas reduce GHG emission through reduction in VMT (vehicle miles traveled), promotion of mode shift, less energy for cooling and heating and decreased procurement of construction material. The City continues to support regional plans for high-density, transit-oriented development. The City's General Plan was updated in 2021 and is consistent with CARP in supporting affordable, high-density or mixed-use development.

2023-2031 Housing Element

The 2023-2031 Housing Element is Alameda's housing plan for the 2023-2031 planning period. It is Alameda's blueprint for how and where it will provide sufficient housing for all members of the Alameda community, including seniors, families, single-person households, single parent households, people with disabilities, lower-income households, and people experiencing or facing the prospect of homelessness.

The Housing Element is a hugely important component of meeting Alameda's CARP goals. A denser housing pattern contributes to lower greenhouse gas emissions by ensuring that residents can be less dependent on cars to get around town. Providing a range of affordable housing in Alameda also ensures that Alameda's workers of all incomes have the opportunity to live closer to where they work and rely less on vehicles. New development in Alameda is also required to be all electric and tends to be more energy efficient, reducing building emissions. The Housing Element is available at <https://www.alameda2040.org/housing>. For further details on the housing element implementation, refer to the 2023 Housing Element Annual Report.

Carbon Sequestration

In addition to reducing new GHG emissions, actively drawing down the existing carbon in the atmosphere is also a critical part of mitigating climate change. Applying compost to parks and open areas as well as increasing the size of the urban forest with more trees will help develop carbon sinks that sequester carbon.

STRATEGY S1

Apply compost to Alameda’s parks and open spaces

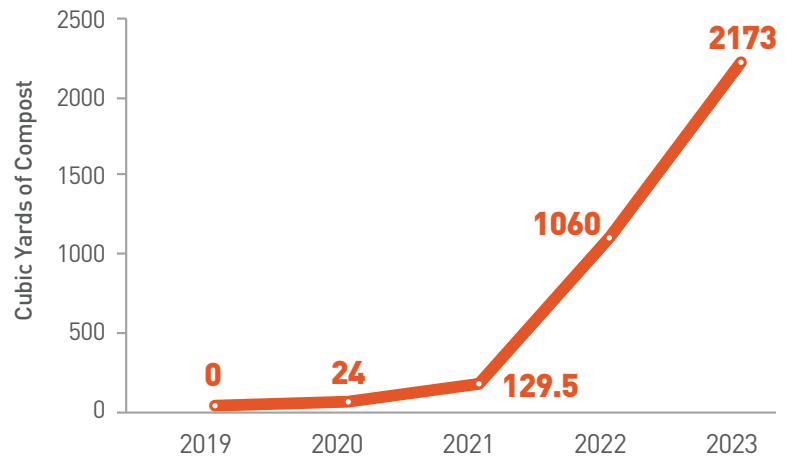
Diverted organic waste will be processed into compost that will be used in Alameda parks and other open spaces, such as preserved areas in Alameda Point.

STATUS: MAKING PROGRESS

In 2023, as a result of SB 1383 compliance and a new sports field maintenance program, the City applied a total of 2,173 cubic yards of compost in parks and open spaces.

In collaboration with Farm2Market and Makers Farm, the City opened a Compost Hub on Alameda Point where community members can come by to collect compost free of charge. To date 120 cubic yards of compost have been given away.

Staff anticipates needing to go to Council for guidance in 2024 on how to achieve our compliance procurement of material related to SB 1383. The City does not have enough green space where large amounts of compost can be applied to fulfill this requirement. Though the City is prioritizing compost application with the City, full implementation of SB 1383 may require procurement of material for use outside of the city boundaries. Staff will return to Council with options and a proposed approach to continue to increase compost and mulch application and make progress towards CARP goals and SB 1383.



► Compost Applied in Public Spaces Annually

In collaboration with Farm2Market and Makers Farm, the City opened a Compost Hub on Alameda Point where community members can come by to collect compost free of charge. To date 120 cubic yards of compost have been given away.

STRATEGY S2

Further develop urban forest

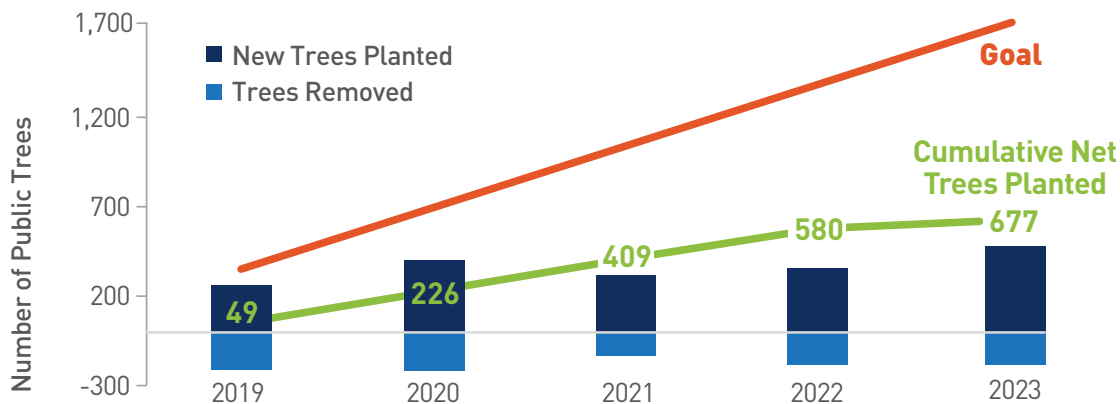
Plant 3,500 additional trees in Alameda by 2030, adding 1,500 trees to the existing commitment of adding 2,000 trees.

STATUS: MAKING PROGRESS

In 2023, Parks and Rec and Public Works planted 283 trees and removed 186 for a net gain of 97 trees. The City has now increased its urban forest by 677 trees since 2019 although is still short of its goal of gaining 350 trees per year for a total of 1,750 trees since 2019.

In 2023, the City began development of the Urban Forest Plan which will update the 2010 Street Tree Master Plan and expand it to include park trees and increase the city’s overall tree canopy. As part of the plan update, staff held four pop up events, a listening session, an Earth Day student letter writing activity, and a community-wide online survey with 839 responses to raise awareness and obtain input from both Alamedans and stakeholders on existing urban forestry experiences, needs and priorities. An Urban Forestry Working Group met four times to discuss the plan, bringing together City staff, stakeholder organizations, individuals from the environmental field, and community organizations and advocates. The draft plan will be available for public review in mid 2024 and will be presented to Board and Commissions and City Council for adoption in fall 2024.

Net Trees Planted



ALAMEDA'S URBAN FOREST STATISTICS



01

Cuts CO²

Alameda's urban forest sequesters 447 tons of carbon dioxide annually, equivalent to taking 300 cars off the road each year.

02

Removes Pollution

The pollution removed by the city's tree inventory is equivalent to the carbon dioxide emissions of 9,880 tons of burned coal.

03

Unique Canopy

The City's urban forest contains 25,962 trees and 301 unique species. The average citywide canopy cover is 11.2%, ranging from low of 5.1% to a high of 21.1% by Census Tract.

Waste

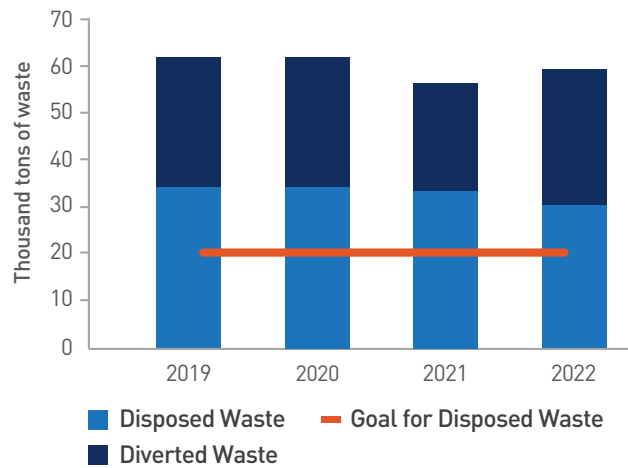
All physical goods that are consumed and used in Alameda have carbon emissions from their manufacturing and transportation process. Efforts to reduce consumption of goods and reduce the amount of materials sent to the landfill are essential to reducing Alameda’s carbon footprint.

Zero Waste

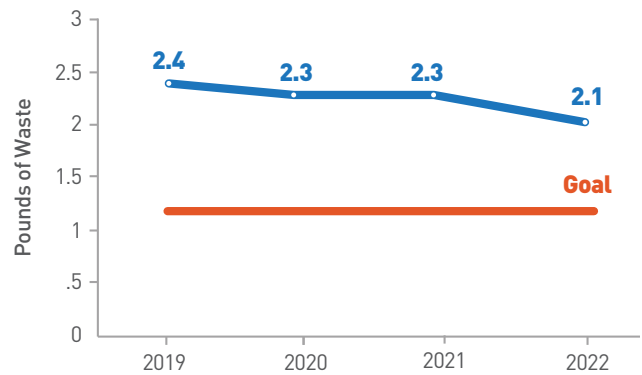
Alameda’s Zero Waste Implementation Plan (ZWIP) supports a “zero waste culture” in Alameda, emphasizes a circular economy model, and increasing diverted material from the landfill. While Alameda is very good at diverting waste from the landfill and is at the forefront of cities in Alameda County there is still work to be done. The current diversion rate is 81% with 2.1 pounds of waste per person per day disposed of in the landfill. In 2022, the latest data available, 30.3 thousand tons of waste was disposed of in the landfill from Alameda. The City’s zero waste goal is to achieve 89% diversion, or 1.2 pounds per person per day of waste disposed in landfill, which translates to no more than 20,000 tons of material to landfill annually. In 2024, the City of Alameda will conduct an update of the ZWIP to help achieve these goals.

As part of the City’s Franchise Agreement with ACI and to comply with SB 1383, ACI conducts visual surveys of trash, recycling and compost containers and issues both courtesy notices and non-collection notices to residents and businesses to help reduce contamination and increase the amount of material diverted from the landfill.

► Disposed and Diverted Waste



► Waste Per Person Per Day



Disposable Food Service Ware Reduction Law

The City’s food ware ordinance requires disposable food ware packaging to be reusable or made from compostable fiber-based products. The City began issuing citations for non-compliance starting in January 2023 following a pause during the pandemic. Eight citations were issued in 2023. To support compliance, the City entered into a five-year agreement with Rethink Disposable to

provide technical assistance and grant funding to businesses to switch from disposable to reusable food ware, staff will also continue to educate the public and provide compliance assistance regarding this law. All residents, businesses, institutions, and schools are now also required to have compost and recycling collection services by state and local law.



ALAMEDA'S FOOD WARE RULES

Restaurants • Parklets • Bars • Food Trucks

REUSABLE IS THE BEST OPTION

Durable dishware that is washed and reused saves money and the planet.

COMPOSTABLE FIBER IS COMPLIANT

Paper-like, wooden or bamboo options break down more readily than any alternatives.

Straws Available Only By Request

PLASTIC IS NOT ALLOWED

These single-use items are rapidly polluting our oceans, and are no longer acceptable in Alameda.

1. Alameda's Disposable Food Service Ware Reduction Law went into effect on January 1, 2018. This Law is enforced and businesses will receive citations and fines for non-compliance.
2. Disposable food ware packaging must be made from compostable, natural fibers (paper-like, wood, uncoated is best).
3. Any form of plastic, single-use items are prohibited as food ware, including "Biodegradable" or "Compostable" plastics.
4. Transition your business toward reusable dishware and save money. ReThink Disposable, in partnership with the City of Alameda, can offer free consultation to get you started. Call (415) 369-9160 x 303 or email rethinkdisposable@cleanwater.org.

3-STREAM WASTE SORTING REQUIRED

Businesses are required to provide sorting receptacles for customers as shown below. Label each bin clearly for their designated purpose, and add pictures where appropriate.



- All reusable dishware (No disposable food ware, cups, or wrappers provided to customers)? Then 3-stream receptacles are NOT required in this specific case.
- Customers should not be using City of Alameda's sidewalk litter or recycling bins as a result of waste generated from your business - please capture disposable waste by providing 3-stream containers, as required.
- Businesses must ensure that the area near their business remains free of litter, leaves, grime, and spilled food/drink. *AMC 4-1.6 Commercial Litter Maintenance.*
- Keep area swept and tidy, and ensure that no substances are discharged to the sidewalks, streets, gutters or storm drain.
- Pressure washing or sidewalk cleaning cannot result in any washwater discharge to the street or storm drain system. Consider BASMAA-certified surface cleaning practices. Violators are subject to citations, fines, and even permit revocation.



Questions? Call City of Alameda Public Works
(510) 747-7900 • AlamedaRecycles.org



+ SEA LEVEL RISE ADAPTATION

Oakland Alameda Adaptation Committee

In 2021, the Oakland Alameda Adaptation Committee (OAAC) was formed by an interagency collaboration between the City of Alameda, the Port of Oakland, City of Oakland, Caltrans, East Bay Regional Park District (EBRPD), community-based organizations (Community Partners) and other key stakeholders to plan for sea level rise adaptation, protect and restore water quality, habitat, and community resilience in the Oakland-Alameda subregion. OAAC meets quarterly and has over 100 members from local, regional, state, and federal agencies, as well as community-based organizations and Tribes. Alameda is the lead agency supporting the OAAC, which is leading the sub-regional approach to adaptation, now mandated by state law through SB 272 (2023).

A steering committee meets monthly to set the strategic direction of the OAAC. Members organizations are listed to the right.

The San Leandro Operational Landscape Unit (OLU) that encompasses the Oakland-Alameda subregion is one of 30 OLUs along the Bay shoreline identified by SFEI as sharing common physical characteristics that would benefit from being managed as individual units. While OLUs cross jurisdictional boundaries, they adhere to natural and physical boundaries of tides, waves, watershed, and sediment movement.

The Committee was formed in recognition that adapting to sea level rise requires:

- **A holistic effort** that crosses jurisdictional boundaries
- **Necessitating collaboration** among agencies + communities
- **Awareness** that what we do as a community to address our own shoreline vulnerabilities can potentially impact adjacent communities.

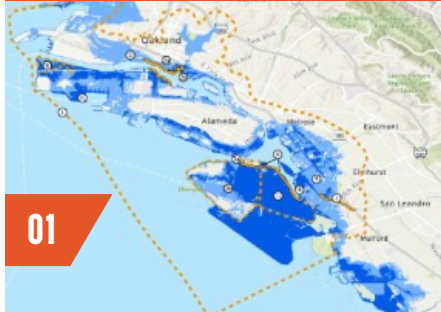
OAAC believes that we are stronger speaking with one voice across jurisdictions and agencies and that the community should have a voice and seat at the table.



PROTECTING OUR COMMUNITY

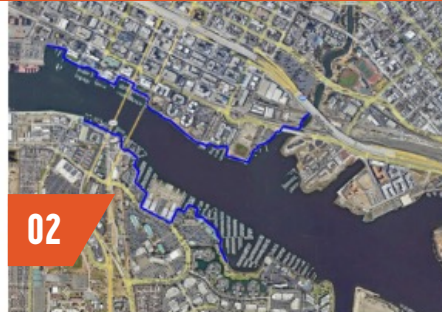
The OAAC was formed to plan for sea level rise adaptation, protect and restore water quality, habitat, and community resilience in the Oakland-Alameda subregion.

OAKLAND-ALAMEDA ADAPTATION COMMITTEE PROJECTS



01

**SUB-REGIONAL
ADAPTATION PLAN**



02

**OAKLAND-ALAMEDA ESTUARY
ADAPTATION PROJECT**



03

**BAY FARM ISLAND
ADAPTATION PROJECT**

OAAC Projects

The City of Alameda in collaboration with the members of the Oakland-Alameda Adaptation Committee are exploring strategies to mitigate the impacts of sea level rise and groundwater flooding, focusing especially on nature-based solutions but incorporating gray infrastructure such as levees and seawalls where needed. These adaptation projects will additionally benefit areas of Oakland that contain vulnerable, underserved populations. More information about OAAC and the current projects can be found at www.alameda-ca.gov/OaklandAlamedaAdaptationCommittee.

OAAC 01

Sub-regional Adaptation Plan

This project consists of developing a plan to protect the Oakland-Alameda sub-region from near- and long-term sea level rise and associated shoreline hazards

www.alamedaca.gov/AdaptationLongTermPlan

PLAN STATUS:

- **In progress.** Began September 2023 when City Council approved the CMG Landscape Architecture consultant agreement.
- **Budget:** \$840,000 (\$300,000 from San Francisco Estuary Partnership (SFEP) and \$540,000 from National Fish and Wildlife Foundation (NFWF).
- **Key Milestones and Timelines:** Feasibility assessment in spring 2024, draft plan and governance structure in late 2024, two rounds of outreach in spring 2024 and early 2025, and request for City Council approval anticipated fall 2025.
- **Important Considerations:** While a formal governance structure has not been established, funding for the next stages is not anticipated until late 2025, giving time for OAAC to formalize its governance structure. The plan will include a sub-regional governance structure evaluation to jointly manage projects and administer funds with recommendations expected later this year by the consultant team and legal experts. Any recommendation for governance structure will be taken to City Council for review and approval.

OAAC 02

Oakland-Alameda Estuary Adaptation Project

This project consists of developing a design concept, which is equivalent to 10 percent design, to protect both Downtown Oakland/Jack London Square and the City's northern shoreline near the Posey/Webster Tubes from sea level rise and flooding.

www.alamedaca.gov/AdaptationEstuary

PLAN STATUS:

- **In progress.** Began September 2023 when City Council approved the CMG Landscape Architecture consultant agreement.
- **Budget:** \$500,000 (\$425,000 from Caltrans and \$75,000 from the City of Alameda).
- **Key Milestones and Timelines:** Alternatives analysis in spring 2024, draft concept design in summer 2024, two rounds of outreach in spring and fall 2024, and final concept design requested for City Council approval in early 2025.
- **Important Considerations:** To continue momentum on this project, more funding will be needed in March 2025 to complete environmental clearance, permitting, design and construction.

OAAC 03

Bay Farm Island Adaptation Project

This project consists of developing a long-term adaptation plan for the entire Bay Farm Island as well as developing designs to address shoreline overtopping locations of Veterans Court and the Lagoon Outfall.

www.alamedaca.gov/AdaptationBayFarmIsland

PLAN STATUS:

- **In progress.** Began September 2023 when City Council approved the CMG Landscape Architecture consultant agreement.
- **Budget:** \$2 million (\$1.5 million FEMA and \$530,000 City of Alameda).
- **Key Milestones and Timelines:** Alternatives analysis in spring 2024, draft design in fall 2024, two rounds of outreach in spring 2024 and early 2025, and request for City Council approval in fall 2025.
- **Important Considerations:** To continue momentum on the high priority project by Veterans Court and the Lagoon Outfall, more funding will be needed in October 2025 so as to complete environmental clearance, permitting, design and construction.



Next Steps for Bay Farm Island Adaptation Project

By 2025, the early-stage planning and project scoping tasks for the Bay Farm Island Adaptation Project will be complete, but the subsequent steps of developing the project designs and construction details will require additional and significant amounts of funding because sea level rise adaptation are large infrastructure projects. City staff and OAAC are pursuing major grant funds and capitalizing on time-sensitive funding opportunities before completion of the current projects to help ensure continuity of the sea level rise planning and implementation efforts and to build upon the momentum of the current sub-regional collaboration.

As a result, OAAC and the City, as the lead agency, are applying for a \$55 million FEMA Building Resilient Infrastructure and Communities (BRIC) grant to advance the Bay Farm Island Adaptation Project (described above) as well as adaptation for SR-61/Doolittle Drive, East Oakland's Columbian Gardens neighborhood, and enhancements to San Leandro Bay tidal marshes. The graphic above shows the proposed scope of work for the BRIC grant, which consists of a detailed technical report that is required as part of the grant application submittal, and highlights the flood hazards along with the mitigation actions that are covered in the grant application.

The BRIC grant is important for the Bay Farm Island Adaptation Project because a major benefit

of the project to the City is the removal of the lagoon area of Bay Farm Island from the FEMA 100-year floodplain, which would potentially alleviate these lagoon area property owners from flood insurance requirements. The project will also bring tangible benefits such as protecting the SR-61/Doolittle Drive transportation corridor, closing the gap in the San Francisco Bay Trail on Doolittle Drive to create a 17-mile continuous trail, bolstering the Bay Trail along Bay Farm Island's northern shoreline from erosion, and enhancing marsh habitat and access to the San Leandro Bay shoreline. The Alameda and Oakland City Councils approved submission of the BRIC grant application at their respective meetings on February 20, 2024.



DE-PAVE PARK PLAN

21 ACRES OF ECO PARK

De-Pave Park is a 21-acre planned ecological park in which all existing concrete will be removed to create tidal wetlands and wildlife habitat.

De-Pave Park Master Plan

De-Pave Park is a 21-acre planned ecological park in which all existing concrete (from the former Naval Base airfield/runway system) will be removed to create tidal wetlands and wildlife habitat. This park is located on the western side of Seaplane Lagoon at Alameda Point and was originally envisioned and described in the Alameda Point Town Center and Waterfront Precise Plan. The park will create a tidal ecology system that adapts to sea level rise through inundation and includes public access and environmental education.

City Council approved the De-Pave Park Vision Plan in 2021 and the City was awarded an \$800,000 planning grant from the San Francisco Bay

Restoration Authority (SFBRA) Measure AA grant. In 2023 and funded by this grant, the City conducted a broad-based and inclusive Master Plan process with three progressive rounds of community input, both onsite and virtually, and directly met with Alameda Point Collaborative (APC) residents throughout the process. Staff also met with tenants of Buildings 25 and 29, located within the site. Additionally, APC staff is developing a Community Stewardship Program framework to implement when the park begins construction. This is a volunteer and workforce development program that grows plants and manages habitat maintenance.

The final Master Plan design was also informed by meetings with the Bay Restoration Regulatory

Integration Team (BRRIT) which includes representatives from all regional regulatory agencies, the SF Bay Conservation and Development Commission (BCDC) Design Review Board, and the Alameda County Mosquito Abatement District. In November 2023, City Council approved one of three design options which included removal of Buildings 25 and 29 and creates four additional acres of habitat.

The final Master Plan design is being presented to City Council in March 2024 with expanded habitat, larger natural play area and amenities such as the parking lot and restroom placed to optimize habitat and view corridors. The next steps in 2024 are to complete 30% design documents and apply for grants to build the park!

+ LEGISLATIVE ACTIONS

The City of Alameda supported the following State bills related to climate action and resilience in 2023 and will continue to support additional resources to assist in the City's implementation of the CARP.

Transportation

AB 126 (Reyes and Gonzalez).

Past decarbonization efforts have led the Legislature to create the Clean Transportation Program (CTP), the Air Quality Improvement Program (AQIP), and Enhance Fleet Modernization Program (EFMP). The funds awarded to the CTP go towards projects enhancing 13 different clean transportation goals. These programs are currently funded by small fees on tire sales, vehicle and boat registrations, and smog abatement, which provide \$173 million annually. AB 126 will enhance the existing fees that fund the CTP program and continue the CTP program that was set to sunset in 2024, to extend until 2035. This bill supports zero-emission vehicle and infrastructure deployment.

AB 2127 (Update).

This bill will require the California Energy Commission to publish a biennial report providing updates on electric vehicle charging infrastructure needed to meet California's zero-emission vehicle targets by 2030. The current analysis in this report predicts California will need 1.01 million chargers by 2030. Alameda is playing its part in trying to expand electric vehicle charging infrastructure, focusing particularly on areas where residents may not be able to install their own charger, such as multifamily homes or apartment buildings.

AB 1317 (W. Carrillo).

This bill would create a pilot program requiring property owners of new multi-family residential properties in specific counties, including Alameda County, to unbundle the cost of parking from the cost of the housing unit. The City of Alameda supports measures that help alleviate both on- and off-island and on- and off-peninsula traffic concerns and efforts to lower transportation sector greenhouse gas emissions.

SB 712 (Portantino).

This bill prevents landlords from prohibiting their tenants from owning or storing personal micromobility devices such as wheelchairs, bicycles, scooters, skateboards, hoverboards, and their electric equivalents. The City of Alameda supports measures that make Alameda safer for pedestrians and bicyclists, directly or indirectly reduce of help alleviate both on- and off-island and on- and off-peninsula traffic concerns, and access to transportation improvements throughout the City with an emphasis on enabling residents to get safely to BART, ferries, and other methods of commuting.

Climate Resiliency

AB 1567 (Garcia).

This bill will enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy and Workforce Development Bond Act of 2024. If approved by voters, it will authorize the issuance of bonds in the amount of nearly \$16 billion to finance projects in these categories. Alameda supports these goals and is making progress in especially drought flood protection and extreme heat mitigation.

SB 676 (Newsom).

This bill prohibits local governments from adopting ordinances or regulations that ban the installation of drought-tolerant landscaping, synthetic grass, or artificial turf on residential property. This will promote less water usage (e.g. from sprinkler irrigation). Alameda supports this legislation by promoting drought tolerant landscape and alternatives to a traditional, heavy water consumption lawn.

Waste

AB 1572 (Friedman).

This bill declares that the use of potable water to irrigate nonfunctional turf is wasteful and incompatible with state policy relating to climate change. The City of Alameda supports measures that provide resources for local agencies to adapt to the impacts of climate change, including addressing sea level rise and flood protection, implementing drought tolerant landscaping, and providing recycled water infrastructure.

SB 244 (Eggman).

This law, also known as the Right to Repair Act, requires manufacturers of electronic devices and appliances to make repair guides, replacement parts and tools available to consumers. Californians will have more opportunities to repair their electronics rather than letting them go to waste, and avoid costly repairs that are often not much cheaper than buying a new device. The City of Alameda supports legislation that promotes landfill diversion efforts.

AB 529 (Gabriel).

The bill will require the Department of Housing and Community Development to convene a working group to identify challenges and opportunities that help support the creation and promotion of adaptive reuse residential projects. It will add the facilitation of the conversion or redevelopment of commercial properties into housing, including the adoption of adaptive reuse

ordinances or other mechanisms that reduce barriers for these conversions, to the list of specified pro-housing local policies. This will promote “recycling” unused buildings into housing, which will generate less waste than the construction of new buildings. Alameda supports this effort, and already has adaptive reuse projects within Alameda Point.

SB 707 (Newman).

This bill would require textile producers to create a stewardship program for the collection and recycling of “postconsumer apparel or postconsumer textile article that is unwanted by a consumer.” This will reduce the amount of textile that enters landfills, and will encourage the repair, reuse, or secondhand sale of clothing that is returned by customers. Alameda supports legislation that promotes landfill diversion efforts.

Greenhouse Gas Emissions

SB 511 (Blakespear).

This bill will require the state board, before January 1, 2028, to develop and publish on its website, a report on the GHG emissions inventories for the calendar year 2025 for each city, county, or city and county that requests inclusion in this report, and update these inventories every 5 years starting in 2030. Alameda supports the efforts to make GHG inventories more accessible to the public, and we are conducting our own updated GHG inventory in 2024.

SB 527 (Min).

This bill will require the Public Utilities Commission, in consultation with gas corporations, to develop and supervise the administration of a Neighborhood Decarbonization Program to target zones that rely heavily on natural gas, and create pilot programs to decarbonize them. This promotes reduced emissions of GHG and air pollution, the maintenance of reliable, safe and resilient energy service while maintaining the rate affordability for gas customers, with the intent to decommission gas assets in these zones. Alameda supports decarbonization efforts and converting customers from gas to clean energy.

AB 43 (Holden).

This bill would eventually establish a Low Carbon Product Standard (LCPS) to facilitate a credit trading platform for building materials. This will help reduce the amount of carbon in materials used in the construction of new buildings. Alameda supports this bill as the City also looks to lower GHG emissions in construction of new buildings.

+ STAFFING AND PARTNERSHIPS

A full-time Sustainability and Resilience Manager was hired at the beginning of 2021 to lead implementation of the CARP, as recommended in the CARP. In 2023, this position moved from the City Manager's Office to the Planning, Building and Transportation Department where a new Sustainability and Resilience Division was created within the department. A 60% project manager position was added to manage the adaptation projects. For the third year, an AmeriCorps CivicSpark Fellow was also hired to support priority CARP implementation efforts, including adaptation, equitable building decarbonization, and the Urban Forest Plan. The Sustainability and Resilience Division also partnered with Community Action for Sustainable Alameda (CASA) to host two college and one high school summer interns in 2023. These interns focused on supporting the urban forest plan and sea level rise adaptation projects.

+ GRANTS

Sustainability staff aggressively pursued state and federal grant opportunities to take advantage of new monies available through the Bipartisan Infrastructure Bill and Inflation Reduction Act. The table below shows grants awarded, applied for and those currently in process. In 2024, staff will continue to seek grant funding for CARP priorities.

PROJECT	FUNDING AGENCY	GRANT SOURCE	AMOUNT REQUESTED/ RECEIVED	STATUS
Sub-regional Long-term Adaptation Plan	NFWF	National Coastal Resilience Fund	\$540,000	City Council accepted grant funds on June 6, 2023
Sub-regional Long-term Adaptation Plan	SFEP	SFEP	\$300,000	City Council accepted grant funds on June 6, 2023
Estuary Park Phase II	CRNA	Urban Greening Grant	\$1.92 million	Applied
Soft-Story Retrofit Program	FEMA	Hazard Mitigation Grant Program	\$6.1 million	Applied
Bay Farm and OAK Adaptation	WRDA	BRIC	\$55 million	Applied
Oakland-Alameda Estuary Adaptation Project	FEMA	WRDA	\$89 million	Applied
SB 1383 Local Assistance Grant Program	Cal Recycle	SB 1383 Local Assistance Program	\$107,107	Applied. Anticipate funds to be awarded April 2024
Veterans Memorial Hall Electrification	IRA	Energy Efficiency and Conservation Block Grant (EECBG)	\$133,500	Applied. Application under review.
Building Electrification and Mode Shift	EPA	Climate Pollution Reduction Act	TBD	Application in Process, BAAQMD lead
Public EV Charging	US DOT	Charging and Fueling Infrastructure Grant Program	\$4.75 million	Applied, Not Awarded
Urban Forest Program	USFS	Urban and Community Forestry Grant	\$3.96 million	Applied, Not Awarded
Electrify Alameda	US DOE	Buildings Upgrade Prize	\$400,000	Applied, Not Awarded

APPENDIX A:

+ PRIORITY CLIMATE ADAPTATION & HAZARD MITIGATION STRATEGIES

The priority climate adaptation and hazard mitigation strategies were adopted in the 2022 Climate Adaptation and Hazard Mitigation Plan. These strategies align with those in the General Plan Safety and Climate Conservation Elements. This appendix serves as the annual report for the plan, as required by FEMA.

CLIMATE ADAPTATION AND HAZARD MITIGATION STRATEGIES

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Buildings				
B1. Encourage installation of solar panels and energy storage equipment in existing and new development and on public property such as the former Doolittle Landfill.	Earthquake Ground Shaking Wind/Storms	AMP	General Plan Policy CC-14	<ul style="list-style-type: none"> » Starting November 1, 2022, AMP began waiving the \$300 interconnection fee for residential customers installing new PV systems or new PV systems with battery storage in buildings built before January 1, 2020. This fee waiver does not apply to commercial solar projects or installations greater than 50 kilowatts. » AMP now offers a \$500 rebate for income-qualified customers who are installing solar. » The Doolittle solar project is currently on hold.
B2. Water Efficiency and Conservation. Minimize water use in existing and new construction and landscaped areas to make Alameda more resilient to drought and generate less wastewater.	Drought	Planning, Building and Transportation Public Works Recreation and Parks	General Plan Policy CC-16	Completed conversion of City Hall's lawn to drought tolerant landscape. Planning conversion at City Hall West.
B3. Rising Groundwater. Prepare for the impacts of rising groundwater levels on private and public property.	Sea Level Rise	Planning, Building and Transportation Public Works	General Plan Policy CC-23, HS-35	Staff is evaluating needed building code updates to respond to rising groundwater and incorporating groundwater considerations into shoreline adaptation projects. Staff is evaluating the need to update its groundwater data and modeling and planning to incorporate it into a CARP update in 2024.
B4. Seismic Retrofit for Private Buildings. Require owners of vulnerable structures, to the extent feasible, to retrofit existing structures to withstand earthquake ground shaking, and require retrofitting when such structures are substantially rehabilitated or remodeled	Earthquake Ground Shaking Earthquake Liquefaction	Planning, Building and Transportation	General Plan Policy HS-13, Municipal Code Section 13-80.1 to 13-80.16 and 13-70.1 to 13-70.6	<ul style="list-style-type: none"> » Staff completed a cost-benefit analysis of a typical soft-story seismic retrofit and scope of work and applied for a FEMA hazard mitigation grant program (HMGP) in 2023 to provide financial support to soft-story building owners to complete a retrofit of their building. » Staff have also been conducting outreach to the public to encourage participation in the California Brace and Bolt program which provides \$3,000 grants for seismic retrofit of single-family homes. Households with incomes under \$72,080, may also qualify for a supplemental grant that could help pay 100% of the cost of a seismic upgrade.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Buildings				
B5. Flood Insurance. Continue the City's participation in the National Flood Insurance Program and the Community Rating System as a Class 8 community. Identify ways to increase Alameda's Community Rating to reduce flood insurance costs.	Flooding Sea Level Rise	Public Works	General Plan Policy HS-14, Municipal Code Section XX - Floodplain Management	The City continued to participate in NFIP and recertified its CRS status as a Class 8 community in 2022.
B6. Flood Proofing for Existing Buildings. Implement programs to encourage flood-proofing retrofits to existing buildings and redevelopment in flood-prone areas.	Flooding	Planning, Building and Transportation	General Plan Policy HS-19	Staff is evaluating needed building code updates for flood mitigation.
B7. Design for Flooding. Implement programs and amend regulations to require and incentivize flood-proofing retrofits to existing buildings in flood-prone areas, and require all new development to design for sea level and associated groundwater rise based on the most current regional projections.	Flooding Sea Level Rise	Planning, Building and Transportation	General Plan Policies HS-22, LU-30, CC-20, CARP	Staff is evaluating needed building code updates for flood mitigation.
B8. Building Codes for New Development. Encourage existing properties to minimize the risks of fire and include adequate provisions for emergency access and appropriate firefighting equipment.	Earthquake Caused Fires Earthquake Ground Shaking	Planning, Building and Transportation	General Plan Policy HS-29	The City adopted the 2022 California Building Code with local amendments requiring fire sprinklers in new and substantially modified buildings and requiring that new and substantially modified buildings be all-electric with no gas hookups to reduce the risk of fires following earthquakes, as well as meet GHG reduction goals; However, the all-electric requirements are no longer enforceable in certain instances following a Federal Appeals Court decision.
B9. Fire Prevention in Existing Properties. Encourage existing properties to minimize the risks of fire and include adequate provisions for emergency access and appropriate firefighting equipment.	Earthquake Caused Fires	Fire	General Plan Policy HS-29	<ul style="list-style-type: none"> » The City adopted the 2022 California Building Code with local amendments requiring fire sprinklers in new and substantially modified buildings and requiring that new and substantially modified buildings be all-electric with no gas hookups, however the all-electric requirements are no longer enforceable in certain instances following a Federal Appeals Court decision. » Staff also developed an Existing Building Decarbonization Plan which recommends exploring policies requiring electrification of existing buildings to reduce greenhouse gas emissions and prevent fires following earthquakes.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Buildings				
<p>B10. Building and Infrastructure Standards. Maintain up-to-date building codes and encourage or require new and existing buildings and infrastructure to be designed or retrofitted for timely restoration of service (functional recovery) following an earthquake, with particular attention on the effects of liquefaction on buildings and infrastructure.</p>	<p>Earthquake Ground Shaking Earthquake Liquefaction</p>	<p>Planning, Building and Transportation</p>	<p>General Plan Policy HS-10</p>	<p>The City adopted the 2022 California Building Code and is evaluating needed building code updates for earthquakes and functional recovery standard.</p>
<p>B11. Cool/Green Buildings. Incentivize and consider requiring the installation of cool roofs, green roofs, and/or other energy-efficient cool building methods to mitigate heat impacts and reduce runoff.</p>	<p>Heat</p>	<p>Planning, Building and Transportation</p>	<p>General Plan Policy CC-34</p>	<p>City Council approved revisions to the Design Review ordinance in 2019 exempting green roof, cool roofs, and similar roof treatments from design review, provided the installation does not require modifying the existing roof form or pitch.</p>
<p>B12. Sea Level Rise Protection. Reduce the potential for property damage and loss, and loss of natural habitat resulting from sea level rise.</p>	<p>Flooding Sea Level Rise</p>	<p>Planning, Building and Transportation Public Works</p>	<p>General Plan Policy CC-19</p>	<p>Launched Bay Farm Island and Estuary Adaptation Projects in 2023. Received funding, consultants developed existing conditions analyses. Staff is planning to apply for the FEMA Building Resilient Infrastructure and Communities (BRIC) grant program in 2024 to advance the bay Farm Island Adaptation Project in partnership with the City of Oakland, Port of Oakland, EBRPD and Caltrans to address flooding on Doolittle Drive and within the FEMA Community Disaster Resilience Zone (CDRZ).</p>
Infrastructure				
<p>I1. Critical Public Assets. Ensure resilience and long-term functionality of critical public assets threatened by earthquakes, sea level rise or rising groundwater.</p>	<p>Earthquake Ground Shaking Liquefaction Flooding Sea Level Rise</p>	<p>Public Works AMP</p>	<p>General Plan Policy CC-22 and HS-12</p>	<p>Launched Bay Farm Island and Estuary Adaptation Projects in 2023. Received funding, consultants developed existing conditions analyses. Continue to seek funding for pump station upgrades and green infrastructure improvements to respond to sea level rise.</p>
<p>I2. Water Retention. Develop and maintain large and small areas to retain water within the city that may serve as areas of “retreat” during large storm events.</p>	<p>Flooding Sea Level Rise</p>	<p>Public Works</p>	<p>General Plan Policy CC-24</p>	<p>Staff is evaluating additional opportunities for water retention, including the Alameda Nature Reserve, Corica Golf Course, and through the Green Infrastructure Plan.</p>
<p>I3. Urban Forest. Take actions to maintain and expand the number of trees in Alameda on public and private property to improve public health, reduce pollution, and reduce heat island effects.</p>	<p>Heat</p>	<p>Public Works Recreation and Parks</p>	<p>General Plan Policy CC-26, CARP</p>	<p>Urban Forest Plan in development with public review and adoption by City Council in 2024.</p>

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Infrastructure				
14. Lagoons. Continue to preserve and maintain all lagoons as natural habitat as well as an integral component of the City's green infrastructure network and flood control system.	Flooding	Public Works	General Plan Policy CC-32	Received \$1.5 million funding from Congressional Community Program with \$500,000 match from city for Bay Farm Island project. This project will include preserving/maintaining lagoons.
15. On-Island Generation. Support development of on-island solar power generation and on-island wind power with appropriately sized generation, storage, and microgrid distribution infrastructure to be able to provide power for a range of uses, including essential functions. Permit renewable energy generation facilities by right in zones with compatible uses and remove financial disincentives associated with the installation of clean energy generation and storage equipment.	Earthquake Ground Shaking Wind/Storms	AMP	General Plan Policy CC-4	<ul style="list-style-type: none"> » The cumulative generation for all solar systems on the island is 3,029.7 KW energy. » AMP now waives the \$330 interconnection fee for residential customers installing new PV systems or new PV systems with battery storage in buildings built before January 1st, 2020. » AMP offers income qualified solar rebate for \$500 to customers whose annual household income is less than \$106,000. This rebate covers the cost of City and application administrative fees. » The City launched a new streamlined solar permitting process using SolarApp+ in December 2022 that works in conjunction with the building department's new expedited same day permitting process for electrical service upgrades, heat pumps and EV chargers. With the new online permitting program, the time to get a solar permit in Alameda will be reduced from a month or more to about an hour.
16. Public Infrastructure Priorities. Identify public transportation, streets, electric facilities, storm-water and wastewater facilities, open space, shoreline assets, and other public assets vulnerable to sea level and groundwater rise and flooding hazards, and prioritize projects for adaptation funding.	Earthquake Ground Shaking Flooding Liquefaction Sea Level Rise	Planning, Building and Transportation Public Works	General Plan Policy HS-17, CARP	Launched Bay Farm Island adaptation project, Estuary adaptation project, and Long-term sub-regional adaptation project. Consultants have developed existing conditions analysis and Community Partners have developed Community Engagement Strategy.
17. Green Infrastructure. Require the use of "green infrastructure", landscaping, pervious surfaces, green roofs, and on-site stormwater retention facilities to reduce surface runoff and storm drain flooding during storm events.	Flooding Sea Level Rise	Public Works	General Plan Policy HS-23, CARP	Green Infrastructure Plan includes requirements for green infrastructure.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Infrastructure				
<p>I8. Underground Utilities. Require new development to underground utilities to minimize disruption by fire or other natural disasters.</p>	<p>Earthquake Caused Fires</p>	<p>AMP</p>	<p>General Plan Policy HS-30, Underground Utility District Policy</p>	<p>AMP plans to award a construction contract for undergrounding a 1.1-mile section along Otis Drive and Broadway. AMP plans to recommend that the City Council approve additional undergrounding projects from the list of recommendations received from the District Nominating Board (DNB). This list includes the following areas: - Webster Street - all crossings - Central Avenue to Pacific Avenue including Eagle Avenue - West of Constitution Way; and along Central Avenue from Eighth Street to Webster Street. - Broadway - Buena Vista Ave to Clement Ave - Fernside Boulevard from Encinal Avenue to High Street, - Park Street - San Jose Avenue to Otis Drive.</p>
<p>I9. Lifeline Standard Estuary Crossing. Work with Caltrans, Alameda County, and other regional agencies to retrofit and improve at least one estuary crossing to meet a lifeline standard to ensure access to the larger region for emergency access, equipment supplies, and disaster response and recovery shortly after a major seismic event.</p>	<p>Earthquake Ground Shaking Liquefaction</p>	<p>Public Works</p>	<p>General Plan Policy HS-11</p>	<p>As a first step, the City is working with the U.S. Coast Guard and U.S. Army Corps of Engineers to seek funds for a feasibility study to potentially demolish or move the adjacent former rail bridge that is at risk of collapse in an earthquake.</p>
<p>I10. Collaboration. Work collaboratively with other jurisdictions and agencies to reduce fire hazards in Alameda, such as post-earthquake fire hazards, with an emphasis on mutual aid agreements.</p>	<p>Earthquake Caused Fires</p>	<p>Fire</p>	<p>General Plan Policy HS-27</p>	<ul style="list-style-type: none"> » Owners of identified soft-story buildings are required to install an earthquake-actuated gas shut-off valve on the building to reduce the likelihood of natural gas fire ignitions in earthquakes. » Automatic gas shut-off valves are required any time a permit is issued for gas piping, whenever a property is sold or has a transfer of title. To date, approximately 2,794 permits have been issued for gas shut-off valves in the city. » Alameda has purchased two water tenders to use Bay water for firefighting. New tenders should be purchased every 8-10 years.
Land Use				
<p>L1. Groundwater Rise. Review remediation timelines for contaminated sites based on a groundwater model with projected sea level rise impacts. Work with applicable agencies to adjust remediation, as applicable.</p>	<p>Sea Level Rise</p>	<p>Public Works</p>	<p>General Plan Policy HS-35</p>	<ul style="list-style-type: none"> » Published "The Response of the Shallow Groundwater Layer and » Contaminants to Sea Level Rise in Alameda" report in 2020. Implementing priority actions in the report.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Land Use				
L2. Land Development. Require that new development reduce the potential for property damage, and loss of natural habitat, which results from groundwater and sea level rise.	Sea Level Rise	Planning, Building and Transportation	General Plan Policy CC-20	<ul style="list-style-type: none"> » Floodplain ordinance requires special design requirements for new construction in the floodplain and in coastal high hazard areas. » 2040 General Plan recommends following California's Ocean Protection Council 2018 Sea-Level Rise Guidance. » Green Infrastructure Plan includes requirements for low impact development. » Future updates of the General Plan will explore and consider more fully this 50-year climate scenario and its implications for Alameda.
L3. Resilient Rights-of-Way and Open Spaces. Design street rights-of-way, parks, other public spaces, street trees and landscaping to be resilient to temporary flooding.	Flooding	Planning, Building and Transportation	General Plan Policy HS-19	Seeking funding for green infrastructure improvements at intersections when completing paving projects.
L4. Easements. Require the creation and maintenance of easements along drainage ways necessary for adequate drainage of normal or increased surface runoff due to storms.	Flooding	Planning, Building and Transportation Public Works	General Plan Policy HS-23	No update.
Emergency Response				
E1. Heat and Wildfire Smoke Emergencies. Create a network of clean air and cooling emergency shelters throughout Alameda.	Heat Wildfire Smoke	Library Public Works Recreation and Parks	General Plan Policy CC-25, CARP, Emergency Operations Plan	West End Library was upgraded in 2021 with new A/C and air filtration to serve as a Cooling and Clean Air Center in addition to the Main Library and Mastick Senior Center. No further centers have been determined to be needed at this time.
E2. Emergency Preparedness. Maintain emergency management and disaster preparedness as a top City priority.	All Hazards	Fire	General Plan Policy HS-1	<ul style="list-style-type: none"> » Completed Environmental Emergency Plan Annex draft. Draft plan added as an Annex to the Basic Emergency Operation Plan (EOP). » EOC training exercises on a City, County, Regional and State level. Training for emergency repair, traffic control, evacuations, shelter in place, crowd control, emergency medical aid, grant reimbursement, etc. Education of City Employees about personal emergency preparedness and mitigation.
E3. Tsunami Preparedness. Prepare Alameda for tsunamis and prepare for a timely evacuation with a focus of access and functional needs populations.	Tsunamis	Fire Planning, Building and Transportation	General Plan Policy HS-20	Hired a consultant to help with tsunami evacuation planning. The work scope includes creating evacuation scenarios and meeting with stakeholder partners to improve coordination. 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 on-going mitigation, preparedness, and response steps. www.AlamedaCA.gov/DisasterPreparedness

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Emergency Response				
<p>E4. Emergency Coordination. Coordinate local emergency preparedness efforts with the Federal Emergency Management Agency, California Office of Emergency Services, Coast Guard, United States Maritime Administration Ready Reserve Fleet, the San Francisco Bay Area Water Emergency Transportation Authority, Alameda County, East Bay Municipal Utility District, the Port of Oakland, adjacent jurisdictions, Cal-WARN, the Alameda Unified School District, the various private schools in Alameda, local hospitals, housing facilities for seniors or individuals with disabilities, and other local and regional police, fire and public health agencies in preparation for natural and man-made disasters, and ensure that the City’s disaster response communication technologies are compatible with other agency communication technologies.</p>	All Hazards	Fire	General Plan Policy HS-3	<ul style="list-style-type: none"> » Alameda Municipal Power is a signatory on two mutual aid agreements: California Utility Emergency Association (CUEA) and Northern California Power Agency (NCPA). The City maintains agreements with adjoining jurisdictions for cooperative response to fires, floods, earthquakes, and other disasters. » Working Relationships and Lifeline Committee Meetings with Caltrans, County, Coast Guard, Ready Reserve, Port of Oakland, San Leandro, Utilities, FEMA, and Other Agencies. » Membership in CalWARN Mutual Aid for City-run and independent utilities that provide water and wastewater.
<p>E5. Wildfire Smoke. Prepare for future wildfire smoke events.</p>	Wildfire Smoke	Fire	General Plan Policy HS-61	<ul style="list-style-type: none"> » Adopted and implemented new air quality / smoke response protocols for City staff and employees. » West End Library was upgraded in 2021 with new A/C and air filtration to serve as a Cooling and Clean Air Center in addition to the Main Library and Mastick Senior Center. » Utilize AC Alert to notify residents about unsafe air quality. » Ensure equitable access from all neighborhoods and populations, especially the homeless, elderly, disabled.
<p>E6. Emergency Response and Disaster Preparedness. Preserve access for emergency response vehicles to people and property and for evacuation.</p>	Earthquake Ground Shaking Liquefaction Tsunamis	Planning, Building and Transportation Public Works	General Plan Policy ME-9	<ul style="list-style-type: none"> » Coordinated with AC Transit on the locations of vulnerable populations in the City of Alameda including skilled nursing facilities, adult day care and childcare facilities. Participated in Bay Area Urban Areas Security Initiative trainings. » Continue working with the United States Army Corps of Engineers (Army Corps) to address the public safety hazard posed by the adjacent abandoned Fruitvale rail bridge. Draft letter to Alameda County requesting upgrade to Miller-Sweeney Bridge. Continue coordination with WETA and AC Transit and will participate in Bay Area emergency response training exercises.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Communication, Community and Coordination				
C1. Public Communication. Maintain and promote community programs to train volunteers, support vulnerable community members like seniors and individuals with disabilities, coordinate with food banks and other local aid organizations, and assist police, fire, and civil defense personnel during and after a major earthquake, fire, or flood.	All Hazards	City Manager's Office Fire Police	General Plan Policy HS-4, Emergency Operations Plan	The City of Alameda in partnership with Alameda County Office of Emergency Services (OES) uses AC Alert as the County-wide mass notification system to alert community members of weather-related issues, as well as posting to social media, and the city website. The City encourages the public to opt-in to AC Alert and follow the City on social media.
C2. Air Quality Alerts. Continue to partner with BAAQMD to enhance awareness of air quality index alerts and related outreach and education to protect the health of residents.	Wildfire Smoke	Fire	General Plan Policy HS-65	The City encourages residents to sign up for AC Alert to receive emergency notifications
C3. Regional Partnerships. Actively participate in regional discussions on groundwater and sea level rise mitigation, infrastructure improvements, and adaptation strategies.	Drought Sea Level Rise	City Manager's Office Planning, Building and Transportation Public Works	General Plan Policy HS-16	Continued the Oakland Alameda Adaptation Committee (OAAC) with neighboring jurisdictions, agencies, and community-based organizations to coordinate flood and adaptation projects in the Oakland Alameda subregion to protect and restore water quality, habitat, and community resilience. Sub-groups are focusing on adaptation of Doolittle Drive and Northern Shoreline near Posey/Webster Tubes. Applied for BRIC and WRDA funding to support these sea level rise adaptation projects. Continuing seeking funding for development of a coordinated and inclusive future-looking sub-regional organizational structure and action plan with shared vision and needs assessment to accelerate sea level rise adaptation and exploring future governance options.
C4. Collaboration. Work collaboratively with other jurisdictions and agencies to reduce fire hazards in Alameda, such as post-earthquake fire hazards, with an emphasis on mutual aid agreements.	Earthquake Caused Fires	Fire	General Plan Policy HS-27	Maintain agreements with adjoining jurisdictions for cooperative response to fires, floods, earthquakes, and other disasters.
C5. Neighborhood Resilience Coordination. Consider piloting building electrification, water conservation and other climate initiatives at a block or neighborhood level to more cost effectively transition to climate friendly energy, water, and resource use.	All Hazards	City Manager's Office	General Plan Policy CC-15	In partnership with CASA and the Alameda Marketplace, staff piloted the Cool Blocks Program with a group of about 10 cool block leaders. The City and CASA are evaluating the program to determine if the program should be continued and expanded.

STRATEGY	HAZARD(S) ADDRESSED	LEAD DEPARTMENT	RELATED POLICY/ PLAN	2023 STATUS
Communication, Community and Coordination				
<p>C6. Social Vulnerability. Prioritize the needs of frontline communities when prioritizing public investments and improvements to address climate change.</p>	All Hazards	All Departments	General Plan Policy CC-2	City uses BCDC Community Vulnerability Analysis to prioritize funding for transportation projects and equity is centered in shoreline adaptation planning through the Estuary Working Group. The Urban Forest Plan also prioritizes equity when approaching increasing city-wide tree canopy cover.
Studies and Plans				
<p>S1. Adaptation Pathway Master Plan. Develop an adaptation pathway master plan that includes additional vulnerability studies as needed, economic analysis, groundwater rise studies, and other data collection as needed to identify the range of shoreline protection, groundwater management and adaptation strategies over time from short- to long-term as well as land use, building and infrastructure design standards needed to help Alameda adapt to rising sea and groundwater levels.</p>	Sea Level Rise	City Manager's Office Community and Economic Development Planning, Building and Transportation Public Works	General Plan Policy CC-21, CARP	The City, on behalf of the Oakland-Alameda Adaptation Committee, was awarded a \$300,000 grant from SFEP and a \$540,000 grant from the National Fish and Wildlife Foundation to establish a formal group structure and develop a long-term adaptation pathway master plan for the entire San Leandro operational landscape unit, including the City of Alameda. The Committee is working diligently to further develop plans and design of the adaptation projects.
<p>S2. Rising Groundwater. Prepare for the impacts of rising groundwater levels on private and public property.</p>	Sea Level Rise	City Manager's Office Planning, Building and Transportation Public Works	General Plan Policy CC-23, HS-24, Groundwater Study	The City is evaluating recommended building code amendments to address groundwater rise and seeking funding for green infrastructure projects that can mitigate groundwater rise. Sites will consider current and future groundwater levels in the design.
<p>S3. Flood Hazard Maps. Prioritize the review and publishing for public discussion the latest and most up to date flood hazard and sea level rise forecasts from all trusted sources.</p>	Flooding	Planning, Building and Transportation	General Plan Policy HS-15	The most up to date FEMA flood hazard maps are published and the General Plan includes guidance on planning for sea level rise, following the Ocean Protection Council's guidance.

BOOK 3



CITY OF ALAMEDA

TRANSPORTATION PLANS

2023 ANNUAL REPORT &
2024 WORK PLAN



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BOOK 03

STATUS REPORT ON TRANSPORTATION

This report highlights City of Alameda (City) transportation accomplishments from 2023 and priorities for 2024. It fulfills General Plan Mobility Element requirements for annual public reviews of the transportation system and serves as an annual report for the Active Transportation Plan (2022), the Vision Zero Action Plan (2021), and the Transportation Choices Plan (2018). It also tracks progress on transportation-related actions in the City Council Strategic Plan (2023). Together, these plans aim to

eliminate traffic deaths and severe injuries; create safe, comfortable, and accessible ways for people of all ages and all abilities to get around Alameda by walking and biking; and reduce solo driving and increase other modes while improving safety and equity and reducing greenhouse gases. 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.

A well-designed, safe, multimodal transportation system that meets the needs of all community members regardless of income, background, ability, neighborhood, or mode of travel, is essential to a healthy, equitable, and inclusive city and to protect the environment and respond to the climate crisis.”

- GENERAL PLAN MOBILITY ELEMENT

+ TOP ACCOMPLISHMENTS IN 2023



01

PREPARED FOR ESTUARY WATER SHUTTLE SERVICE

In 2023, the City and its public and private partners laid the groundwork for the [Estuary Water Shuttle service to launch in late spring 2024](#): the team secured over \$2.5 million in funding, developed operating agreements, and purchased and began retrofitting a pontoon boat named Woodstock. This two-year pilot service will travel between Bohol Circle Immigrant Park (at the foot of Fifth St) in Alameda and Jack London Square (at the foot of Broadway) in Oakland. The service will be free, ADA-accessible, accommodate bicycles easily, and operate 4-5 days per week for 7-12 hours per day depending on funding and season.

02

EXPANDED THE FREE BUS PASS PROGRAM FOR SENIORS AND PEOPLE WITH DISABILITIES

The City of Alameda's Free Bus Pass Program expanded by over 140% between December 2022 and December 2023.

The City of Alameda's Free Bus Pass Program expanded by over 140% between December 2022 and December 2023, providing passes to over 800 residents who took over 164,000 rides in 2023. This program, available only to the City of Alameda residents, offers low-income seniors and people with disabilities unlimited free rides on AC Transit



buses, and it augments the City's other [paratransit programs](#). The bus pass program serves a diverse population, with over 60% of participants being non-English speakers. Staff are translating program applications and communications into Traditional Chinese, Simplified Chinese, Spanish, Tagalog, and Vietnamese.



Riders with their passes!

03

CITY COUNCIL APPROVED MAJOR STREET REDESIGNS

After extensive community engagement, in 2023 the City Council approved design concepts for three major road projects, all on High Injury Corridors or with High Crash Intersections:

The [Lincoln/Marshall/Pacific Ave Corridor Safety Improvement](#) project with a road diet, pedestrian and bicyclist improvements, a roundabout at Lincoln Ave/Fifth St/Marshall Way, stormwater gardens, street trees, improved lighting, and more.

The [Grand St Safety Improvements](#) project which includes a raised, two-way cycle-track from Shore Line Dr to Clement Ave, along with pedestrian crossing improvements, bus stop improvements, and disability parking.

[Clement Ave Extension/Tilden Way](#) with a bikeway, walkway, road diet, westbound Clement Ave extension, open space, stormwater gardens, bus stop improvements, a dog park, and a roundabout at the Blanding/Tilden/Fernside intersection.



04

SAFETY & MAINTENANCE UPGRADES: PAVEMENT, STRIPING, & SIDEWALKS

The Pavement Management Program designed safety features to be implemented in 2024.

Regular maintenance of Alameda’s existing transportation infrastructure is a major component of traffic safety, and in 2023 the City utilized these programs to not just maintain but improve safety in the public right of way. The Striping Maintenance program added new traffic calming and bikeway elements at several streets, including



refreshing and extending road diet striping on Main St, adding lane markings on Independence Dr, new bike lanes on Triumph Dr, and more. The Pavement Management program designed safety features to be implemented with resurfacing projects in 2024, and the Sidewalk Maintenance program eliminated approximately 4,000 trip hazards.

05 FATAL CRASH RESPONSE AND VISION ZERO PUBLIC INFORMATION

The City increased public information about traffic safety in Alameda, publishing the first Vision Zero Annual Report, holding a Traffic Safety Open House, and adding detailed information about fatal crashes and City response to its website. The latter was part of the [Fatal Crash Response](#) program launched in 2023, which conducts on-site reviews at the sites of fatal crashes and, when possible, recommends infrastructure improvements which could mitigate future crashes.



Vision Zero Public Information

THE CITY INCREASED PUBLIC INFORMATION ABOUT TRAFFIC SAFETY IN ALAMEDA BY HOLDING A TRAFFIC SAFETY OPEN HOUSE.



+ WHAT TO LOOK FOR IN 2024



Cyclists enjoying the Cross Alameda Trail along Clement Ave

01 CROSS ALAMEDA TRAIL CONSTRUCTION

This year construction will begin on important elements of the Cross Alameda Trail, which will be a premiere cross-town, low-stress four-mile bicycling and walking corridor that will connect the west side of the island to the east, from the Seaplane Lagoon at Alameda Point to the Miller-Sweeney (Fruitvale) Bridge.

Traffic signal improvements to prioritize and protect people walking and biking along Ralph Appezato Memorial Parkway and Atlantic Ave between Wilma Chan Way and Main St. The project is adding a combination of new bike signals, turn arrows, and “no right turn on red” restrictions as needed for five intersections. Construction began in January 2024 and is scheduled to be completed mid-year.

Clement Ave Improvements from Grand St to Broadway, which will extend the existing two-way cycle-track east to Broadway, and make major traffic calming and pedestrian improvements along the entire corridor. Construction will begin in February and is scheduled to be complete at the end of 2024.

Clement Ave/Tilden Way project, Way project, which uses abandoned railroad right-of-way to extend the Cross Alameda Trail between Broadway and the Miller-Sweeney/Fruitvale Bridge and to improve truck and bus routes. Construction is planned to begin this year, pending soil remediation.

Cross Alameda Trail connectors, adding four new Jean Sweeney Open Space Park trail entrances, two from the north, and two from the south.

02

MORE IMPLEMENTATION: CENTRAL AVE, MECARTNEY RD, & PAVEMENT PROGRAM

After more than a decade of planning and winning almost \$15 million in grant funds, construction of major improvements on Central Ave from Sherman St to Main St is planned to begin in 2024. The project includes a road diet with two motor vehicle travel lanes, a two-way left-turn lane as a center lane, bikeways, three funded roundabouts, resurfacing, improved bus stops, enhanced pedestrian crossings, and street trees/raingardens.

Further, construction is planned for Grand St from Shore Line to Otis Dr. as well as pedestrian improvements at three intersections along Mecartney Rd: Marcuse St/Baywalk Rd, Fontana Dr/Baywood Rd, Verdemar Dr/Ironwood Rd. Upgrades include new rapid flashing beacons and pedestrian crossing signage at each intersection, as well as a new marked crosswalk at Marcuse.

Finally, pavement resurfacing and safety improvements are coming to streets in the eastern end of Alameda, including Central Ave, High Street, and San Antonio Avenue.

03 COMPLETE STREETS ON ALAMEDA POINT

After opening reconstructed sections of West Tower Ave and Saratoga St for all modes in 2023, in 2024 the City will complete construction on sections of Pan Am Way and West Midway Ave. The reconstructed streets include new sidewalks and sidewalk-level bicycle facilities as well as street trees, bioswales, and landscaping. This work is part of the Alameda Point Adaptive Reuse Area Backbone Infrastructure project.



04 NEIGHBORHOOD GREENWAYS

A new bicycle facility type for Alameda, Neighborhood Greenways will be traffic-calmed bicycle- and pedestrian-priority streets where vehicles are allowed but volumes and speeds are kept low. In 2024, the City will begin transitioning at least one existing Slow Street to a Neighborhood Greenway.



05 WEBSTER ST, PARK ST, AND CIVIC CENTER PARKING STRUCTURE IMPROVEMENTS

In 2024, Webster St and Park St will be restriped to bring parking back to the curb and install decorative concrete barricades around parklets, new bike lanes, and new short-term, loading, and disability parking zones. The Civic Center Parking Structure will begin undergoing major upgrades, including anti-graffiti paint, new pay stations, new access controls allowing the facility to close overnight for security, and more.

+ 2023 TRANSPORTATION FACTS

TRAFFIC SAFETY



In 2023, three people died and six were seriously injured in traffic collisions on Alameda streets. As of 2022, the City's rate of traffic fatalities + severe injuries per 100,000 population was **54% lower than the rate in Alameda County and 66% lower than the California rate.**



In 2023, 3.4 miles of roadway and 20 intersections were upgraded with interventions like road diets, speed humps, new bike lanes, traffic signal upgrades, new curb extensions, new/upgraded crosswalk markings, and intersection daylighting.



75% of Police Department traffic enforcement stops in 2023 were on High Injury Corridors, with officers continuing to prioritize efforts on dangerous streets.

SEE THE VISION ZERO ANNUAL REPORT FOR DETAILED INFORMATION

MOTOR VEHICLE TRENDS

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

- Average daily vehicle miles traveled (VMT) on Alameda County freeways surpassed pre-pandemic levels in 2022 and rose an additional 1 percent year-over-year to 22 million in 2023.
- Average daily vehicle hours of delay (VHD) on Alameda County freeways was still below pre-pandemic levels in 2023, but it increased by over 50 percent from 2022.

BIKEWAYS

3.3 MILES OF BIKEWAY

Alameda gained 3.3 miles of bikeways in 2023, including a half mile of low-stress bikeways and 1.4 miles of new bike lanes. The City now has almost 57 miles of bikeways, including 22.5 miles of low-stress facilities.

SEE THE ACTIVE TRANSPORTATION ANNUAL REPORT FOR DETAILED INFORMATION.

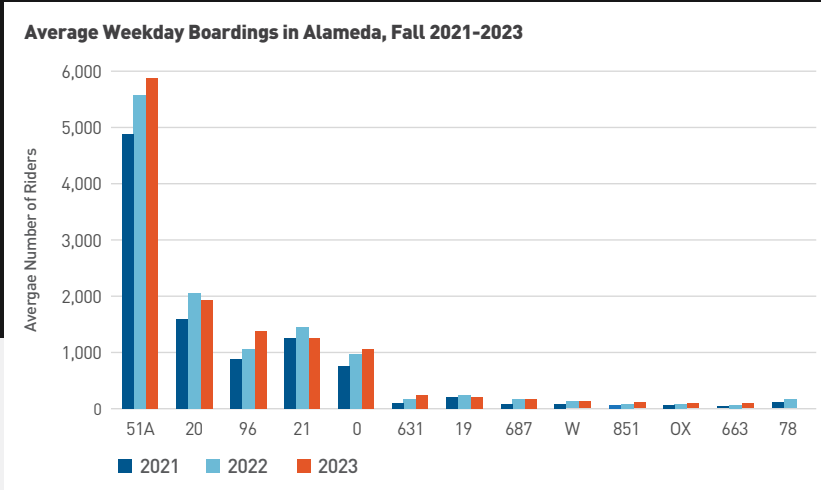


AC TRANSIT BUS SERVICES

Alameda ridership on AC Transit’s lines continued to grow in 2022 compared to the previous year, followed by an additional 3% bump in 2023, according to average weekday boardings in Alameda during the fall seasons.

Nearly half of those boardings in fall 2023 were on the 51A bus line. Among the transbay bus lines only, 80% of Alameda boardings were on Line O compared to 7% and 10% for Lines OX and W, respectively.

The City of Alameda’s Free Bus Pass Program expanded by over 140% between December 2022 and December 2023. These riders most often board Lines 51A, 96, and 20.



SAN FRANCISCO BAY FERRY SERVICE

Across its system, in 2023 WETA’s ferry service had nearly 10% higher ridership than 2022, and weekend ridership continues to be 100% or more of 2019 levels. Ferry ridership on the Alameda Seaplane and Harbor Bay routes grew 46% over 2022 levels with more than 530,000 boardings on these routes in 2023. Peak morning commute ridership on the Alameda Seaplane and Harbor Bay routes grew 37% in 2023, with more than 800 Alamedans taking a ferry to San Francisco before 9:30 AM on an average morning.

PAVEMENT CONDITION

As of 2022, the City’s three-year moving average Pavement Condition Index is 68, which is on the high end of “fair condition.” This is close to the Bay Area average of 67, but well above bordering cities of Oakland and San Leandro, both of which score in the “at risk” category.

COMMUNITY ENGAGEMENT

2023 OUTREACH EFFORTS:

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

52+ presentations to City Council, City boards and commissions, community organizations, and ad-hoc committees.

61 email bulletins sent with 111,900 delivered and a 42% unique email open rate

41,000 unique pageviews on 36 webpages

15 Mastick Senior Center events to help seniors access transportation options

4 adult bicycle safety education courses

TOP 10 WEBPAGES WITH MOST UNIQUE PAGEVIEWS IN 2023:

- + [Parking Citations and Enforcement](#)
- + [Oakland Alameda Estuary Bridge](#)
- + [Estuary Water Shuttle](#)
- + [Parking FAQs](#)
- + [Paratransit](#)
- + [Park & Webster Street Area Parking](#)
- + [Transportation](#)
- + [Ferry Terminal and Transit Parking](#)
- + [Auto Parking in Alameda](#)
- + [Vision Zero](#)



+ 2023 ACCOMPLISHMENTS & 2024 PLAN

Policy Documents Key:




<p>S City Council Strategic Plan (2023)</p>	<p>AT Active Transportation Plan (2022)</p>	<p>TC Transportation Choices Plan (2018)</p>
<p>CI Capital Improvement Plan (2023)</p>	<p>VZ Vision Zero Action Plan (2021)</p>	<p>General Plan (2021) items are not marked, though many actions are also included in that plan.</p>

CITYWIDE PLANNING EFFORTS



PLAN	STATUS REPORT
<p>ADA Self-Evaluation and Transition Plan</p> <p>S CI</p>	<p>2023: Conducted ADA assessment of City programs and policies, facilities and pedestrian facilities in the right of way, held public meeting, and conducted survey.</p> <p>2024: Prepare draft plan for various Boards and Commissions review, post it for public comment, and bring final plan to City Council for adoption.</p> <p>Information: alamedaca.gov/ADA</p>
<p>Performance metrics and goals for the transportation network</p> <p>AT VZ TC</p>	<p>2023:</p> <ul style="list-style-type: none"> » Presented project scoping document to the Transportation Commission and received feedback. » Received technical assistance grant from Metropolitan Transportation Commission (MTC) to support reporting on before/after results of bikeway projects. <p>2024:</p> <ul style="list-style-type: none"> » Begin to develop metrics and goals for all transportation modes. » Pending a technical assistance grant, develop concise before/after reports on key bikeway projects. <p>Information: 11/15 Transportation Commission Item</p>

TRANSPORTATION PROGRAMS

PROGRAM	STATUS REPORT
<p>Legislative agenda</p> <p>VZ AT</p>	<p>2023: AB 645 was signed into law allowing six California cities to pilot automated speed enforcement cameras (not including Alameda).</p> <p>2024: Continue legislative agenda. Information: alamedaca.gov/LegislativeAffairs</p>
<p>Parking & Curb Management</p> <p>TC CI</p>	<p>2023:</p> <ul style="list-style-type: none"> » Awarded \$742,000 in grant funding for demand-based parking pricing and curb management strategies in the Business Districts and at Ferry Terminals. » Approved FY 23-25 budget with \$1 million for improvements at the Civic Center Parking Structure. Contracted with architectural firm and began design. » Identified locations for new color curb zones for commercial loading, short-term parking, and disability parking. Received City Council guidance to increase the number of blue zones. <p>2024:</p> <ul style="list-style-type: none"> » Restripe Park St and Webster St to bring parking back to the curb, clarify where parking is and isn't allowed, and install new color curb zones. » Begin constructing improvements at Civic Center Parking Structure. » Launch a mobile payment option for parking meters and City lots. » Bring Ferry Terminal Parking Pricing Strategy to City Council and, if possible, begin paid parking at Seaplane Lagoon and/or Harbor Bay ferry terminals. » Begin contract for parking occupancy data collection and analysis. <p>Information: alamedaca.gov/Parking</p>
<p>Pedestrian & Bicyclist Education</p> <p>VZ AT</p>	<p>2023:</p> <ul style="list-style-type: none"> » Annual Bike Festival held at Ruby Bridges Elementary » Offered 4 adult bicycle safety education courses » No half-day bicycle education workshops for 5th graders booked <p>2024:</p> <ul style="list-style-type: none"> » Hold annual Bike Festival at Love Elementary in April » Continue contracting with Bike East Bay for adult/teen/family bicycle safety education. » Re-evaluate bicycle education program for 5th graders and determine how best to provide education to these students. <p>Information: alamedabikefestival.org bikeeastbay.org/education alamedacountysr2s.org/our-services/plan-an-event/drive-your-bike</p>
<p>Transportation Management Associations: Alameda TMA and West Alameda TDMA</p> <p>S TC</p>	<p>2023:</p> <p>All actions listed below are done by the Alameda TMA and West Alameda TDMA, not the City of Alameda</p> <ul style="list-style-type: none"> » Provided 770 AC Transit EZ Passes across 29 organizations to members and operated Alameda Landing Express commute hour shuttle between Target & 12th St. BART » Alameda TMA (Alameda Point & Northern Waterfront) took over operations of the West Alameda TDMA (Alameda Landing) from Catellus. » Operated 10-week Alley-Up shuttle pilot at Alameda Point. » Purchased vessel "Woodstock" for 2-year pilot water shuttle project. <p>2024:</p> <ul style="list-style-type: none"> » Upgrade EZ Passes to Clipper Bay Pass valid on all Bay Area transit (BART, SF Bay Ferry, Muni, etc.) » Complete ATMA / WATDMA merger. » Help plan and fund free Estuary Water Shuttle service. » Work with AC Transit to plan for funding increased frequency of Lines 19 and 96. <p>Information: alamedatma.org</p>

PROGRAM	STATUS REPORT
Vision Zero 	<p>2023:</p> <p>Utilized strategies and information from Vision Zero Action Plan, Active Transportation Plan, and community input to design safety upgrades with pavement resurfacing planned for 2024.</p> <ul style="list-style-type: none"> » Published the first Vision Zero Annual Report and held a Traffic Safety Open House. » On November 14, 2023, the Alameda Unified School District (AUSD) adopted a policy supporting the City's Vision Zero Action Plan. » The Alameda Police Department continued prioritizing traffic enforcement on dangerous behaviors and locations. Vision Zero staff began providing trainings for new Police Officer Recruits. <p>2024:</p> <ul style="list-style-type: none"> » Hold a Traffic Safety Open House. » Continue Police Department efforts as above, plus study whether to add NHTSA pedestrian safety training for officers. <p>Information: alamedaca.gov/VisionZero</p>
Vision Zero: Fatal Crash Response program  	<p>2023:</p> <p>Implemented striping and signage improvements at Willow St and San Antonio Ave, site of a 2023 fatal crash.</p> <ul style="list-style-type: none"> » Created design concept for significant pedestrian improvements at three intersections on Mecartney Rd, including a fatal crash site. » Finalized Fatal Crash Communications Protocol now included in the City's Administrative Policies & Procedures. » Launched Fatal Crash & City Response webpage with new, detailed information. <p>2024:</p> <ul style="list-style-type: none"> » Construct improvements on Mecartney Rd. » Design and construct quick-build improvements at any other fatal crash sites as appropriate. <p>Information: alamedaca.gov/FatalCrashResponse</p>





PUBLIC TRANSPORTATION

PROGRAM	STATUS REPORT
Alameda CTC Funded Transit Project (City)	<p>2023:</p> <p>Coordinated with AC Transit and Alameda CTC staff to repurpose the Ralph Appezato Pkwy Bus Rapid Transit project totaling \$9 million, which is funded from Measure BB as a named project titled "Alameda to Fruitvale BART Rapid Bus."</p> <p>2024:</p> <p>Staff has until September 2024 to work with AC Transit staff to repurpose the project as part of AC Transit's Realign process and based on City priorities such as roundabouts on bus lines that serve Alameda Point and the potential Westline bus queue jump lane.</p> <p>Information: 10/25 AC Transit ILC meeting</p>
Bus Service (AC Transit)  	<p>2023:</p> <p>AC Transit created draft systemwide bus service change scenarios for AC Transit Realign; the City submitted comments.</p> <p>2024:</p> <p>AC Transit will continue conducting outreach and refining AC Transit Realign bus service changes.</p> <p>Information: actransit.org/Realign</p>



Oakland-Alameda Estuary Water Shuttle

PUBLIC TRANSPORTATION

PROJECT	STATUS REPORT
Bus stop bench installations (City) 	<p>2023: Installed 22 new bus benches at locations throughout Alameda.</p> <p>2024: Project completed.</p> <p>Information: May 2023 Transportation Commission Item October 2023 AC Transit ILC meeting</p>
Estuary Water Shuttle Pilot (City, WETA, Alameda TMA) 	<p>2023:</p> <ul style="list-style-type: none"> » Secured a \$1 million Alameda CTC grant for a two-year pilot water shuttle, as well as over \$1.5 million in private funding. » Secured boat and began boat modifications and testing. » Developed three agreements to deliver new service. <p>2024: To launch pilot service in summer 2024, finalize all inter-agency agreements, complete vessel modifications and operational testing, install signage and develop marketing.</p> <p>Information: alamedaca.gov/WaterShuttle</p>
San Francisco Bay Ferry Service (WETA) 	<p>2023: WETA completed the Main St Alameda Terminal Refurbishment Project, which includes bridge and foundation replacement, gangway replacement, installation of new float, water and electrical utility upgrades, and improved lighting.</p> <p>2024:</p> <ul style="list-style-type: none"> » City/WETA to update existing agreements to wind down City's Harbor Bay service subsidy now that Regional Measure 3 funding is resolved. If feasible, develop agreement to fund enhanced security for ferry terminals until a paid parking program is implemented and capable of supporting security needs. » WETA to begin permitting and planning work on the Central Bay Facility Expansion and Electrification Project » WETA to continue work on the WETA 2050 Business Plan development. <p>Information: weta.sanfranciscobayferry.com/2050-service-vision</p>
Link21 regional rail service planning (BART, Capital Corridor) 	<p>2023: Link21 presented to the Transportation Commission as part of public engagement on Link21 concepts, potential service improvements, and the two types of train service options (BART or Regional Rail).</p> <p>2024: In spring, Link21 aims to select which train technology option to use for a bay crossing, then further develop alignment options.</p> <p>Information: link21program.org</p>
Paratransit (City)	<p>2023:</p> <ul style="list-style-type: none"> » The AC Transit Free Bus Pass program for low-income seniors and people with disabilities grew by 140% compared to 2022, providing a total of 164,000 rides in 2023. 800 people are currently enrolled. » The AIM (Alameda Independent Mobility) program, a concierge service offering Uber/Lyft rides to low-income residents who are fully enrolled in East Bay Paratransit, provided over 1,000 rides to 125 participants. This is a 94% increase for rides and 39% for participants. » Held regular Hop on the Bus with Us! and Transportation 101 events. <p>2024:</p> <ul style="list-style-type: none"> » Continue all current programs. » Add weekend coverage to the AIM program <p>Information: alamedaca.gov/Paratransit</p>

CAPITAL PROJECT PLANNING & DESIGN

PROJECT	STATUS REPORT
<p>Fernside Blvd Traffic Calming & Bikeways Project <i>High Injury Corridor</i></p> <p>VZ AT</p>	<p>2023: Completed existing conditions data collection and first round public engagement, including two well-attended events and a survey with 600 responses.</p> <p>2024: Public engagement on design concept alternatives; seek City Council approval of a concept. Information: alamedaca.gov/Fernside</p>
<p>Lincoln/Marshall/Pacific Ave Corridor <i>High Injury Corridor</i> <i>Includes Equity Priority Areas</i></p> <p>S AT VZ TC</p>	<p>2023: In April, City Council approved the concept design. In May, Alameda CTC awarded \$567,000 towards design. In July, City/Parametrix consultant team submitted a Safe Streets for All (SS4A) grant, which was not successful.</p> <p>2024: In January 2024, the City and Alameda CTC executed a grant agreement to partially fund the design totaling \$567,000. Consider re-submitting the SS4A grant; continue work towards design completion. Information: alamedaca.gov/LincolnMarshallPacific</p>
<p>High Injury Corridor Daylighting <i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2023: Tiers 1 & 2 High Injury Corridors were completed in 2022.</p> <p>2024: Begin planning Tier 3 for 2025. Information: alamedaca.gov/HICdaylighting</p>
<p>Neighborhood Greenways <i>Includes 1 High Injury Corridor</i> <i>Includes Equity Priority Areas</i></p> <p>S CI AT</p>	<p>2023:</p> <ul style="list-style-type: none"> » Installed speed cushions along the Orion Slow Street. » Maintained existing Slow Streets infrastructure where future Neighborhood Greenways are planned. » Planning and design delayed due to staff shortages. <p>2024:</p> <ul style="list-style-type: none"> » Develop Neighborhood Greenway Design and Implementation Guide » Begin transitioning at least one existing Slow Street to a Neighborhood Greenway <p>Information: alamedaca.gov/SlowStreets</p>
<p>Oakland Alameda Estuary Bridge</p> <p>S AT TC</p>	<p>2023:</p> <ul style="list-style-type: none"> » Held 2 Technical Advisory Committees, and 2 Stakeholder/Equity Advisory Committee meetings, to provide guidance on defining potential corridors and landings. » Developed 12 feasible bridge concepts, with both high and low options, and used comprehensive criteria to evaluate them. » Met with key stakeholders individually, including WETA, Alameda Municipal Power (AMP), Alameda CTC, and MTC. » With input from the Advisory Committees, selected the top 3 concepts to be studied in the Project Initiation Document (PID). » Consultant began developing PID. » Maintained public web page and survey. <p>2024:</p> <ul style="list-style-type: none"> » Complete PID. » Pursue next project phases, including funding for Waterway Study and attempting to secure a project lead. » Continue to conduct public engagement and meet with stakeholders. <p>Information: estuarybridge.org</p>

CAPITAL PROJECT PLANNING & DESIGN

PROJECT	STATUS REPORT
<p>Safe Routes to School Infrastructure</p> <p>S CI AT</p> <p>VZ TC</p>	<p>2023: Developed preliminary plans and cost estimates for safety improvements at 8 school sites. Additional design delayed due to staff shortages.</p> <p>2024: Complete final designs for safety improvements for school sites for construction in 2025. Information: alamedaca.gov/SchoolStreets</p>
<p>Stargell Ave Safety Improvements</p> <p>S AT VZ</p>	<p>2023: Applied for and received MTC technical assistance grant for completing 2024 Active Transportation Program (ATP) grant application.</p> <p>2024: Conduct further community engagement, further refine concept plan, and, with MTC technical assistance, apply for ATP funding to construct project. Information: alamedaca.gov/Stargell</p>



CAPITAL PROJECT CONSTRUCTION

PROJECT	STATUS REPORT
<p>Alameda Point Adaptive Reuse <i>Equity Priority Area</i></p> <p>S CI</p>	<p>2023:</p> <ul style="list-style-type: none"> » Reopened reconstructed sections of W Tower Ave and Saratoga St for all modes, and installed street trees, bioswales and landscaping » Began construction on sections of Pan Am Way and West Midway. <p>2024:</p> <ul style="list-style-type: none"> » Complete construction and close out current construction project. » Develop plans for Phases 2 and 3 of the project, including utility upgrades, green infrastructure and street improvements. <p>Information: alamedaca.gov/AdaptiveReuse</p>
<p>Central Ave Improvements <i>High Injury Corridor Equity Priority Area (partial)</i></p> <p>S CI AT VZ</p>	<p>2023:</p> <ul style="list-style-type: none"> » In April, City Council accepted a federal grant for \$2,325,000 to construct the third roundabout at Central/Fourth/Ballena. » In July, City Council accepted \$1,472,500 in EPA grant funds to add stormwater bioretention areas at the three roundabouts. » The CDM Smith consultant/City team completed the draft 100% design drawings, which incorporates the third roundabout at Central/Fourth/Ballena and the stormwater bioretention areas at the three roundabouts. <p>2024:</p> <p>Begin construction.</p> <p>Information: alamedaca.gov/Central</p>
<p>Cross Alameda Trail: Clement Ave Safety Improvements <i>High Injury Corridor, Equity Priority Area</i></p> <p>S AT VZ</p>	<p>2023:</p> <p>City Council approved a construction contractor in Nov 2023.</p> <p>2024:</p> <p>Construction began in February 2024.</p> <p>Information: alamedaca.gov/Clement</p>
<p>Cross Alameda Trail: Clement Ave/Tilden Way <i>High Crash Intersection</i></p> <p>S AT VZ</p>	<p>2023:</p> <p>In March, City Council approved the design concept. In September, City Council approved contract agreements with the Department of Toxic Substance Control (DTSC) and the environmental support services consultant expert for soil clean-up. In October, the Kittelson consultant/City team completed 75% design drawings. In December, City Council authorized a Measure BB grant amendment with the Alameda CTC authorizing the construction phase.</p> <p>2024:</p> <p>Design is expected to be completed in spring. Construction is scheduled to begin in 2024, pending approval by DTSC of the soil clean-up plan.</p> <p>Information: alamedaca.gov/ClementTilden</p>
<p>Cross Alameda Trail: Jean Sweeney Open Space Park Trail Connectors <i>Equity Priority Area</i></p> <p>AT</p>	<p>2023:</p> <p>Project construction bid was in November 2023.</p> <p>2024:</p> <p>Begin construction.</p> <p>Information: alamedaca.gov/CAT</p>
<p>Cross Alameda Trail: Signal and Intersection Improvements, Main St to Wilma Chan Way <i>High Injury Corridor, Equity Priority Area</i></p> <p>AT VZ</p>	<p>2023:</p> <p>Completed design for signal improvements at five intersections on Ralph Appezato Memorial Parkway and Atlantic Ave between Wilma Chan and Way Main St. City Council awarded the construction contract in July 2023.</p> <p>2024:</p> <p>Complete construction.</p> <p>Information: alamedaca.gov/CAT</p>

CAPITAL PROJECT CONSTRUCTION

PROJECT	STATUS REPORT
<p>Cross Alameda Trail: Clement Ave Extension (Ohlone Ave to Grand St) <i>High Injury Corridor Equity Priority Area</i></p> <p>S CI VZ TC</p>	<p>2023: Reviewed, provided direction, and approved the developer's detailed site improvement plans. Developer began initial site improvements including rough grading and soil surcharging (compacting).</p> <p>2024: Ongoing site preparation and construction by developer, completion estimated in 2025.</p> <p>Information: alamedaca.gov/CAT</p>
<p>Grand St Improvements <i>High Injury Corridor</i></p> <p>S AT VZ</p>	<p>2023:</p> <ul style="list-style-type: none"> » City Council approval of an updated design for the Grand St Safety Improvement Project for a continuous two-way bikeway between Shore Line Dr and Clement Ave » Submitted design plans for Caltrans approval of Phase 1 of the project, between Shore Line and Otis Dr. <p>2024:</p> <ul style="list-style-type: none"> » Construct Phase 1 of the project, in coordination with planned work at Wood Middle School. » Design Phase 2 of the project, between Otis Dr and Encinal Ave. <p>Information: alamedaca.gov/Grand</p>
<p>Mecartney Rd Pedestrian Improvements</p> <p>S VZ</p>	<p>2023:</p> <ul style="list-style-type: none"> » Created design concept for pedestrian improvements at Mecartney/Marcuse/Baywalk, Mecartney/Fontana/Baywood, and Mecartney/Verdemar/Ironwood. » Conducted a traffic signal warrant analysis for Mecartney/Marcuse/Baywalk, which found that the intersection is not appropriate for a traffic signal due to insufficient vehicle volume, pedestrian volume, and other considerations. <p>2024:</p> <ul style="list-style-type: none"> » Complete design and construct improvements. » Information: alamedaca.gov/rapidresponse <p>Information: alamedaca.gov/rapidresponse</p>
<p>Park and Webster St Striping Update & Concrete Barricades <i>High Injury Corridors Equity Priority Area (partial)</i></p>	<p>2023:</p> <ul style="list-style-type: none"> » Developed new striping plans for both streets, to move parking back to the curb and add bike lanes. » Identified locations for new short-term parking, commercial loading, and disability parking zones. » City Council awarded contract for purchasing barricades in Nov. 2023 and approved restriping plans. <p>2024: Install striping and barricades.</p> <p>Information: alamedaca.gov/CommercialStreets</p>
<p>Pavement Management & Safety Improvements <i>High Injury Corridors (partial)</i></p>	<p>2023: Developed designs for paving project in central Alameda (between Grand St and High St).</p> <p>2024:</p> <ul style="list-style-type: none"> » Construct central Alameda paving project. » Develop designs for paving project in east Alameda and Bay Farm Island (east of High St and Bay Farm Island), for 2025. <p>Information: alamedaca.gov/Pavement</p>
<p>Sidewalk Maintenance</p> <p>CI AT</p>	<p>2023: Continued sidewalk cutting program. Eliminated approximately 4,000 trip hazards. City Council awarded contract for sidewalk replacement in September 2023</p> <p>2024:</p> <ul style="list-style-type: none"> » Continue sidewalk repairs to remove trip hazards and damage from street trees. » Develop plans to close sidewalk gap on the east side of Grand St, north of Eagle. <p>Information: alamedaca.gov/Sidewalks</p>

CAPITAL PROJECT CONSTRUCTION

PROJECT	STATUS REPORT
<p>Trails Maintenance (Construction)</p> <p>CI AT</p>	<p>2023:</p> <ul style="list-style-type: none"> » Completed maintenance and upgrades on a 1/3 mile trail segment in Bay Farm Shoreline Park near Veterans Court. » Secured funding for maintenance of 1/4 mile Shoreline Park trail segment near the Harbor Bay Ferry terminal. <p>2024:</p> <ul style="list-style-type: none"> » Complete maintenance and upgrades of 1/4 mile Shoreline Park trail segment (referenced above). » Develop plan to smooth decking on Wooden Bridge, in coordination with EBRPD.
<p>Signal and Pedestrian Improvements (Highway Safety Improvement Program project)</p> <p><i>Includes High Injury Corridors</i></p> <p>CI</p>	<p>2023:</p> <p>Completed bid documents for construction at four intersections: Santa Clara Ave at Grand St; Otis Dr at Willow St; Otis Drive at Park St; and Fernside Blvd at San Jose Ave.</p> <p>2024: Complete construction of improvements</p>
<p>Striping Maintenance</p> <p><i>Includes High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p> <p>CI</p>	<p>2023:</p> <ul style="list-style-type: none"> » Refreshed and extended road diet striping on Main St from Ralph Appezzato to Navy Way. Improved pedestrian and bicyclist safety changes to slip lanes on Main St at intersections with Ralph Appezzato Pkwy and W. Midway. » Refreshed and updated striping on portions of Santa Clara Ave, Independence Dr, and Triumph Dr, including new bikeway markings. <p>2024:</p> <p>Focus on intersection striping refreshing and the replacing stop/yield signs on the West End (between the westernmost street, Monarch St, and Grand St).</p> <p>Information: 1/12/2024 Vision Zero Update</p>

OTHER AGENCY & DEVELOPER-LED TRANSPORTATION PROJECTS

PROJECT	STATUS REPORT
<p>Caltrans: Broadway/Otis/Doolittle</p> <p><i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2023:</p> <p>Continued coordination on Caltrans plans to resurface portions of State Route 61 in Alameda, including making safety and ADA improvements.</p> <p>2024: Review design plans, support public engagement and submit comments to Caltrans reflecting Alameda’s mobility and safety priorities</p>
<p>Alameda CTC: Oakland Alameda Access Project</p> <p><i>High Injury Corridors</i> <i>Includes Equity Priority Areas</i></p>	<p>2023:</p> <p>Alameda CTC completed the 65% and then 95% plan set, and the City reviewed and commented on both sets.</p> <p>2024:</p> <p>Alameda CTC will complete 100% plan set and put project out to bid. City will review and comment on final plans, and support community/business outreach regarding construction phases. Construction planned from 2025 to 2028.</p> <p>Information: OaklandAlamedaAccessProject.com</p>
<p>Army Corps: Fruitvale Rail Bridge Hazard Removal</p>	<p>2023:</p> <p>The U.S. Army Corps of Engineers included funding for the disposition study on the demolition of the Fruitvale Ave bridge in its work plan for 2023, and the study is at least underway.</p> <p>2024: City to follow up.</p>
<p>Caltrans: Encinal Ave Pavement Resurfacing and Safety Improvements</p>	<p>2023:</p> <p>Completed paving and restriping of Encinal Ave between Sherman St and Broadway; began installing traffic signal improvements for seven intersections.</p> <p>2024: Complete construction, including curb ramp reconstruction and activation of updated traffic signals.</p>

+ STAFFING, FUNDING, & GRANT PRIORITIES

FUNDING AND STAFFING RESOURCES

Alameda's transportation work is funded by a variety of sources. The most significant and stable sources have been from 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.

In June 2023, the City's overall Measure B, Measure BB, and VRF fund balance was \$9.3 million. The City programmed use of these funds via the FY 2023-2025 Capital Budget, including for major projects that will be constructed in 2024, like Clement Ave and Central Ave.

► Table 10: Measures B, BB, and VRF Fund Status for Fiscal Year 22/23, ending June 30, 2023

FUND	REVENUE	EXPENDITURE	BALANCE
Measure B	\$0	\$2,263,889	\$1,597,994
Measure BB	\$5,555,317	\$4,125,955	\$7,431,441
Vehicle Registration Fee	\$315,911	\$368,779	\$302,461
Total	\$5,871,228	\$6,758,623	\$9,331,896

Public Works: Transportation Engineering Staffing (5.25 FTE)

- *Erin Smith, Public Works Director (part time to transportation)*
- *Robert Vance, Deputy Public Works Director (part time to transportation)*
- *Scott Wikstrom, City Engineer (part time to transportation)*
- *Trung Nguyen, Project Manager I*
- *Alan Ta, Project Manager*
- *Cody Lim, Assistant Engineer*
- *Aaliyah Douglas, Assistant Engineer (part time to transportation)*
- *Michaela Wood, Assistant Engineer (part time to transportation)*

In addition, the Public Works Maintenance Division, Administration Division, and Construction Inspectors provide resources for maintaining existing infrastructure, managing projects, and construction oversight. Cody Lim, Aaliyah Douglas and Michaela Wood started work at the City of Alameda in January 2024.

Planning, Building, and Transportation Department: Transportation Planning Staffing (2.8 FTE)

- *Allen Tai, Planning, Building, and Transportation Director (part time to transportation)*
- *Lisa Foster, Acting Transportation Planning Manager*
- *Rochelle Wheeler, Senior Transportation Coordinator*
- *Brian McGuire, Planner II (part time to transportation)*
- *Gail Payne, Project Manager (part time to transportation)*

+ 2024 GRANT APPLICATION PRIORITIES

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 2024. 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 lower scoring projects may be submitted if they are a particularly good fit for a funding source.

PROJECT	DESCRIPTION
Alameda Point: New Transportation Infrastructure	Reconstruct roadways with complete streets in Alameda Point, including Main St and Adaptive Reuse Area, as City invests in new utility infrastructure and builds climate resiliency
Estuary Water Shuttle	Operate a pilot water shuttle between West Alameda and Jack London Square, and other points, with public and private partners
Fernside Blvd Traffic Calming & Bikeways Project	Build long-term option (TBD in 2024) for entire corridor, from Tilden Way to San Jose Ave
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]
Grand Street Improvements North of Encinal Ave	Design and build Grand Street improvements, with cycle-tracks, from Encinal Ave to Clement Ave
Lighting along Cross Alameda Trail on RAMP	Add lighting along bicycle and pedestrian pathways, from Main St to Wilma Chan Way
Lincoln/Marshall/Pacific Ave Corridor Safety Improvement	Major safety improvements for three miles of this corridor from Broadway to Main
Neighborhood Greenways	Neighborhood Greenway implementation, as outlined in the Active Transportation Plan
Oakland-Alameda Estuary Bridge	New bicycle/pedestrian connection across the estuary. Work with partner agencies to secure funding for waterway study and environmental phase, to be led by the identified public agency (TBD).
Resurfacing Streets	Secure additional funding to support expanded complete street and green infrastructure elements of street repaving projects
Roundabouts	Implement highest scoring roundabouts
Safe Routes to School Access Improvements	Implement Safe Routes to School Access Improvements at locations with new School Safety Assessments
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
Stargell Ave Safety Improvements	From Main St to Fifth St, add walking/biking trail and potential roundabouts
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.
Westline Dr/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.

13 BOOKS

CITY OF ALAMEDA

**PROGRESS
TOWARD
ZERO TRAFFIC
FATALITIES**
**ALAMEDA
VISION ZERO**

2023 ANNUAL REPORT



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BOOK 3.1

TRAFFIC FATALITY & INJURY REPORT

This is the second annual report on the Vision Zero Action Plan, which the Alameda City Council adopted the December 2021. This report covers the performance metrics outlined in the Plan. For details on traffic safety and Vision Zero projects and programs, see the Transportation 2023 Annual Report & 2024 Work Plan.

In 2023, three people lost their lives, six were severely injured, and a total of 161 people were injured in traffic collisions on Alameda streets.

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



[LEARN MORE ABOUT VISION ZERO](#)

+ 2023 FATAL & SEVERE INJURY CRASHES

In 2023, three people lost their lives and six were severely injured in traffic collisions on Alameda streets. Unsafe speeds played a role in over half of these collisions. Every traffic fatality represents a tragic loss for loved ones and the community, and severe injuries can change a life forever. After each fatal crash, City staff convened post-collision site visits including transportation planners and engineers with Police Traffic Unit leadership. In 2023, the City launched its Fatal Crash Response program, which includes transparent public information about fatal crashes and installs quick-build infrastructure at the sites of fatal crashes as appropriate. More information is at alamedaca.gov/fatalcrashresponse.



► Figure 1: 2023 Fatal and Severe Injury Crash Locations

► Table 1: 2023 Traffic Fatality & Severe Injury Details

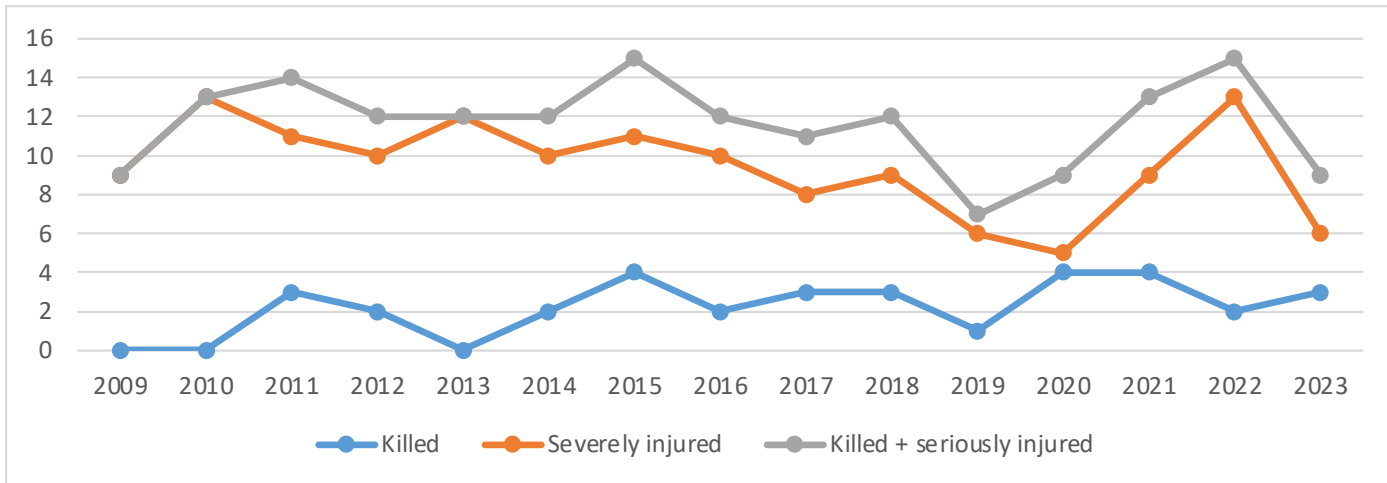
LOCATION	DATE & TIME (2023)	DESCRIPTION	MODE OF PERSON KILLED OR SEVERELY INJURED*	AGE	VEHICLE TYPES
Mecartney Rd/ Marcuse St/ Baywalk Rd	Feb 7, 7:30am	Person driving east on Mecartney struck a person walking north in an unmarked crosswalk across Mecartney at Marcuse St/Baywalk Rd (in the western leg), fatally injuring the pedestrian. The driver had failed to de-fog the windshield and drove despite poor visibility from a foggy windshield combined with sun glare.	Pedestrian	86	Minivan
Willow St/San Antonio	March 17, 5:30pm	Teen driving stolen car at high speed eastbound on San Antonio, failed to stop at the stop sign at Willow, then crashed into two cars traveling north and south, respectively. A passenger in one of the other cars later died of their injuries.	Passenger	89	SUV
1350 Marina Village Pkway	Dec 31, 11:35am	A person driving a car westbound at a very high speed lost control of their vehicle, went up a curb, and crashed into a tree. They sustained major injuries and died at the scene.	Driver	66	Mid-size car
Broadway between San Jose Ave and Encinal Ave (Caltrans roadway)	Jan 14, 4:30am	DUI driver heading northbound on Broadway swerved into the on-coming lane and struck a southbound vehicle head on, sustaining injuries and severely injuring the passenger in their vehicle.	Passenger	40	Compact car struck SUV
3rd St/Santa Clara Ave	March 30, 7:40am	A driver heading south on 3rd St at unsafe speeds failed to yield to a pedestrian walking eastbound across 3rd St at Santa Clara in the southern leg of an unmarked crosswalk, severely injuring the pedestrian.	Pedestrian	63	Sports car
Central Ave & 9th St (Caltrans roadway)	Aug 8, 8:20pm	Person driving a motorcycle westbound on Central attempted to turn right onto 9th at unsafe speed, lost control of their motorcycle and hit a fence on the northwest corner of the intersection.	Motorcyclist	32	Motorcycle
Clement Ave & Walnut St	Aug 16, 7:53am	A person driving westbound on Clement Ave at unsafe speed struck a person who walked from between cars on the northern side of Clement just east of Walnut St.	Pedestrian	32	Compact car
Santa Clara Ave east of Webster St	Nov 10, 1:23pm	A driver exiting the West End Parking Lot, intending to make a left turn onto Santa Clara, struck a person biking westbound in the bike lane on Santa Clara Ave, severely injuring the bicyclist.	Bicyclist	45	Mid-size car
Encinal Ave & Chestnut St (Caltrans roadway)	Dec 21, 10:11am	A person driving south on Chestnut St turned left onto Encinal Ave, striking a person walking northward across Encinal in the east crosswalk, and causing severe injuries to the pedestrian.	Pedestrian	51	Compact car

Source: APD

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

+ CRASH TRENDS OVERVIEW

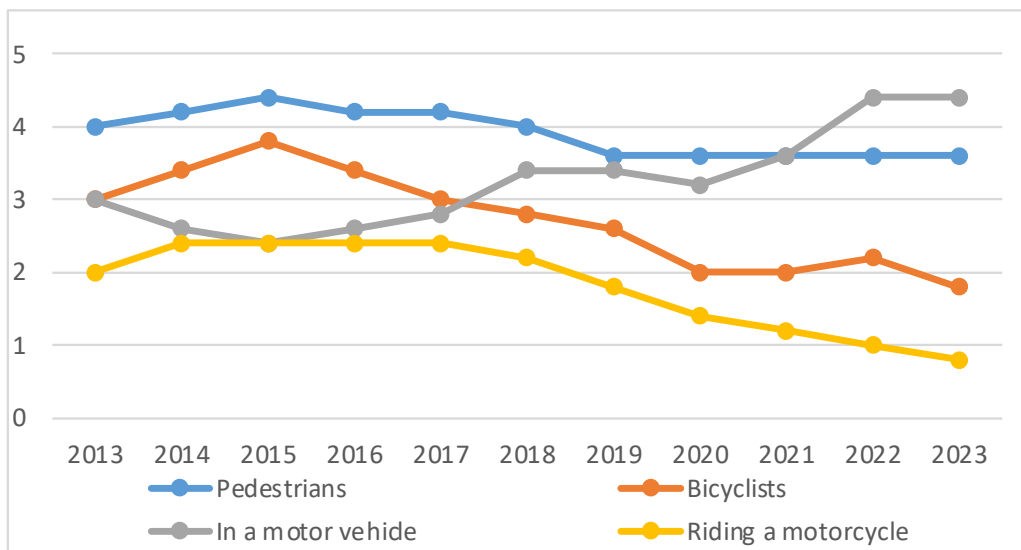
From 2009-2018, an average of two people lost their lives and 10 suffered severe injuries from crashes in Alameda. Alameda’s traffic fatalities rose in 2020 and 2021, following national¹ trends during the pandemic. In 2022, Alameda’s fatalities went back down but severe injuries rose, notably among people in motor vehicles. In 2023, severe injuries fell below the pre-pandemic average but three people died in crashes.



► Figure 3: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2009-2023 Data

Because Alameda is a small city with relatively low numbers of deaths and severe injuries, a rolling average analysis helps smooth out noise in the data and identify trends. Each data point in Figure 3 represents the average of that year and the four prior years, e.g., the 2013 figure is the average of 2009-2013. This analysis finds that bicyclist and motorcyclist deaths and severe injuries have generally trended down since the 2015 five-year average. The pedestrian trend line also reduced starting in 2015 but then has held steady since 2019. At the same time, starting in 2015, motor vehicle averages generally increased.

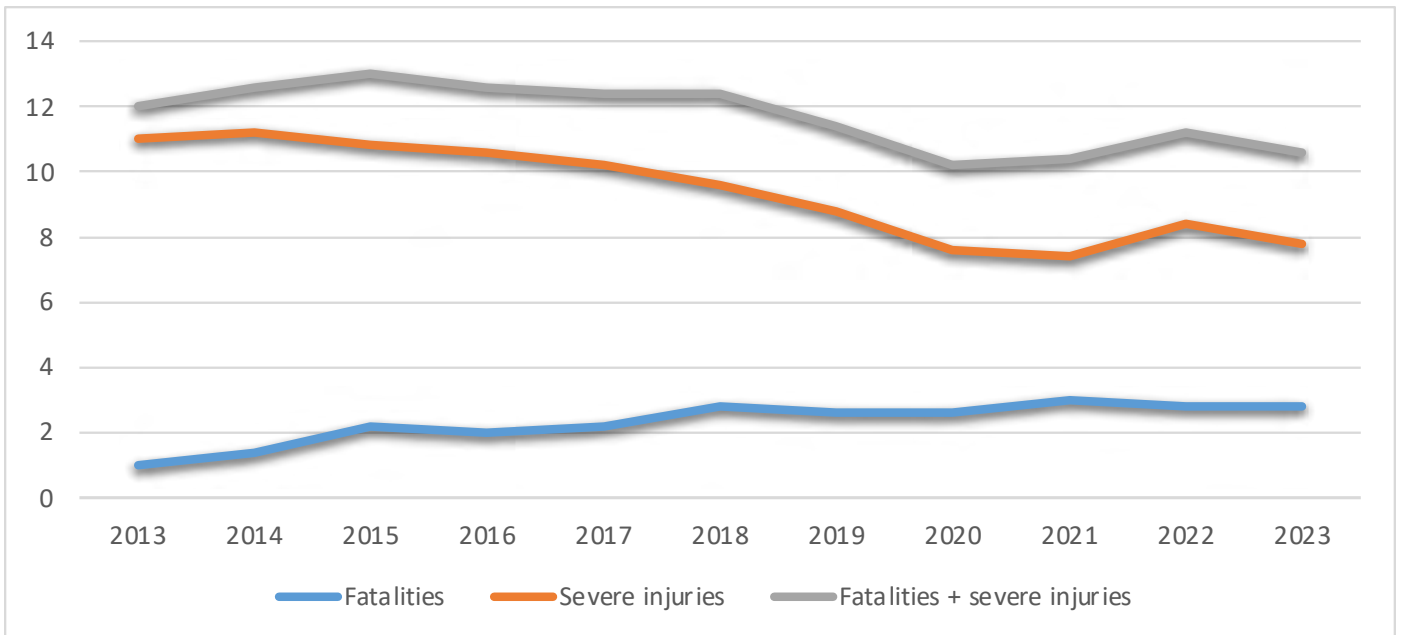
► Figure 4: Rolling Five-Year Averages, Traffic Fatalities and Severe Injuries, 2009-2023 Data



¹ See slide 20, Alameda CTC 2021 Performance Report: https://www.alamedactc.org/wp-content/uploads/2022/03/2021_Performance_Report_RPT_Final.pdf



Looking at fatalities and severe injuries separately finds fatalities increasing slightly from the 2013 five-year average to the 2023 one, while severe injuries were trending downward from the 2014 five-year average to the 2021 one; they bumped up with the 2022 average and then reduced again for 2023.



► **Figure 5: Traffic Fatalities + Severe Injuries Rate Per 100,000 Population**

Source: Crash data from TIMS/SWITRS & APD; population data from State of California Department of Finance, E-4 Population Estimates. 2023 data is not yet available for California and Alameda County.

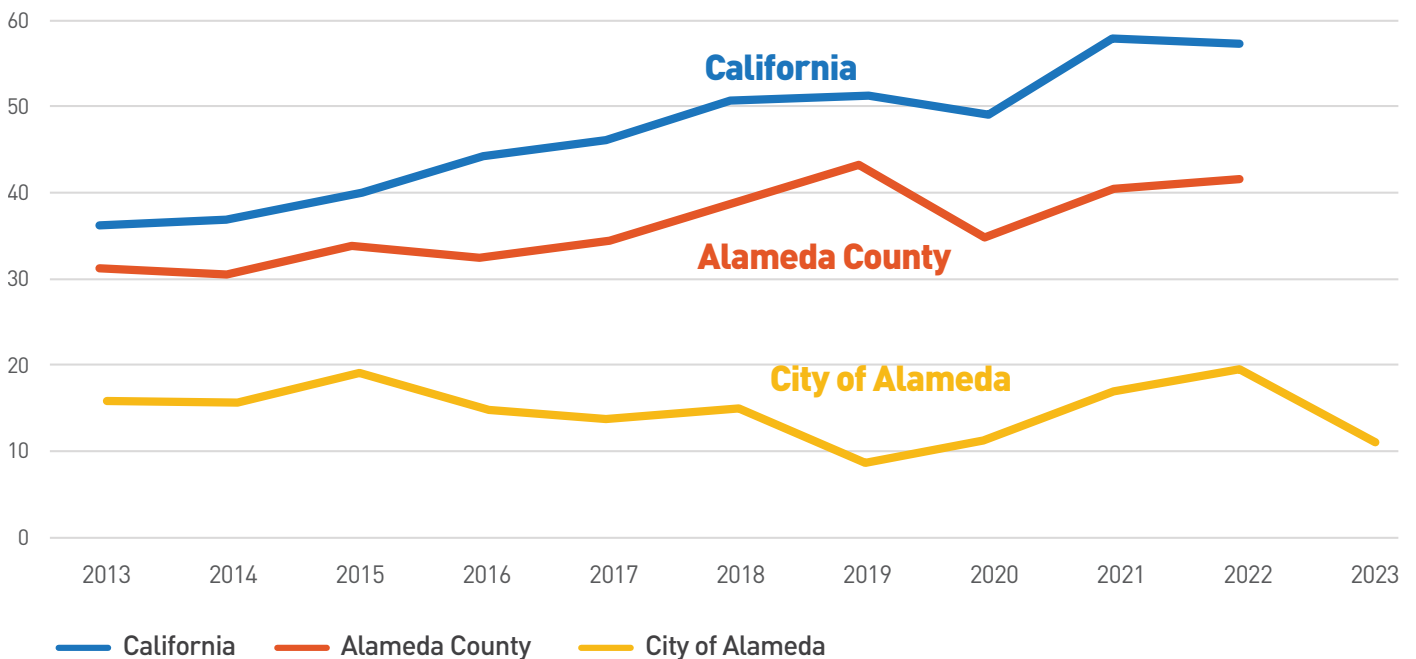
+ STATE, COUNTY, AND U.S. COMPARISON

The City's rates of traffic fatalities and severe injuries are lower than those in the county, state, and country. Alameda's fatality rate from 2016-2020 was 45% lower than the median rate for cities with more than 5,000 people, with 3.2 per 100,000 population in Alameda² compared with a U.S. median of 5.87.³

Traffic fatalities across the U.S. increased in 2020 and 2021, during the pandemic. According to the United States Department of Transportation (USDOT), U.S. fatalities rose 6.8% in 2020 compared to 2019, then increased another 10% in 2021 compared to 2020. Things have gotten slightly better since 2021, with a slight 0.3% decrease of U.S. fatalities in 2022⁴ and then in the first half of 2023, fatalities decreased another 3.3% compared to the first half of 2022.⁵

As of 2022, the City's rate of traffic fatalities + severe injuries per 100,000 population was 54% lower than the rate in Alameda County and 66% lower than the California rate. From 2015-2019, the City's rate trended generally downward while the County and State trended upwards. In 2021, rates rose for the City, County, and State. In 2022, the City of Alameda and Alameda County rates rose while California remained the same as 2021.

► **Figure 5: Traffic Fatalities + Severe Injuries Rate Per 100,000 Population**



² Rate based on crash data from TIMS/SWITRS & APD and population data from State of California Department of Finance, E-4 Population Estimates.

³ Our Nation's Roadway Safety Crisis, USDOT, February 2023

⁴ NHTSA Traffic Safety Facts, April 2023

⁵ NHTSA Traffic Safety Facts, September 2023

+ 2009-2023 TRAFFIC FATALITIES & INJURIES

► Table 2: Traffic Fatalities and Injuries, 2009-2023

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
All modes															
Killed	0	0	3	2	0	2	4	2	3	3	1	4	4	2	3
Severely injured	9	13	11	10	12	10	11	10	8	9	6	5	9	13	6
All injuries	225	198	207	227	228	224	190	261	241	218	273	167	158	175	161
Pedestrians															
Killed	0	0	1	0	0	2	2	1	0	2	0	2	2	0	1
Severely injured	4	3	5	3	4	3	2	4	3	1	3	2	3	3	3
All injuries	34	27	39	30	37	29	32	46	37	23	44	30	29	24	31
Bicyclists															
Killed	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0
Severely injured	0	2	4	4	4	2	4	2	2	3	1	0	2	3	1
All injuries	43	40	46	38	43	43	27	37	33	28	29	24	12	25	21
In a motor vehicle															
Killed	0	0	0	0	0	0	2	0	3	1	0	1	1	1	2
Severely injured	4	6	1	3	1	2	3	2	1	3	2	3	3	7	1
All injuries	141	122	109	148	130	142	122	163	157	155	196	109	113	117	102
Riding a motorcycle															
Killed	0	0	1	2	0	0	0	0	0	0	1	0	0	1	0
Severely injured	1	2	1	0	3	3	2	2	2	2	0	0	1	0	1
All injuries	7	9	13	11	18	10	9	15	14	12	4	4	4	9	7

Source: 2009-2018, TIMS/SWITRS + APD; 2019-2022, APD.

+ YOUNG PEOPLE & OLDER ADULTS

The Vision Zero Action Plan's 2009-2018 crash data analysis found that older adults and young people were disproportionately vulnerable to fatalities and serious injuries in crashes. In 2023, 34 people aged 65+ were injured in collisions (21%), and all three crash fatalities were older adults. A total of 22 children and youth were injured (14%), none severely.

► Table 3: 2023 Traffic Fatalities & Injuries, Older Adults

	2022	2023
All modes		
Killed	0	3
Severely injured	2	0
All injuries	26	34
Pedestrians		
Killed	0	1
Severely injured	1	0
All injuries	4	7
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	1	0
In a motor vehicle		
Killed	0	2
Severely injured	1	0
All injuries	21	27
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

► Table 4: 2023 Traffic Fatalities & Injuries, Youth <18

	2022	2023
All modes		
Killed	0	0
Severely injured	1	0
All injuries	18	22
Pedestrians		
Killed	0	0
Severely injured	1	0
All injuries	4	5
Bicyclists		
Killed	0	0
Severely injured	0	0
All injuries	12	10
In a motor vehicle		
Killed	0	0
Severely injured	0	0
All injuries	2	7
Riding a motorcycle		
Killed	0	0
Severely injured	0	0
All injuries	0	0

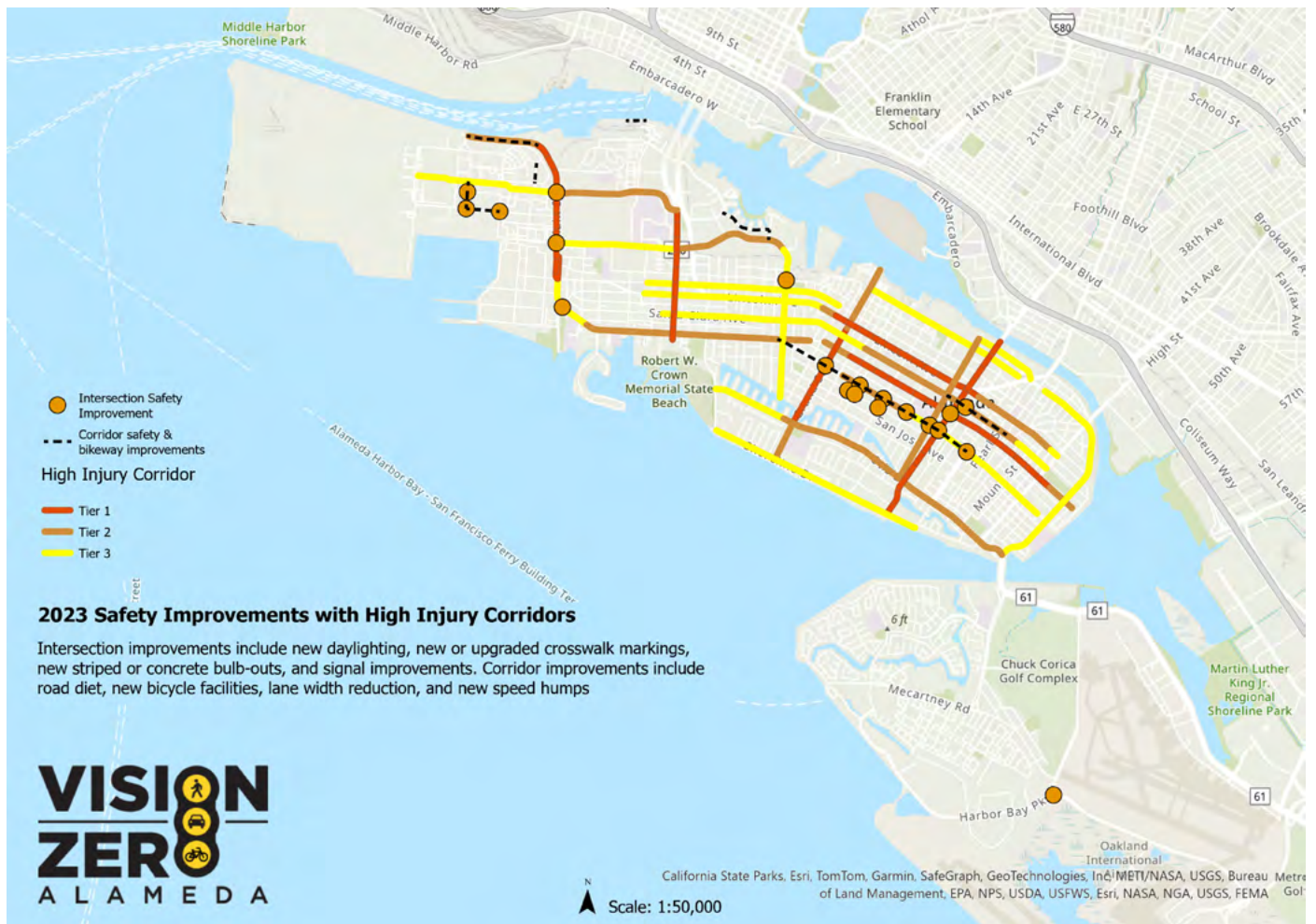
+ STREET SAFETY IMPROVEMENT PROJECTS

Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. For information about street safety projects in Alameda, see the Alameda Transportation 2023 Annual Report & 2024 Work Plan.

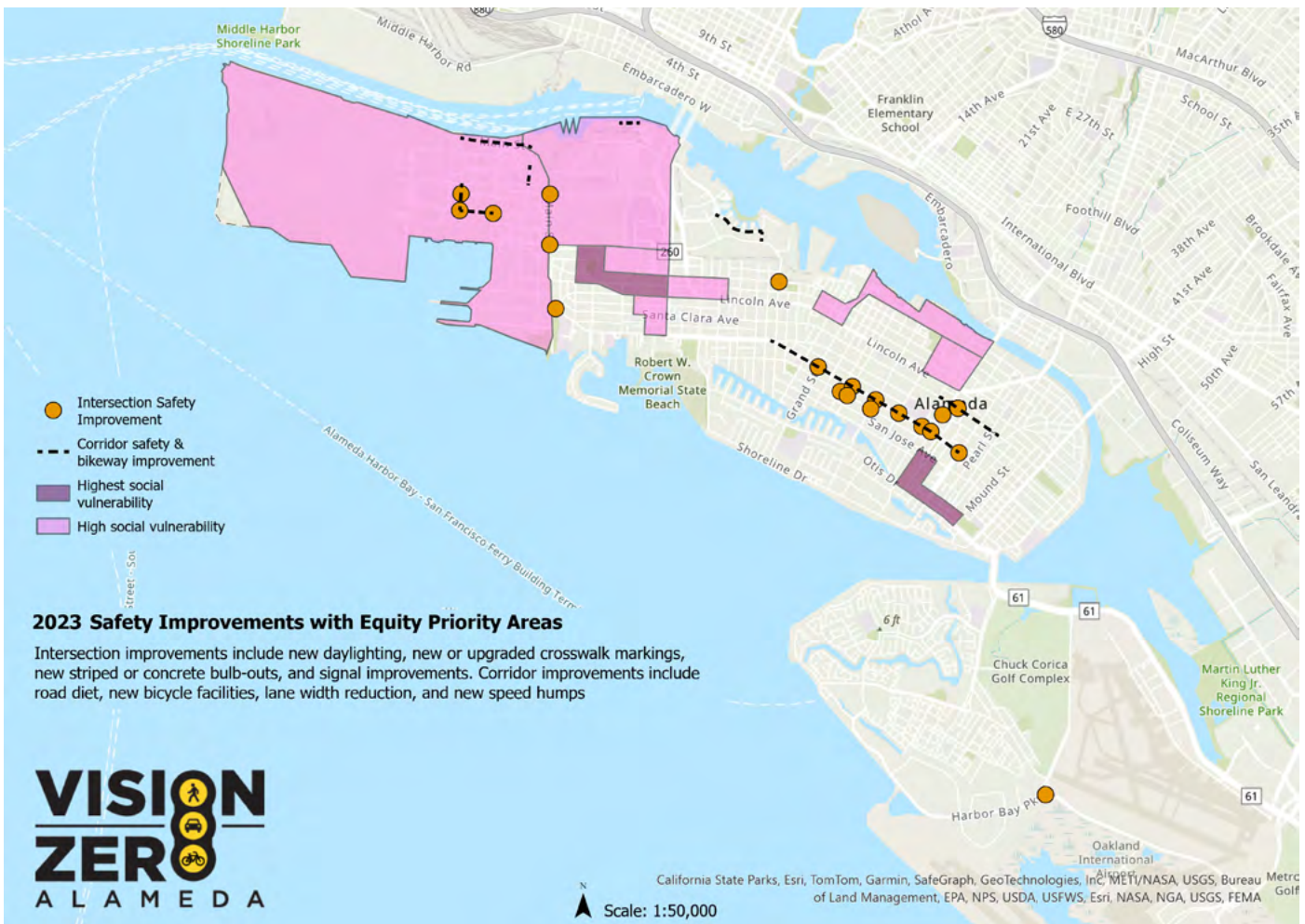
► Table 5: Safety Improvements at Intersections, 2023

INTERSECTION OR MID-BLOCK CROSSING IMPROVEMENT TYPE	INTERSECTIONS IMPROVED 2023	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
New Daylighting (new red curb)	4	50%	0%	50%
New Concrete Bulb-outs	3	0%	100%	0%
New Striped Bulb-outs	2	100%	50%	50%
New Marked Crosswalks	6	0%	50%	33%
New/Upgraded High Visibility Crosswalks	8	63%	0%	63%
New Signal Improvements for Safety	8	100%	0%	63%
New RRFB's	0	0%	0%	0%
Other Improvements	4	50%	50%	0%
ALL INTERSECTIONS IMPROVED	20	95%	55%	75%

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



► Figure 6: 2023 Safety Improvements with High Injury Corridors

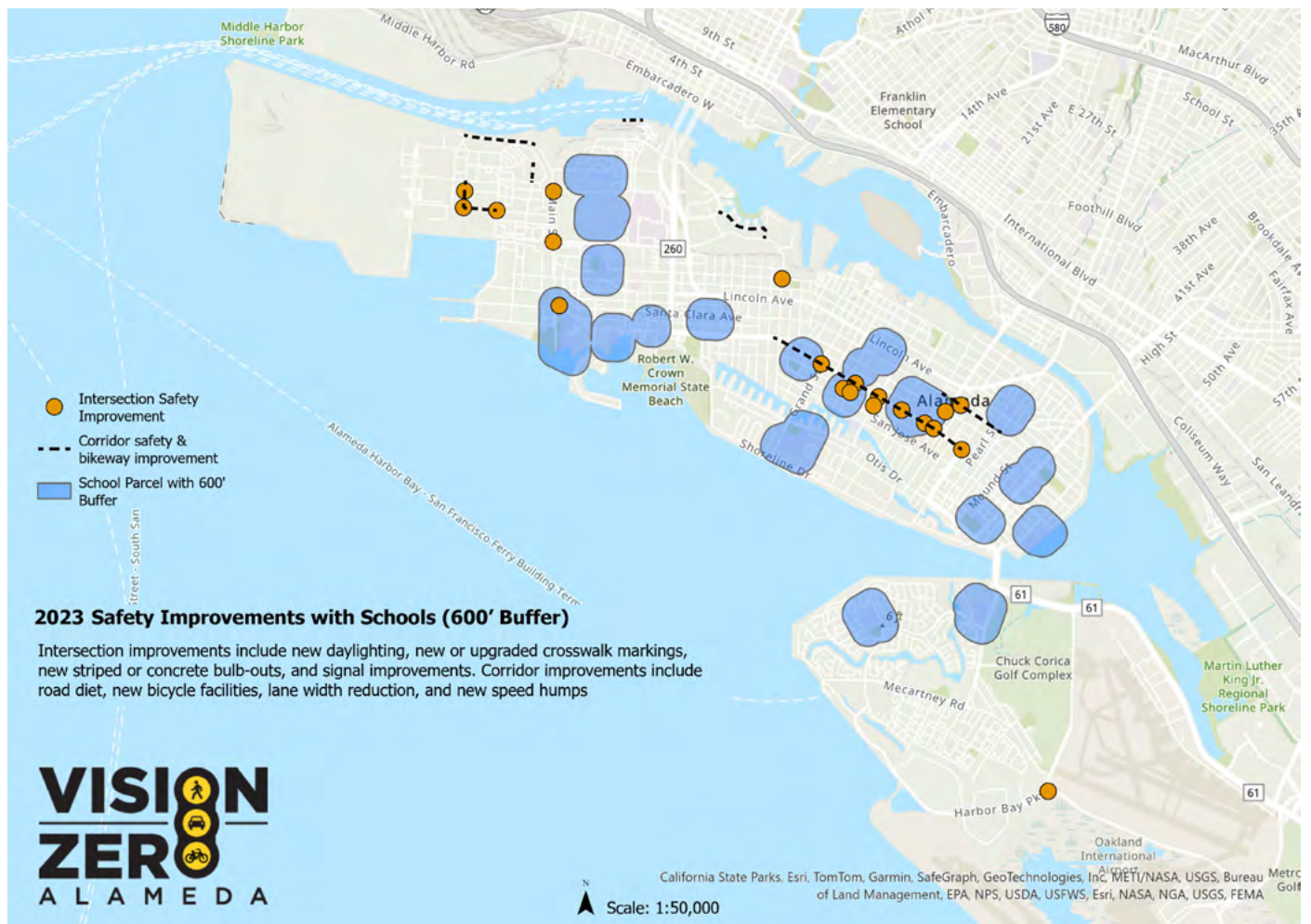


► Figure 7: 2023 Safety Improvements with Equity Priority Areas

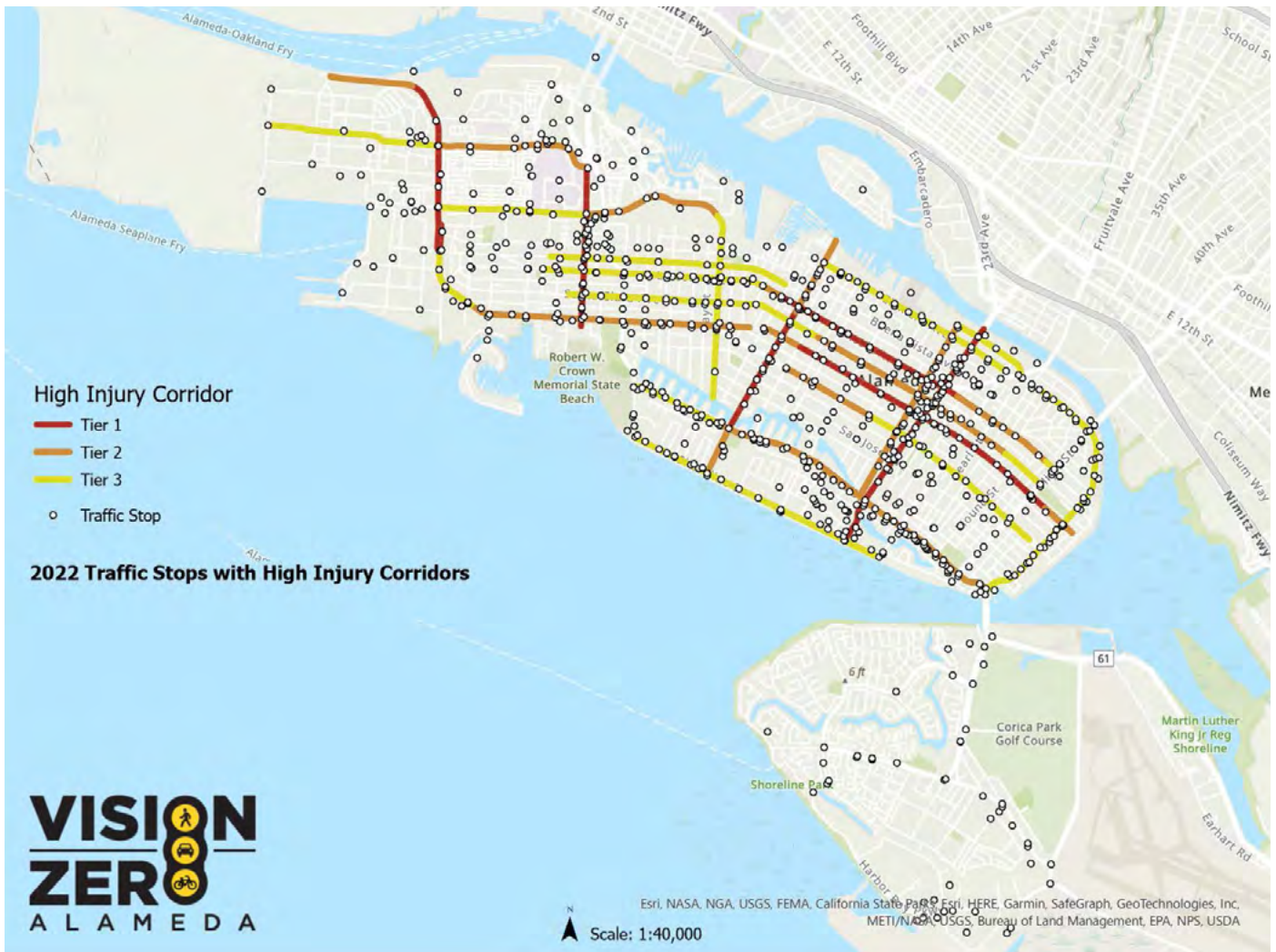
► Table 6: Safety Improvements on Corridors, 2023

ROADWAY IMPROVEMENT TYPE	MILES IMPROVED 2023	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
Lane width reduction	0.6	33%	0%	7%
New road diet	1.9	26%	26%	47%
New shared-use path or separate walking/biking paths	0	0%	0%	0%
New/upgraded separated bike lanes	0.22	0%	100%	0%
New/upgraded buffered bike lanes	0	0%	0%	0%
New bike lanes	2.1	80%	22%	41%
New speed humps	0.1	0%	100%	0%
Other Improvements	0.4	0%	100%	0%
ALL ROADWAY MILES IMPROVED	3.4	6%	24%	25%

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



► Figure 8: 2023 Safety Improvements with Schools (600' Buffer)



+ 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 in 2023: 4,418, up 13% from 2022
- Percent along High Injury Corridors: 75%

TRAFFIC STOPS BY RACE

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

► Table 7: Traffic Stops by Race, 2023

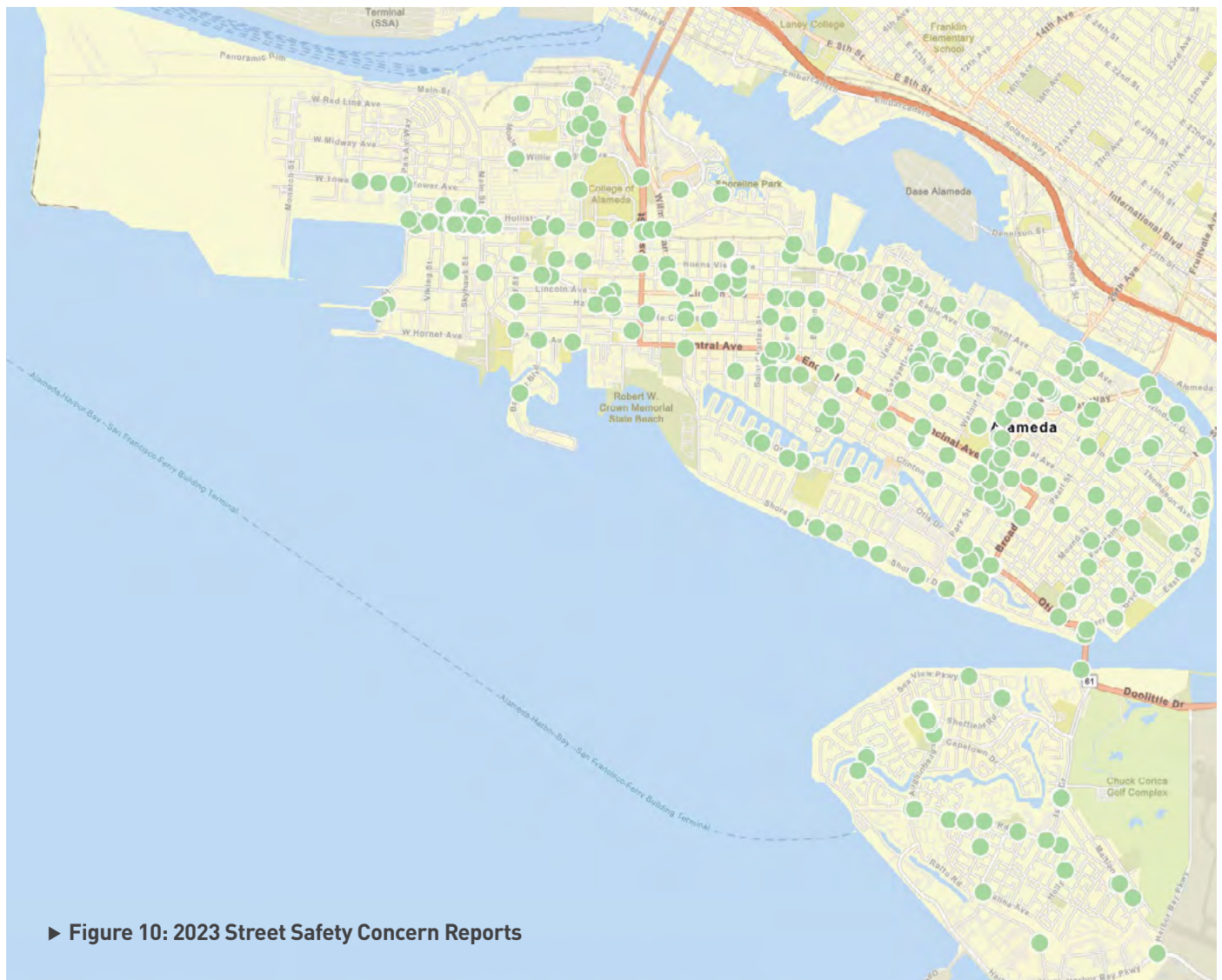
PERCEIVED RACE	% OF TRAFFIC STOPS
White	29%
Asian	24%
Black/African American	18%
Hispanic/Latine(x)	18%
Middle Eastern or South Asian	8%
Native American	<1%
Pacific Islander	2%
*Multiple	1%

+ STREET SAFETY CONCERN REPORTS

In 2023, community members submitted 433 reports of ongoing traffic safety concerns and near-miss crashes. The City uses the SeeClickFix app to collect these community reports via the Street Safety Concern category. Self-reported data can favor people with resources and time, but still gives important insights about experiences people have on Alameda’s streets. In 2023, staff reviewed all submitted Street Safety Concern reports along relevant corridors when planning and designing projects. Staff also began reviewing recent Street Safety Concern reports at monthly Vision Zero Implementation Team meetings. An interactive map showing Street Safety Concern reports is available via the Vision Zero webpage.

► **Table 8: Listed Concern Types, 2023 Street Safety Concern Reports**

CONCERN TYPE	NUMBER	%
Unsafe crossing	108	25%
Other safety issue	93	21%
Speeding	78	18%
Near-miss – I was walking	65	15%
Near-miss – I was riding a bicycle	37	9%
Near-miss – I was driving	20	5%
No category chosen	32	7%
TOTAL	433	



► **Figure 10: 2023 Street Safety Concern Reports**

BOOK 3.2

A man wearing a helmet and a grey hoodie is riding a bicycle on a paved path. He is holding a leash for a brown dog that is walking alongside him. In the background, there are blue metal structures, possibly part of a playground or park equipment. The scene is captured in a warm, golden light, suggesting late afternoon or early morning. The overall mood is active and healthy.

CITY OF ALAMEDA

ACTIVE TRANSPORTATION PLAN

2023 PERFORMANCE
MEASURES REPORT



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BOOK 3.2

PERFORMANCE MEASURES REPORT

This is the first annual report on the Active Transportation Plan, which the Alameda City Council adopted on December 20, 2022. It reports on the performance measures listed in Table 11 of the Plan for the 2023 calendar year. For further details on active transportation projects and programs, see the Transportation Plans 2023 Annual Report & 2024 Work Plan.

Alameda will be a city where people of all ages, abilities, income levels, and backgrounds can safely, conveniently, and comfortably walk, bike, and roll (using wheelchairs, mobility scooters and micro-mobility devices) to their destinations and to transit. As a result, Alameda will be a healthier and safer place to live, work, and recreate; Alameda will have reduced its greenhouse gas emissions; and the quality of life in Alameda will be enhanced for everyone.”

+ PERFORMANCE MEASURES

Measures marked with an asterisk (*), still need to have the baseline and target data determined, which will be completed with the citywide performance measures effort.

SAFETY

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

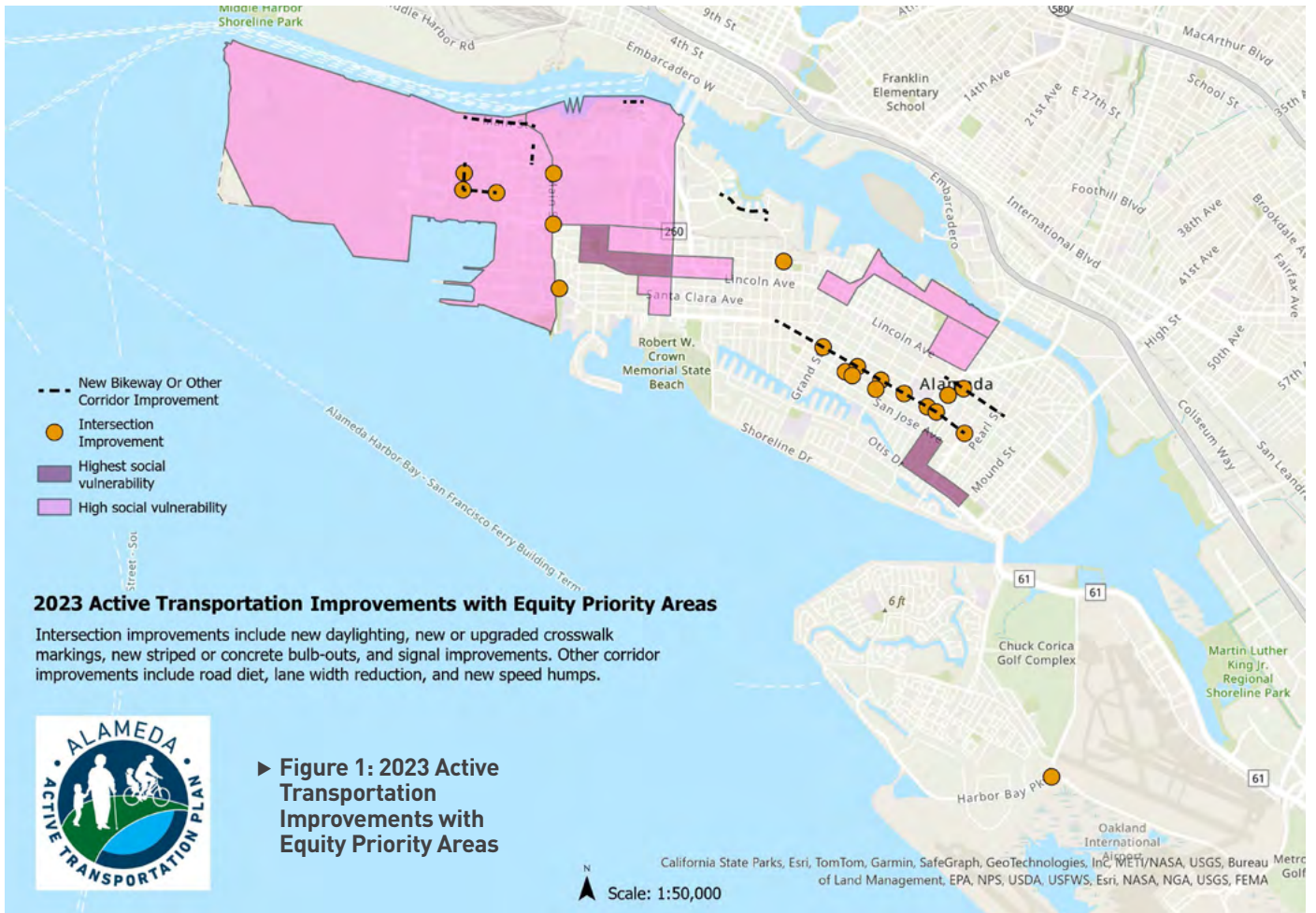
► Table 1: People walking/bicycling killed, severely injured, and injured

	BASELINE			TARGET
	2021	2022	2023	2030
Walking	34	28	28	Stable, or decreasing, as the number of people walking and bicycling increases.
Bicycling	22	20	19	

Note: Amounts are three-year averages



45% OF 20
INTERSECTIONS
 that received active transportation
 improvements in 2023 were in
 equity priority areas.



EQUITY

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

45% of the 20 intersections that received active transportation improvements in 2023 were in equity priority areas. Improvements included new daylighting, new or upgraded crosswalk markings, new striped or concrete bulb-outs, and signal improvements.

33% of the 3.3 miles of roadway that had new bikeways or other corridor improvements added were in equity priority areas. “Other corridor improvements” included a road diet, lane width reduction and new speed humps.

These improvements are mapped in Figure 1 above.

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

39% of active transportation programming and education events and activities took place in locations or schools in equity priority areas. This totals 9 events/schools/activities and includes the 7 public schools enrolled in the Countywide Safe Routes to Schools (SR2S) program in the 2022/23 school year (each of which held numerous events during the school year), the annual Alameda Bike Festival held at Ruby Bridges Elementary School, and the adult/teen Learn-to-Ride class held next to the Seaplane Lagoon Promenade.

A total of 17 schools enrolled in the Countywide SR2S program in 2022/23, and 70% of this school population identified as non-white or Hispanic, and 37% of students qualified for free/reduced-price meals.



CONNECTIVITY AND COMFORT

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

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

Measures: Miles of all bikeways and low stress bikeways

The City now has a total of 57 miles of bikeways, including 22.5 miles of low-stress facilities.

Alameda added 3.3 miles of bikeways in 2023, including 0.5 miles of low-stress bikeways, which include shared-use paths and separated bike lanes (also called “protected bike lanes” and “cycle tracks”). The newly built bikeway segments are listed in Table 2.

► Table 2: Miles of new bikeways, 2023

LOCATION	SHARED USE PATH	SEPARATED BIKE LANE	BICYCLE LANE	BICYCLE ROUTE	NOTES
Bohol Circle Immigrant Park waterfront (bioretention/easement to future Bette extension path)	0.13				Also a Bay Trail segment
Saratoga St (W. Tower to W. Midway)		0.20			Separated, one-way bike lane NB; Sharrows SB
West Tower Ave (Pan Am to Saratoga)		0.22			Separated, two-way bike lane on south side
Encinal Ave (Sherman to Broadway)			1.40		Constructed by Caltrans (SR 61); included road diet
Main St (Navy Way gate to Ferry traffic signal)			0.49		Included a road diet
Santa Clara Ave (Oak St to Park Ave)			0.15		
Santa Clara Ave (Park Ave to Everett St)			0.05		Bike lanes EB; Sharrows WB
Triumph Dr (Atlantic Ave to Independence Dr)			0.06		Sharrows NB; Bike lanes SB
Independence Dr (Triumph Dr to Marina Village Pkwy)				0.34	Edge line and sharrows added (bike route signs already in place)
Santa Clara Ave (Everett St to Versailles)				0.27	
Total Miles	0.13	0.42	2.15	0.60	
ALL BIKEWAYS ADDED IN 2023	3.31				

COMMUNITY

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

17 of the 18 public schools, or 95%, were enrolled in the Countywide SR2S program¹ in the 2022/23 school year. Each school holds multiple events per year promoting getting to school safely in a sustainable way, including walking and biking.

Private schools can access the online resources provided by this countywide program but cannot enroll in the program or sign up for the program services. It's not currently known if the two private schools in Alameda are using these resources.

► **Table 3: Schools with SR2S programs**

	SCHOOL YEAR		TARGET
	2021/22	2022/23	2030
Public Schools	17	17	All public and private schools
Private Schools	unknown	unknown	

Measure: Number of 5th grade classes that receive bicycle safety education

No schools signed up for the City-funded bicycle safety education programs. The City will re-evaluate and possibly re-configure this program in 2024, to align it with the current needs of schools.

► **Table 4: Schools with bike safety education workshops for 5th graders**

	SCHOOL YEAR		TARGET
	2021/22	2022/23	2030
Schools	3	0	All public and private schools

Measure: Number of new or upgraded bicycle parking facilities*

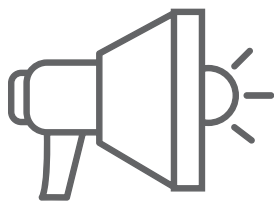
No new bicycle parking was installed in 2023, however several racks were maintained or replaced, all the City's shared-use electronic bike lockers were maintained, and planning was undertaken to add more in-street bike parking corrals along Park and Webster Streets.

In 2023, the City undertook a comprehensive inventory of all publicly-available bicycle racks, and identified a total of 2,300 bicycle parking spaces, which is 250% more than was previously believed to be available. This includes a total of 825 bike racks, of which about 70% are owned and maintained by the City and are in the public right of way or on City property, and 30% which are owned privately but available to the public. The latter is mostly visitor bike parking at commercial and housing developments.

The City also has six in-street bike parking corrals – two on Webster Street and four on or adjacent to Park Street. There are 134 bike parking spaces in electronic, shared-use bike lockers throughout the City.

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

9 events or campaigns were offered, either by the City, its contractors, or the Countywide SR2S program. The majority of these events were bike-focused and included the three major annual SR2S events (Walk and Roll to School Day, Golden Sneaker contest, and Bike to School Day), Bike to Work/ Wherever Day in May, a family fun ride in September, the annual Bike Festival, and three bike safety education workshops.



9 events or campaigns were offered, either by the City, its contractors, or the Countywide SR2S program.

¹ <https://alamedacountysr2s.org/>



MODE SHIFT

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

Currently, bicycle and pedestrian counts are only regularly done at seven intersections which are monitored every two years by the Alameda County Transportation Commission (ACTC) as part of their countywide performance measure reporting. Counts have been conducted in the same manner since 2016/17 at these locations, resulting in 4 data points: 2016/17, 2018, 2020, and 2022. All locations have counts conducted on a single day from 4-6 PM, which is the standard automobile PM peak period (but not always the peak for pedestrians).

The count locations in Alameda are:

1. **Broadway/Lincoln Avenue**
2. **5th Street/Central Avenue**
3. **Main St/Ralph Appezato Memorial Parkway (RAMP)**
4. **Park Street/Central Avenue**
5. **Park Street/Otis Drive**
6. **Webster Street/Atlantic Avenue**
7. **Webster St/Santa Clara Ave**

While not specific to the 2023 reporting year, the data trends shown in Table 5 below show that, from 2016/17 to 2022, bicycling increased substantially (up by 57%), while walking decreased (down by 17%), at these locations. The increase in biking appears to be due to the Cross Alameda Trail opening along RAMP and Atlantic (in 2020), and a large increase in counts at Webster and Santa Clara. For walking, the almost 400% increase in pedestrians counted at Main/RAMP was offset by decreases at all other locations except Park/Central, which remained the same.

It must be noted that while single day counts, over only a two-hour period, at only seven intersections citywide, may provide some sense of trends in walking and biking and are certainly better than no data, they are not by themselves a reliable lens for seeing overall trends. It is for this reason that before/after counts will be conducted in the future for complete streets projects, and that there are six performance measures in total to measure mode shift.

► Table 5: Total pedestrians and bicyclists at 7 Alameda intersections (PM peak)

MODE	2016/17	2018	2020	2022	CHANGE FROM 2016/17 TO 2022
Pedestrians	2540	2570	1150	2100	-17%
Bicyclists	352	361	399	553	57%

Note: Counts conducted on one day, for two hours, from 4-6pm. Source: ACTC

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

The most recent available Census data is from 2022, and the table below shows the three-year averages for commute to work modes, with bicycling going up slightly, walking decreasing slightly, and driving alone decreasing. While most trips people take are not commute-related, this is one more data point for tracking mode shift over time.

► Table 6: Percentages of people bicycling, walking and driving alone to work

MODE	BASELINE %	%	TARGET %
	2021	2022	2030
Walk	2.6	2.2	4.0
Bicycle	2.4	2.6	3.6
Drive alone	54.5	51.7	Stable or decreasing


Note: Amounts are three-year averages. Source: American Community Survey.



FUTURE YEAR REPORTING

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

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



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