



City of Alameda Annual Report on Transportation

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1. EXECUTIVE SUMMARY

This Annual Report highlights City of Alameda transportation accomplishments from 2021 and priorities for 2022. It serves as an annual report for the Transportation Choices Plan (TCP, 2018) and the Vision Zero Action Plan (2021). It also includes the transportation-related items in the Climate Action and Resiliency Plan (CARP, 2019). The Vision Zero Action Plan seeks to eliminate traffic deaths and severe injuries by 2035. The Transportation Choices Plan aims to reduce solo driving and increase other modes while improving safety and equity, and reducing greenhouse gases. The CARP's transportation goals include reducing vehicle miles traveled (VMT) and increasing the share of electric vehicles.

2021 Accomplishments

In 2021 the City of Alameda installed major safety improvements, continued pandemic transportation programs, and gained a new ferry terminal and bus line. The City also received two important recognitions in 2021: the League of American Bicyclists recognized Alameda as a silver-level Bicycle Friendly Community, and the Vision Zero Network recognized Alameda as a Vision Zero Community. Below are highlights of 2021 accomplishments and improvements.

Transportation Plans and Programs

- [Vision Zero Action Plan](#) finalized and adopted by City Council.
- City Council adopted [an update](#) to the 2008 General Plan Transportation Element.
- Completed the Administrative Draft Smart City Master Plan.
- Began the Citywide Roundabouts Analysis.
- City Council adopted an update and amendment to the [Citywide Parking Ordinance](#) to reduce greenhouse gas and congestion.
- City Council approved moving most [parking enforcement activities from Police to Public Works](#), and the department began forming their new parking enforcement division.
- With City Council approval, created a comprehensive Parking Management Fund that will allow the program to be managed holistically.
- Provided city-funded bicycle safety education for 5th graders at two schools.
- Created and hired a new Senior Transportation Coordinator position, which is focusing on Vision Zero coordination and parking management.

Public Transportation

- Operations began at the new [Seaplane Lagoon](#) ferry route.
- AC Transit launched the new [Line 78](#) trial crosstown route with a timed ferry connection.
- As part of the [paratransit program](#), the City launched a new Uber/Lyft concierge service offering a curb-to-curb transportation serving low-income East Bay Paratransit members.



Capital Project Planning and Design

- City Council approved final concept for the [Central Avenue Safety Improvement Project](#), and the project received environmental clearance.
- City Council approved a two-year continuation of the [Commercial Streets](#) program, and the continuation of the [Slow Streets](#) program until the Active Transportation Plan is adopted in late 2022.
- Alameda CTC allocated \$1.555 million to the City to develop a Project Initiation Document for the [Alameda-Oakland Bicycle/Pedestrian Bridge](#) project.
- For the [Grand Street Pavement Resurfacing and Safety Improvements](#) project, obtained federal funding, completed 65 percent design drawings, and conducted public outreach.
- For the [Clement Avenue Safety Improvement Project](#), completed environmental clearance and 65 percent design drawings.
- Highway Safety Improvement Program (HSIP) Cycle 10 application awarded funding to the Traffic Signal and Pedestrian Safety project to make improvements at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose.
- Hired consultant and initiated the concept development for the [Lincoln/Marshall/Pacific Safety Improvement Project](#), the [Clement Avenue/Tilden Way Safety Improvement Project](#) and the [Mecartney/Island Improvement Project](#).

Capital Project Construction

- Constructed 2.5 miles of new bikeways, including almost one mile of protected bikeways – more bikeways installed in one year since 2018.
- Completed construction of the [Otis Drive Safety Improvement Project](#) and began project evaluation (see inset and cover image).
- The Alameda Marina developers installed street safety improvements and protected bike lanes on a segment of [Clement Avenue](#) (see inset).
- The [High Injury Corridor Daylighting Project](#) increased visibility on corridors such as Grand Street, Main Street, Central Avenue, and Otis Drive.
- [Resurfaced pavement](#) along streets in the West End and central Alameda.
- Mitigated nearly 3,000 trip and fall hazards on sidewalks, purchased new traffic signal equipment for 10 intersections, and replaced five bus shelters.



2022 Work Program

In its efforts to meet the City's goals to eliminate traffic deaths and severe injuries by 2035, as well as to reduce solo driving, improve equity, and reduce greenhouse gas emissions, the City of Alameda has an ambitious slate of transportation priorities in 2022. With over eight full-time equivalent employees from Transportation Planning and the Public Works Engineering Division working on these projects, and supplemental funding approved by Council in December 2021, Alameda is making a strong commitment to these goals. Capital projects were prioritized according to safety, equity, and other indicators as part of Capital Budget development.

Priority Transportation Planning and Programming

- Finalize and adopt the [Active Transportation Plan](#), delineating pedestrian improvements, a low-stress bicycle network, project prioritization, and the future of Slow Streets.
- Finalize the **Citywide Roundabout Screening Analysis**.
- Revise and seek approval for the **Smart City Master Plan**.
- Improve **parking management** by launching the Public Works Parking Enforcement program; re-starting metered, two-hour parking in Commercial Streets program areas; beginning paid parking at Seaplane Ferry Terminal and possibly other ferry terminals; and creating a comprehensive parking webpage.
- Continue contract with Cycles of Change to offer half-day **bicycle education** programs to 5th graders throughout Alameda. Contract for adult bicycle safety education with Bike East Bay.
- Focus **traffic enforcement** on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.
- Conduct a best practice scan on infrastructure **rapid response program** after fatal and severe crashes.
- Plan a Vision Zero public safety campaign, and research any available funding.

Public Transportation

- Transition the [paratransit](#) program from the Alameda Loop Shuttle, which is underutilized and less cost-effective, to more participants using the free AC Transit bus pass and Uber/Lyft concierge programs.
- Coordinate with AC Transit as they evaluate the [pilot Line 78](#) performance and recommend next steps before the August 2022 conclusion date.
- The Water Emergency Transit Authority (WETA) will release Request for Proposals (RFP) and begin construction on the Main Street ferry terminal refurbishment.

Capital Project Planning & Design

- Complete design and approvals for the [Grand Street Resurfacing and Safety Improvements](#) project, which adds safety features such as flashing beacons, high visibility crosswalks, enhanced bikeway and adjusted lane striping on Grand from Encinal to Shoreline.
- Based on Council-approved concepts, finalize construction drawings for the [Central Avenue Safety Improvement](#) project, so construction can commence in early 2023.
- Conduct public engagement and complete the concept for the [Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement](#) project, which will include major safety improvements for three miles of this corridor from Broadway to Main.
- Engage with the community and complete the concept for the [Clement Ave Extension/Tilden Way](#), which will create a complete street along the abandoned railroad right-of-way along Tilden Way and the eastern terminus of Clement Avenue, and form part of the Cross Alameda Trail.
- Finish public engagement and concept for the [Mecartney Road / Island Drive Improvement Project](#), which aims to improve this key Bay Farm intersection, bringing it up to current best practice standards for safety, adjacent bus stops, and path crossings.

- Initiate Project Initiation Document for the [Bicycle/Pedestrian Bridge in West Alameda](#).
- Begin public engagement and concept development for Adaptation/Sea Level Rise transportation infrastructure projects including [Northern Shoreline near Posey/Webster Tubes](#), [Northern Shoreline Bay Farm Island](#), and [Doolittle Drive](#) coordination.
- Commence evaluation and early concept development for the **Park Street and Webster Street Safety and Enhancement Project**, considering long-term design options for the roadway configurations for these two commercial corridors, to be brought to Council by October 2023.



Capital Project Construction

- Finish the [High Injury Corridor Daylighting Project](#), increasing safety and visibility by painting red curbs at intersections along Tier 1 and Tier 2 High Injury Corridors.
- Complete improvements at the eight schools that have completed School Safety Assessments.
- Complete [pavement resurfacing](#), striping, signage, safety, and visibility improvements on 11 corridors per the resurfacing schedule.
- Caltrans will repave and reconfigure **Encinal Ave** from Sherman to Broadway.
- Caltrans will make **Crosswalk Safety Enhancements** at six intersections along Route 61 by adding new Rectangular Rapid Flashing Beacons.
- Make simple safety and usability enhancements to [Slow Streets](#), as approved by Council in December 2021.
- Complete design and commence construction on **Traffic Signal and Pedestrian Safety Improvements** at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose.
- For the Cross Alameda Trail on [Clement](#) from Grand Street to Broadway, complete design and begin constructing a two-way, protected cycle track; restriped lanes; high visibility crosswalks; and daylighted intersections.
- For the Cross Alameda Trail from [Constitution Way to Main Street](#), complete design and begin construction on crossing improvements at all signalized intersections along the Cross Alameda Trail between Main Street and Constitution Way.
- Commence construction on the **Alameda Point Adaptive Reuse** project, including construction of complete streets with bicycle and pedestrian facilities: Pan Am, West Tower, Saratoga, and West Midway.

Figure 1: City of Alameda Project Map



2022 Grant Application Priorities

There are likely to be many grant funding opportunities in 2022, as listed below, and the City has many strong candidate projects. In order to conserve staff resources and focus on adopted goals, staff developed the below table of the priority projects for grant proposals. The applications that are submitted will depend on how well the projects match the available funding sources. This priority list was developed by compiling project/program funding needs, projects in the planning phase that are ready to accept additional funds in the near term, and unfunded projects from the TCP. Projects were then scored, in a similar manner as that done for the City's 2021/23 Capital Budget, 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 seven or higher are included on the list.

Project	Description	Phase	Score
Alameda Point: New Transportation Infrastructure	Reconstruct roadways in Alameda Point, including Main Street and Adaptive Reuse Area, as City invests in new utility infrastructure	Design, PS&E and Construction Phases	13
Bicycle/Pedestrian Bridge in West Alameda	Build a new bike/ped bridge crossing over estuary, connecting west Alameda and Oakland	Environmental (PAED)	13
Central Ave Roundabouts	Two unfunded roundabouts in the Central Avenue Safety Improvement project: Fourth St/Ballena Blvd and Sherman St/Encinal Ave	Construction Phase	13
Lincoln/Marshall/Pacific Ave Corridor Safety Improvement	Major safety improvements for three miles of this corridor from Broadway to Main	PS&E and Construction Phases	13
Stargell Complete Street	From Main St to Fifth St, add walking/biking trail, bus queue jump lanes + potentially roundabout at Main/Stargell	Design, PS&E and Construction Phases	13
Safety Improvements at High Crash Intersections	Could include roundabouts, signal upgrades, and/or other upgrades at intersections identified in Vision Zero Action Plan (VZAP)	Design, PS&E and Construction Phases	12
Fiber Communications Network	Implement this recommendation from the Smart City Master Plan	Design, PS&E and Construction Phases	9
Northern Shoreline near Webster/Posey Tube: Adaptation	Adaptation/Sea Level Rise transportation infrastructure near the Webster/Posey Tubes	Design, PS&E and Construction Phases	8
Northern Shoreline Bay Farm Island: Adaptation	Adaptation/Sea Level Rise transportation infrastructure on Bay Farm Island near Veterans Court/Bay Farm Island Bridge and Wooden Bike/Ped Bridge	Design, PS&E and Construction Phases	7

Vision Zero Public Safety Campaign	Implement a community-based safety campaign, per VZAP recommendation	Design and implement program	7
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At this time, the grant programs anticipated to release a Call for Projects in 2022 are:

- Urban Greening Grant Program – CA Natural Resources; call for projects expected in early 2022
- Transformative Climate Communities program for projects in disadvantaged communities – California Strategic Growth Council call for projects expected in early 2022
- Measure BB/One Bay Area Grants (OBAG) – Alameda County Transportation Commission call for projects in early/mid 2022
- Active Transportation Program - Caltrans call for projects in March 2022
- Federal Earmarks – Expected project list deadline in March 2022
- Highway Safety Improvement Program - Caltrans call for projects in April/May 2022

2. QUICK FACTS

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

Traffic Deaths and Severe Injuries

In 2021, four people were killed on Alameda streets. These tragic deaths affect families, loved ones, and our community as a whole. Table 2 compares the 2019, 2020, and 2021 injury crash numbers to 2009-2018 averages (the Vision Zero Action is based on an analysis of 2009-2018 crash data).

Table 1: Traffic Fatalities and Severe Injuries

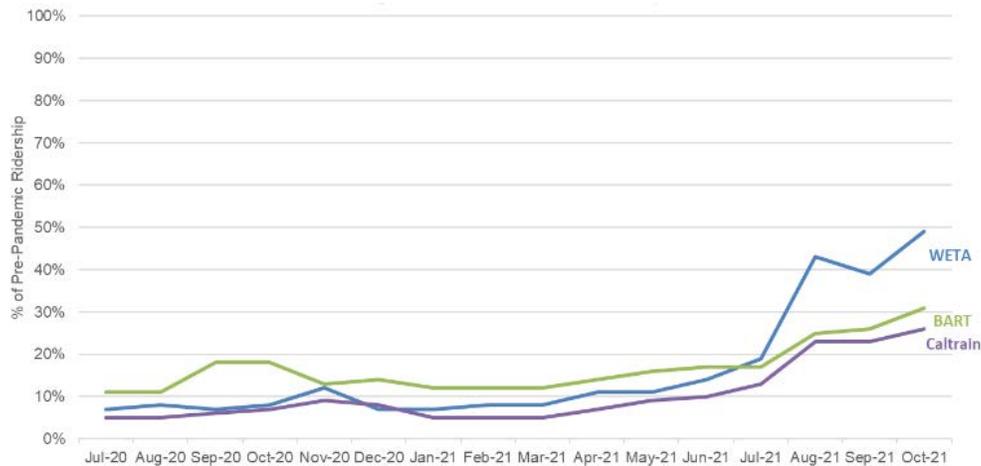
	Average 2009-2018	2019	2020	2021
ALL MODES TOTAL				
Killed	2	1	4	4
Severely injured	10	6	5	9
All injuries	221	273	167	158
PEDESTRIANS				
Killed	<1	0	2	2
Severely injured	3	3	2	3
All injuries	33	44	30	29
BICYCLISTS				
Killed	<1	0	1	1
Severely injured	3	1	0	2
All injuries	38	29	24	12
IN A MOTOR VEHICLE				
Killed	<1	0	1	1
Severely injured	3	2	3	3
All injuries	139	196	109	113
MOTORCYCLISTS				
Killed	<1	1	0	0
Severely injured	2	0	0	1
All injuries	12	4	4	4

Sources: 2009-2018 data are the Statewide Integrated Traffic Records System, augmented with Alameda Police Department (APD) fatality data. 2019-2021 data are from APD.

Public Transportation

Across the region, as of October 2021, the WETA ferry ridership reached almost 50% of pre-pandemic levels, while BART was just above 30% and Caltrain was about 25%.

Figure 2: WETA, BART, and Caltrain, Percent of Pre-pandemic Ridership



Source: WETA Monthly Ridership & Recovery Report, December 9, 2021

Bus – AC Transit

AC Transit bus lines serving Alameda were just above 50% of pre-pandemic weekday ridership as of fall 2021. **Webpage:** www.actransit.org

Table 2: Average Weekday Boardings in Alameda, Fall 2021

Line	2019	2020	2021
19	785	225	209
20	2,816	1,308	1,607
21	1,772	983	1,250
51A	9,168	3,504	4,864
78			107
96	1,368	626	899
356	14		
631	288		87
663	73		29
687	188		63
851	117	57	65
O	2,027	557	758
OX	673		52
W	648	31	71
Total	19,937	7,291	10,061

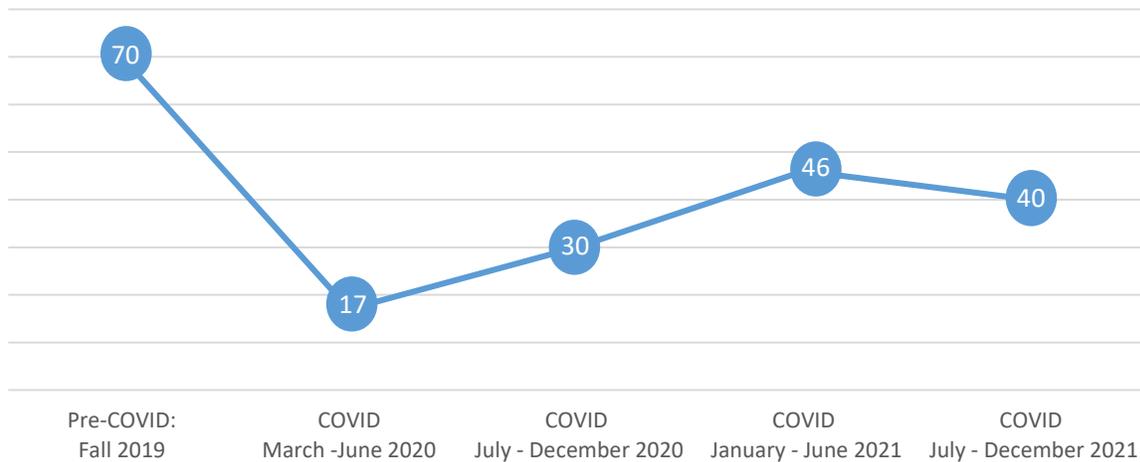
Source: AC Transit

Alameda Loop Shuttle

Alameda Loop shuttle buses run with a 30-minute frequency every Tuesday, Wednesday, and Thursday. The ridership grew to over 70 weekday boardings in 2019. With COVID-19, the average weekday ridership dropped to a low of 17 in spring 2020, increased to a high of 46 daily boardings during the first half of 2021, and dropping to an average daily boardings of 40 as of December 2021.



Figure 3: Alameda Loop Shuttle Average Daily Boardings



Ferry – WETA

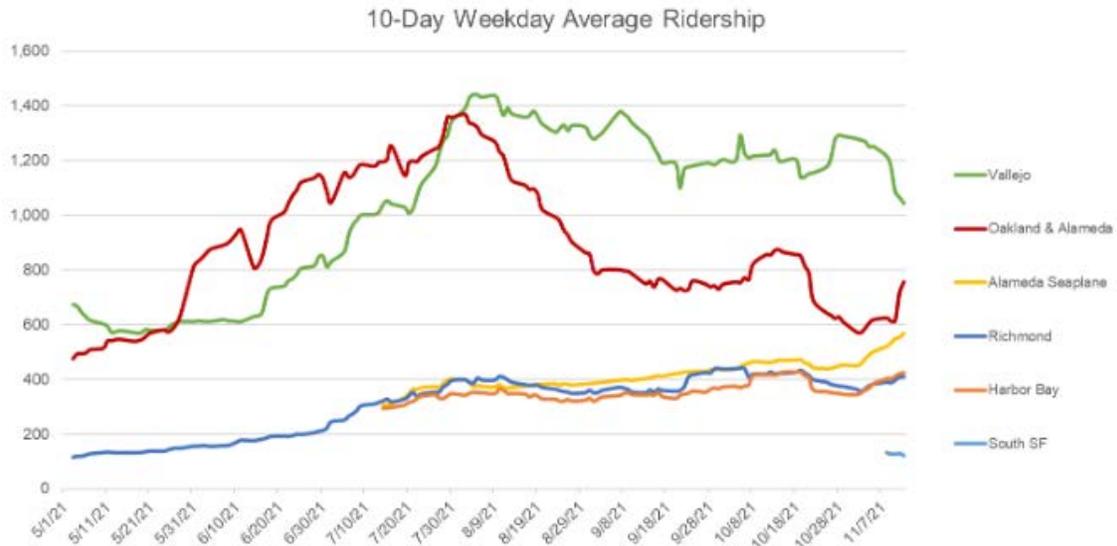
With the opening of the Seaplane Lagoon Ferry Terminal in July, Alameda now has [three ferry terminals](#). Here is a quick guide for which ferry terminal to use:

- Commute: Alameda Seaplane and Harbor Bay
- Middays: Main Street
- Weekday later evenings: Alameda Seaplane and Main Street
- Weekends: Main Street

Per WETA’s December Ridership & Recovery Report, the Oakland & Alameda, Harbor Bay, and new Alameda Seaplane routes all saw steady weekday ridership growth through the end of October and early November. Across the system, weekend ridership has been notably strong: average Saturday ridership in October 2021 was higher than in October 2019.

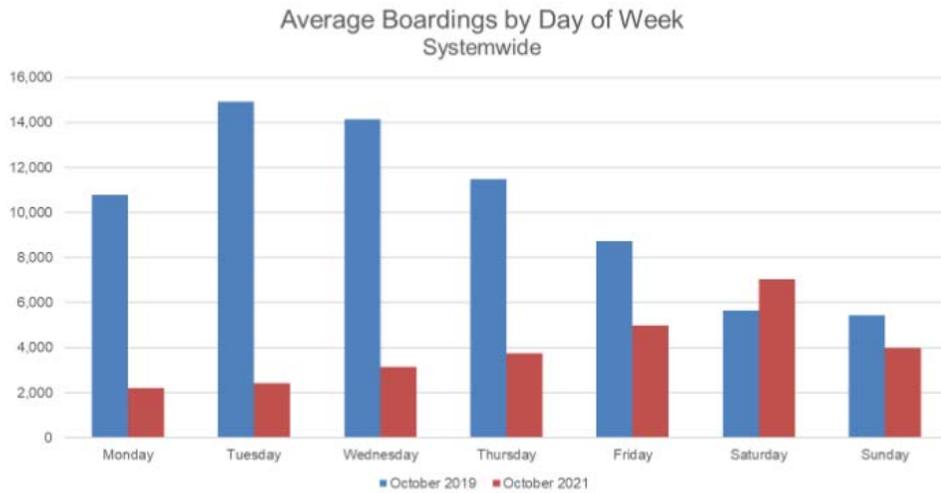
Webpage: <https://sanfranciscobayferry.com>

Figure 4: WETA Ridership Trends, 2021



Source: WETA Monthly Ridership & Recovery Report, December 9, 2021

Figure 5: Average Boardings, October 2019 compared with October 2021



Source: WETA Monthly Ridership & Recovery Report, December 9, 2021

Street Safety Improvements

The table below shows daylighting, bulb-outs, and high visibility crosswalks added through August 2021. The City will report on improvements from the rest of the year in 2022, when projects like the High Injury Corridor Daylighting Project are complete.

Table 3: Street Safety Improvements

Improvement Type	2020	Jan-Aug 2021
# of intersections with new red curb	57	76
# of intersections with existing red curbs refreshed	17	33
# of intersections with new curb bulb-outs	5	0
# of intersections with new high visibility crosswalks	17	29



Bicycle and Pedestrian Facilities

In 2021, the League of American Bicyclists recognized Alameda as a silver-level Bicycle Friendly Community, an upgrade from Alameda's previous bronze level award. The award recognizes Alameda's commitment to improving conditions for bicyclists through investments in bicycle infrastructure and programs.

Bicycle Facilities

In 2021, Alameda added 2.5 miles of bikeways, more than in any one year since 2018. The longest new bikeways were installed on Otis Drive, Clement Avenue and Ferry Point.



Table 4: Miles of Bikeways

Year	Total Miles of Bikeways	Class I (Multi-use Path)	Class II (Bike Lane)	Class III (Bike Route)	Class IV (Protected Bike Lane)	Upgrade (Standard Bike Lane to Buffered Bike Lane)
As of 2019	47.4	16.7	17.8	10.6	2.2	0.8
Added in 2020	1.2	0.8	0	0	0.4	0.2
Added in 2021	2.5	0	1.0	0.6	0.9	0.1
Totals	51.1	17.5	18.8	11.2	3.5	1.2

The City added to its already abundant publically available bicycle parking in 2021.



Table 5: Bicycle Parking Spaces

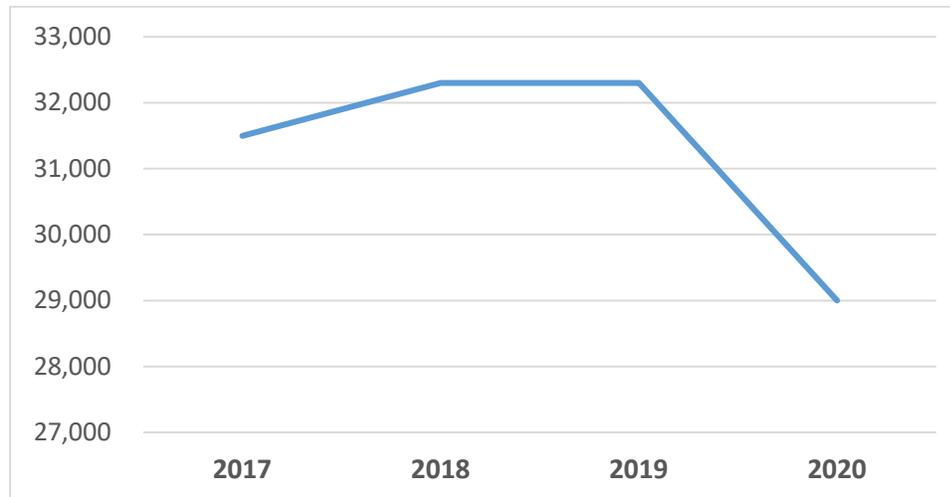
Year	Spaces in Racks	Spaces in Lockers	Notes
As of 2019	Over 550*	86	* Inventory to be updated in 2022
Added in 2020	17	28	Lockers at Seaplane Lagoon Ferry Terminal and City Hall
Added in 2021	86	8	6 in-street bicycle parking corrals, the City's first, were installed on and near Park and Webster Streets. 8 lockers were added at Harbor Bay Ferry Terminal
Totals	650+	122	

Motor Vehicle Traffic Patterns

Posey Tube volumes decreased in usage during 2020. While 2021 volumes are not yet available, Bay Bridge data shows that total vehicle volume increased in 2021 from the 2020 low, but are not back to pre-pandemic levels.

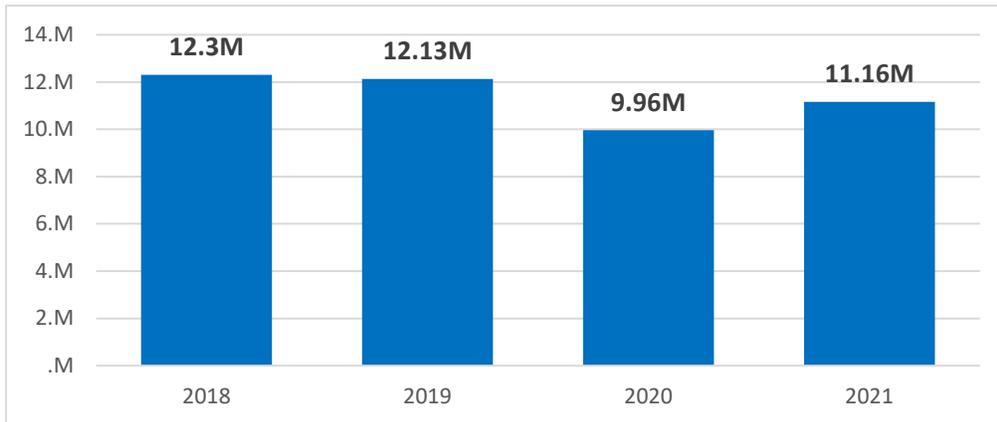
The City's studies of the traffic volumes along Park Street, Webster Street, the Slow Streets, and select parallel streets, showed that, as of spring 2021, traffic volumes for the most part had not yet returned to levels seen before the pandemic, in 2019.

Figure 6: Annual Average Daily Traffic, Posey Tube, Alameda



Source: Caltrans

Figure 7: Bay Bridge Total Vehicle Volume July-September, 2018-2021

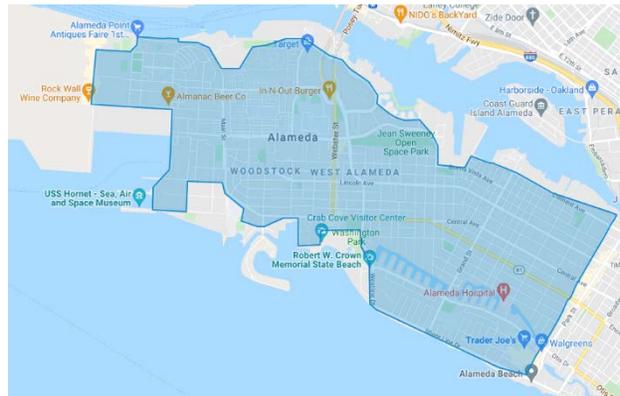


Source: Association of Bay Area Governments/Metropolitan Transportation Commission

Car Share

Gig Car Share

[GIG Car Share](#), powered by AAA, serves the Bay Area, Sacramento and Seattle as a convenient and affordable one-way transportation option. In May 2018, the City began a partnership with Gig to operate in Alameda, and it currently serves Alameda west of Park St (see inset). In 2021, Alameda members increased by 11%, and the trip starts in Alameda decreased by 4%, vs. the year prior. Gig's member satisfaction remained high, with more than 4 out of 5 stars.



Turo

[Turo](#) is the world's largest peer-to-peer car sharing marketplace, with locations in the US, Canada, and the UK. As of January 2022, the webpage showed 16 vehicles available for booking in Alameda, with locations across the city. Prices ranged from \$48/day for a regular sedan to \$300/day for a high-end sports car.

Getaround

[Getaround](#) is a round-trip car share company that connects convenient and affordable cars with people who need them to live and work. Getaround is free to join, has no monthly fees, and is contactless. Although COVID-19 had a dramatic impact on shared mobility trips in 2020 and 2021, nearly 30 unique users used Getaround each month in 2021. In addition, 343 unique users took an average of 44 trips per month, or 1.5 trips per day, totaling 520 trips.

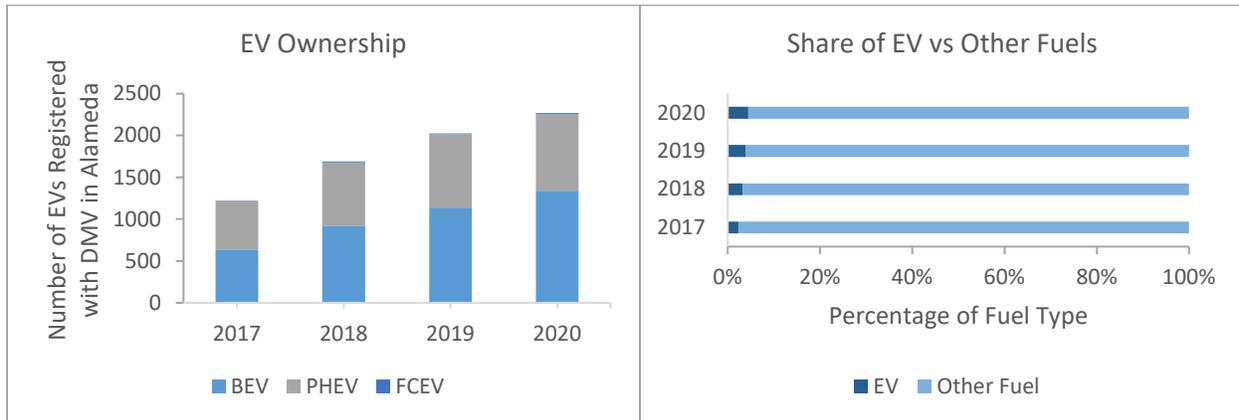
Table 6: Getaround Usage

Year	Trips	Average Monthly Trips	Average Daily Trips	Unique Renters	Average Monthly Unique Renters
2019	1,316	110	3.7	862	72
2020	1,033	86	2.9	699	58
2021	520	44	1.5	343	30

Electric Vehicles

Alamedans continue to purchase electric vehicles (EV) at an increasing rate, but EVs are still a small part of the market share compared to vehicles that use other fuels. For more a status update about EV usage in Alameda, see the Annual Report for the Climate Action and Resiliency Plan.

Table 7: EVs Registered with DMV in the City of Alameda



Source: California Energy Commission (2021). California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated April 30, 2021. Retrieved November 9, 2021 from <https://www.energy.ca.gov/zevstats>

Emergency Alerts

In any large emergency, from a major road closure to an earthquake, communicating to the public about transportation options is essential. The total number of Alameda subscribers to AC Alert traffic alerts subscription is as follows:



- November 2019: 4,266
- November 2020: 12,021
- November 2021: 13,657

Subscribe to AC Alert here: <https://www.acgov.org/emergencysite/>

The City also uses social media to share alerts, and people can follow the City of Alameda on Facebook, Twitter, Instagram, and Nextdoor.

Alameda's Community Emergency Response Team (CERT) program also trains community members to provide emergency assistance to their families and neighbors. The Fire Department currently has 342 active CERT members, which is down from 362 in 2019 due to difficulty training new CERT members during the pandemic.

Funding and Staffing Resources

Transportation projects, programs, and staff are funded by a variety of sources. The most significant and stable stream of funding comes from Measures B and BB transportation sales taxes and the Vehicle Registration Fee (VRF). This funding is combined with competitive grants and General Funds to pay for maintenance, capital projects, and staffing.

In 2021, the City anticipated lower revenues from VRF and Measures B and BB due to the pandemic. However, these increased over the previous year. The City expects to reduce the fund balances through several upcoming projects, including street resurfacing and the Clement Avenue Safety Improvements.

Table 8: Measures B, BB, and VRF Fund Status through June 30, 2021

Fund	Revenue	Expenditure	Balance
Measure B	\$2,823,743	\$912,962	\$3,804,208
Measure BB	\$2,637,578	\$661,452	\$4,145,458
Vehicle Registration Fee	\$325,823	\$520,000	\$149,863
Total	\$5,787,144	\$2,094,414	\$8,099,529

Public Works Engineering Division Staffing (4.9 FTE)

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

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

Transportation Planning Unit (3.15 FTE)

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

Legislative Agenda Status

Federal Legislative Update

In March 2021, President Biden signed into law the American Rescue Plan. Specific highlights include approximately \$30 billion in much-needed aid for transit providers, as well as \$362.5 billion in direct state and local assistance.

President Biden signed the Infrastructure Investment and Jobs Act into law in November 2021. Congressionally directed funding (earmarks) were not included in the final bill. While the bill was under development, members of Congress nominated earmarks. The City of Alameda submitted three projects to Congresswoman Barbara Lee for consideration:

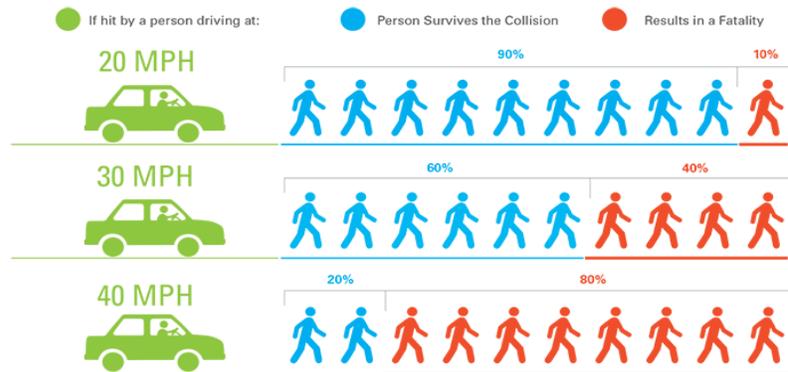
- Central Avenue Safety Improvement Project for construction of two additional roundabouts totaling \$6 million or \$3 million to fund only one additional roundabout;
- Municipal Fiber Ring/Traffic Signal Modernization for \$6 million or only \$1 million to fund the pre-construction phases; and
- Alameda-Oakland Bicycle/Pedestrian Bridge (in west end) for planning/environmental phase totaling \$5 million.

The City will continue to seek funding for these projects from all available sources.

State Legislative Update

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

- [AB 43 \(Friedman\)](#) provides greater flexibility to local governments when calculating speed limits if there is found to be an increase in traffic-related crashes along a specific roadway. The City of Alameda supports measures to increase safety around our schools and make Alameda safer for pedestrians and bicyclists.



The Governor signed this bill in October 2021. (Image source: SFMTA)

- [AB 117 \(Boerner Horvath\)](#) creates a pilot program to provide a rebate for the purchase of electric bicycles incentivizing an energy efficient and emission-free mode of transportation. The City of Alameda supports measures that further the implementation of the Climate Action and Resiliency Plan and other City transportation efforts to minimize traffic congestion and reduce greenhouse gas emissions. **This bill was held on in the Senate Appropriations Committee on the Suspense File.**
- [AB 550 \(Chiu\)](#) creates pilot programs to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries. The City of Alameda supports measures to increase safety around our schools and make Alameda safer for pedestrians and bicyclists. **The Assembly Appropriations Committee held this bill, which is now dead.**
- [AB 773 \(Nazarian\)](#) authorizes local authorities to implement a slow streets program, to close or limit access to vehicular traffic on certain neighborhood local streets. The City of Alameda supports measures that make Alameda safer for pedestrians and bicyclists. This bill was passed by both houses and presented to the Governor for signature. **The Governor signed this bill in October 2021.**

3. STATUS REPORTS

A. Planning Efforts



Vision Zero Action Plan

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

2021 Accomplishments:

- The Vision Zero Task Force met three times in 2021 to guide development of the Action Plan.
- Collaborated with members of the Committee on Police Reform & Racial Justice regarding the role of traffic enforcement in Vision Zero.
- Conducted a public engagement period with the Draft Vision Zero Action Plan.
- After Transportation Commission endorsement, the City Council adopted Alameda's Vision Zero Action Plan in December 2021.
- Reported on Vision Zero Actions in the Annual Report on Transportation

2022 Work Program:

- Begin implementing actions in the Action Plan.
- Hold 3-4 meetings of the Vision Zero Advisory Committee
- Provide a report in the Annual Report on Transportation, including evaluating performance metrics identified in the Action Plan.

Webpage: www.AlamedaVisionZero.org

Active Transportation Plan

The City began updating its 2010 Bicycle Plan and 2009 Pedestrian Master Plan and combining them into one new Active Transportation Plan (ATP) in late 2019. In mid-2020, draft recommendations for the pedestrian and bicycle networks, programs and policies, and draft concept plans for three major streets were presented to the community. The City solicited community input on the recommendations, and presented them at multiple City Commissions/Boards, non-profits, and business groups.

2021 Accomplishments: In late 2020, the ATP was placed on pause while other COVID-19 program priorities were implemented.

2022 Work Program: Staff will re-start the ATP process in early 2022, with the goal of bringing a draft Plan to the Transportation Commission and then City Council for adoption by the end of 2022. A draft Plan for public review will first be developed, which will include a finalized bikeway network, pedestrian priorities, program and policy recommendations, prioritization of recommendations and an implementation plan.

Webpage: www.ActiveAlameda.org



Excerpt, ATP [Recommended Bicycle Network Map](#)

General Plan Update

Every city and county in the State of California is required to adopt and maintain an up-to-date General Plan, which establishes the local development and conservation policies necessary to guide physical development and protect the general health, safety, and welfare of the community. The City of Alameda has developed a comprehensive update of the General Plan for 2021-2040.

2021 Accomplishments: The City Council adopted the Alameda General Plan 2040 and certified its Environmental Impact Report on November 30, 2021. This updated all elements of the General Plan except for the Housing Element, which is currently underway and must be completed by the end of 2022. It did include the updated Mobility Element (which replaces the former Transportation Element), but not the Mobility Element appendix that includes street classification maps.

2022 Work Program: Complete and adopt the Housing Element update as well as updated street classification maps.

Webpage: www.alameda2040.org



West End Bicycle/Pedestrian Bridge

The City, in partnership with the City of Oakland, is advancing the implementation of a bicycle and pedestrian bridge to create high-quality multi-modal access between Oakland's Jack London Square area and west Alameda. A new bicycle and pedestrian bridge will provide a safe and convenient sustainable travel option between commercial districts, the downtown Oakland employment center, the many residents in both cities, and to and from the BART stations that connect people to the rest of the Bay Area region.

2021 Accomplishments: Alameda CTC allocated \$1.555 million to the City to develop a Project Initiation Document (PID) for the bridge project, which will allow the bridge to become a fundable project by further defining potential build alternatives and landing locations on both sides of the estuary, preparing detailed cost estimates, outlining environmental and permitting requirements, exploring potential ownership and maintenance of the bridge, plus identifying any other major elements that should be investigated. The City continued to work on ensuring the bridge can be funded in the future by making sure it is included in long-term planning documents. As well, City staff worked with the City of Oakland, including coordination on Oakland's development of Estuary Park, one of the prime landing site options for the bridge.

2022 Work Program: Early in 2022, the City will hire a consultant to prepare the PID, which will be a 12-18 month process, and will ultimately be adopted by the Council.

Webpage: www.alamedaca.gov/bridge

Smart City Master Plan

The Smart City Master Plan will guide the use of technology to improve community members' lives. The plan will focus on connecting community members, especially lower-income households and small businesses, and on ensuring City activities are transparent, responsive, equitable, and secure. The Smart City initiatives to consider include more equitable internet access, improved transportation, irrigation and street light operations, enhanced transportation safety measures, better connected City buildings, and economic development.

2021 Accomplishments: Starting in January, the Smart City Master Plan reviewed existing conditions, conducted needs assessments with focus groups, developed goals and objectives, assessed community needs, identified gaps in existing infrastructure and made recommendations that could potentially be a hybrid solution of both fiber and wireless telecommunications, which were presented to the Transportation Commission and City Council in the fall. In December, the Admin Draft Smart City



Master Plan was released and is being reviewed by key stakeholders.

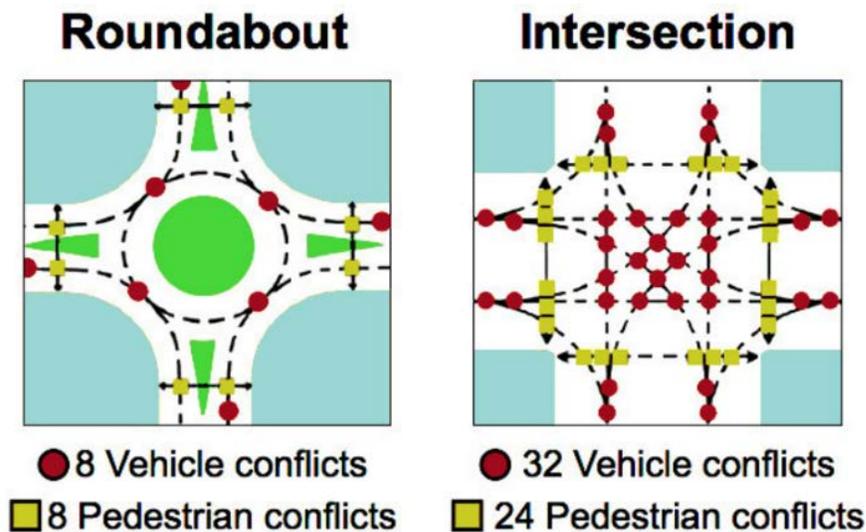
2022 Work Program: City staff/consultant team is expected to seek approval on the revised draft Smart City Master Plan in early 2022. Once completed, the City will be in a better position to seek grant funding for implementation.

Citywide Roundabouts Analysis

As part of Vision Zero safety, an analysis was conducted by Kittelson consultants to identify top locations for potential roundabouts, to peer review the proposed Central Avenue roundabouts, to consider a roundabout for the Mecartney/Island intersection, to provide roundabout education and to add policies related to roundabouts in the General Plan update. The diagram below, from Northeastern University, displays how roundabouts have fewer potential conflict points.

2021 Accomplishments: The consultant provided an educational presentation on roundabouts to the Transportation Commission in January, identified top locations for potential roundabouts, which was presented to the Transportation Commission in July, conducted a peer review on the proposed Central Avenue roundabouts, added policies related to roundabouts in the General Plan update, evaluated the Mecartney Road/Island Drive intersection for a potential roundabout, and recommended roundabouts at key intersections in the Lincoln Avenue/Marshall Way/Pacific Avenue corridor.

2022 Work Program: In December 2021, the City Council approved the second amendment of the Service Provider Agreement with Kittelson to: 1) complete the citywide roundabout screening analysis; 2) provide concept development and grant writing support on roundabouts; 3) continue peer review for Central Avenue and Lincoln/Marshall/Pacific corridors; and 4) complete the planning/scoping phase of the Clement Avenue/Tilden Way Safety Improvement Project.



B. Transportation Programs

Parking Management Program

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

2021 Accomplishments:

- City Council approved moving most parking enforcement activities from Police to Public Works.
- Posted job announcements for two new full-time parking enforcement technicians in Public Works, and began forming the new program.
- With City Council approval, created a comprehensive Parking Management Fund that will allow the program to be managed holistically.
- Hired a new Senior Transportation Coordinator position who is tasked, in part, with overseeing policy and planning for parking program.

2022 Work Program:

- Hire two new full-time parking technician positions and launch Public Works parking enforcement program
- Re-establish effective parking management and enforcement on Park and Webster Street.
- Create new Alameda Parking logo and begin using it on uniforms and signage.
- Begin initial parking fees at Seaplane Lagoon Ferry Terminal.
- Update webpage so that all parking-related information can be accessed from one place.

Pedestrian & Bicyclist Education

The City and many partners work to educate people of all ages on safely walking and biking. The key partner in this work is the Alameda County Safe Routes to Schools (SR2S) program, which provides educational and promotional resources to schools and works with parent volunteers to encourage families to walk, bike, carpool, and take transit to

school. In addition, the City has a contract with the non-profit Cycles of Change to provide bicycle safety education in multiple schools each year, where there is interest. In conjunction with the Countywide SR2S



program, this helps the City work toward reaching its target of educating all fifth graders in public and private schools each year.

2021 Accomplishments: In 2021, while many of the regular programs were still offered virtually, given remote learning and COVID restrictions, more events and programs began to be offered again in-person later in the year.

- *Alameda County SR2S Programming.* 17 AUSD schools were enrolled in the program. Programs offered include pedestrian safety education rodeos and on-campus bicyclist safety education rodeos.
- *Bicyclist safety education in schools.* Cycles of Change provided workshops at only two schools - Bay Farm (virtual) and Otis (in-person) - given the challenges of working with schools that were busy addressing pandemic-related issues.
- *Safety educational materials.* The City collaborated with SR2S and AUSD staff to produce a flyer on "How to Drive Safely in School Zones," posted on the City's web page and available in three language (English, Chinese and Spanish). Later in 2021, eight safety graphics with messages, 4 targeting drivers and 4 targeting high school students, were developed with SR2S and AUSD staff, for the City and AUSD to use to promote safe walking and biking via social media.

2022 Work Program:

- *Alameda County SR2S Programming.* Continue working with 17 or more schools.
- *Bicyclist safety education in schools.* Already in late 2021, Cycles of Change is scheduling workshops at two schools and the hope is others will also be ready to schedule this calendar year.
- *Adult and family cycling workshops.* The City will establish a contract with Bike East Bay to supplement their regular offerings of bicycle education workshops for adults, teens, and families.
- *Safety Town field trips.* The City's Fire Department, with support from APD and the Kiwanis Club, historically conducted in-person "Safety Town" field trip events to teach traffic and fire safety to all kindergarteners in Alameda. In 2020 and 2021, due to COVID, the event was done virtually with videos. In 2022, the City may be able to provide the event in person, depending on staffing capacity.
- *Bike Festival.* This annual event (suspended during COVID) provides a bike rodeo, bike info booths and activities, prizes, and helmet giveaways, typically in the spring to support safe bicycling by children. In 2020, the City began to fund the County SR2S staff to plan and manage this event, which had until then been dependent on parent volunteers. Staff hopes to support this event again.
- *Walking & Biking to School Maps for individual schools.* The City created and updates an electronic "Suggested Routes for Walking & Biking to School" flyer for every public elementary and middle school in Alameda. A companion cover sheet includes safety tips for traveling to school by all modes. The City will update all of the maps to a new, easier to read format.

Webpage: www.alamedaca.gov/getaround

Emergency Preparedness

Emergency preparedness priorities for transportation staff include:

- *Emergency Plan.* City staff will continue to refine the Transportation Annex of the City's Emergency Operation Plan and to participate in regionally sponsored trainings, especially for evacuation planning.
- *Tsunamis.* In 2021, staff provided tsunami awareness. In 2022, staff will continue with sign installation and with tsunami awareness as part of an "all-hazard" approach to emergency preparedness. 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.
- *CERT.* For more information on disaster preparedness including training with Alameda's Community Emergency Response Team (CERT) program, please refer to the following City



webpage: <https://www.alamedaca.gov/Departments/Fire-Department/Disaster-Preparedness>.

C. Public Transportation



AC Transit Bus Service

New schedules and route maps are available at actransit.org. All lines have [printable timetables available online](#). AC Transit's complete listing of bus line timetables is available [here](#) or can be requested at the AC Transit Customer Service Center at 1600 Franklin Street in downtown Oakland. For questions, call Customer Service at 510-891-4777, or use the [online form](#).



2021 Accomplishments:

- In August, AC Transit launched Line 78, a yearlong pilot bus service that provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal. It operates from Fruitvale BART, across the island along Santa Clara Avenue and Ralph Appezato Parkway to the ferry terminal. Riders who use Clipper to take Line 78 to the Alameda Seaplane ferry receive a free bus ride.
- The Transbay bus lines OX and W returned to service.
- Supplementary Service to Schools bus lines re-started with the return of in-person learning.
- AC Transit held a "Transit Talks" virtual town hall for Alameda. The recording can be viewed at <https://tinyurl.com/2p8prabe>
- AC Transit played a leading role in passing AB 917 (Bloom), which will allow California transit agencies to use cameras mounted on transit vehicles to discourage illegal parking in bus-only lanes and at bus stops.

2022 Work Program:

- AC Transit will evaluate the pilot Line 78 performance, and will recommend next steps before the August 2022 conclusion date.
- The agency will continue working to secure the state and federal funding needed to restore the service to pre-pandemic levels, and is actively hiring with the goal of full service recovery to pre-pandemic service levels.
- AC Transit will also continue supporting legislation to create a bus-only lane on the Bay Bridge.

EasyPass Program

In 2021, 463 *EasyPass* free bus passes were distributed through the following programs:

- 63 through the Mastick Senior Center
- 167 passes to Alameda Point Collaborative residents
- 71 passes were to low income students at Encinal Junior/Senior High School, Island High School and Will C. Wood Middle School as part of the Alameda County Transportation Commission's Affordable Student Transit Program
- 62 passes to Alameda Park Apartments
- 100 passes distributed by Alameda Housing Authority

City Paratransit Program

2021 Accomplishments: The City is experiencing slow recovery as the shelter-in-place and other health restrictions are lifted. A status summary is as follows:

- **Alameda Loop Shuttle:** Pre-COVID, the shuttle's boardings were over 900 per month. During COVID, the public health travel restrictions caused a drop in usage to 394 monthly boardings, less than the ridership at the program's inception in 2017. The ridership has not returned to pre-COVID numbers due to reliability issues and social distancing. With a decline in ridership, the average cost of the shuttle went from \$13 per trip pre-COVID to \$34 per trip, which is above the required maximum of \$20 per trip

in Alameda CTC's Paratransit Program Implementation Guidelines.

- **Alameda Independent Mobility (AIM):** In mid-2021, the City Council approved an agreement with Eden I&R to serve as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation. Serving low-income EBP members in Alameda, AIM facilitates same day trips within Alameda County. Staff worked with consultants to design the sign-up process including the application, procedures and a Tips for Safe Rides Using Uber & Lyft. Staff launched AIM in December 2021 with a target enrollment of 80 participants, and has vetted and enrolled 25 participants and has 22 applications to process. Eden I&R, as the provider of the 2-1-1 social services help line, also is able to provide assistance to callers for other resources such as food and healthcare.
- **Free AC Transit Bus Passes:** Since 2017, qualifying residents living in Alameda Point Collaborative's 167 units have received free AC Transit bus passes. In January 2020, the City began providing free bus passes to low-income Mastick Senior Center members and has issued 62 passes. Staff is negotiating with AC Transit to formalize the program as a pay-as-you-go model and to expand it to more low-income seniors and also to low-income people with disabilities.



- **Outreach:** Staff delivered shuttle schedules, listed services in the City Recreation Guides, promoted the annual survey and returned to

in-person services at Mastick Senior Center with an average of 131 transportation contacts per month. The program transitioned back to in-person classes in October and November 2021 with 11 seniors participating in *Transportation 101*, which provides an overview and assistance on transportation options. Travel Training began with a new program, *Hop on the Bus with Us*, which familiarizes small groups of seniors on how to use the public transit apps and takes them on AC Transit bus rides (see inset). To date, 11 seniors have participated in the program.

- **Group Trips:** In November 2021, the bi-weekly Leisure Club resumed providing transportation to and from meetings, and provided a total of 36 one-way trips in November and December 2021 for adults with developmental disabilities. The bus capacity was limited to 9 passengers to maintain physical distancing per COVID-19 protocols. Due to COVID, an annual picnic for Skilled Nursing Facility residents as well as the monthly Mastick trips were cancelled in 2020 and 2021 with potential to resume in the second half of 2022.
- **Capital Program:** The City's Measures B/BB paratransit reserve funds paid for the replacement of five shelters at the following locations: W. Midway Avenue at Orion Street, Main Street at Atlantic Avenue, Santa Clara Avenue at Grand Street, Santa Clara Avenue at Walnut Street, and Park Street at Otis Drive.
- **Project Management:** A new paratransit coordinator was hired in June 2021 to fill recent retirements.

2022 Work Program:

City staff is recommending the same paratransit program as previous years except with the **elimination of the Alameda Loop Shuttle** due to lack of demand and low-cost effectiveness compared to the other programs. The Alameda Loop Shuttle has an average daily ridership of 31 boardings with an average cost per trip of \$34, which is above the maximum of \$20 per trip in Alameda CTC's Paratransit Program Implementation Guidelines.

In comparison, the cost per trip for the Free AC Transit Bus Program is under \$3, which includes the cost of a bus ride and a processing fee. The average cost per trip of the AIM/TNC concierge program is expected to be \$15 as experienced in

the City of Hayward. The Free Bus Pass and AIM programs are more cost effective than the Alameda Loop Shuttle enabling the City to serve more of our most vulnerable populations. Furthermore, City staff is experiencing continued reliability issues with the Alameda Loop Shuttle averaging 3 complaints/issues per month. Most recently, the complaints/issues have increased with an average of 6 issues per month from September through December 2021, which also has reduced ridership.

- **Free AC Transit bus passes** for Alameda Point Collaborative residents and as a pay-as-you-go model for low-income Alameda seniors and people with disabilities. The pay-as-you-go model is expected to cost the City the bus ride of participating Alameda residents along with a processing fee totaling less than \$3 per trip. Program cost: \$200,000.



- **TNC concierge/AIM** service working with Eden I&R as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation serving low-income EBP members in Alameda. Program cost: \$125,000.
- **Capital expenses** Using the paratransit program reserves, staff will continue to replace bus shelters that are at the end of their useful life (see inset), and also will use these funds to improve access to/from bus stops including sidewalk enhancements, bus benches, curb bulb-outs and bus islands. This line item also will include shuttle sign

and pole removals. Program cost: \$300,000.



- **Group trips:** monthly Mastick trips for seniors, bi-weekly Leisure Club trips for adults with developmental disabilities and an annual picnic for Skilled Nursing Facility residents. Program cost: \$25,000.
- **Customer service,** materials, outreach, and promotions with *Hop on the Bus with Us* trainings and *Transportation 101* workshops (see inset). Program cost: \$26,000.
- **Staff and consultants** to ensure that these programs are effectively managed. Program cost: \$38,000.
- Total Program cost: \$715,000

WETA Ferry Service and Facilities



2021 accomplishments:

- WETA launched the Alameda Seaplane ferry route in July 2021. Ridership on the Alameda Seaplane route has steadily grown since its launch.
- WETA also relaunched its Harbor Bay ferry route in July. Ridership has continued to rebound after the 15-month suspension of the route.
- With the relaunch of ferry service came the start of promotional fares, in place through June 30, 2022. WETA decreased fares across its system by up to 30 percent to incentivize a return to transit.
- WETA relaunched its Chase Center ferry service in October. This service provides direct reservation-based transit service for Alameda and Oakland residents to Golden State Warriors home games at Chase Center. The service has been popular in 2021.
- On November 8, WETA resumed San Francisco Bay Ferry service connecting Alameda and Oakland to South San Francisco and launched the Alameda Short Hop, providing a weekday ferry connection between Main Street Alameda and Oakland.

2022 Work Program:

- WETA continues work on its 2050 Service Vision and Business Plan, bringing stakeholders and the community together to plan the future of Bay Area ferry service.
- WETA expects to welcome two additional ferries to its fleet. These 320-passenger high-speed ferries will be used on multiple routes including those serving Alameda.
- The City plans to launch paid parking in the Seaplane Lagoon Ferry Terminal.

Alameda Main Street Terminal Refurbishment

WETA has secured a federal grant of \$4,456,000 to refurbish the Main Street Terminal, which involves replacement or rehabilitation of marine elements such as the float, piles, gangway and bridge structure. The Main Street float dates to the 1950s. In 2021, WETA initiated design, permitting and procurement activities awarding an initial design contract and releasing a contract for construction management services. In 2022, WETA will be releasing a Request for Proposals for a Design/Build contractor and begin construction and procurement of materials.

D. City Capital Projects

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

Otis Drive Safety Improvements

Safety concerns between Westline Drive and Willow Street include high speeds, long crossings for pedestrians, and a lack of bicycle facilities. In 2019, the City Council approved the Otis Drive concept with three motor vehicle travel lanes, Class II bike lanes except with a Class IV parking protected bikeway by Rittler Park and bus stop improvements.

High Injury Corridor: Tiers 2 and 3 High Injury Corridor (HIC), and High Crash Intersections at Otis Drive/Grand Street, Otis Drive/Westline Drive, and Otis Drive/Willow Street

2021 Accomplishments: Construction completed in early 2021.

2022 Work Program: City staff/Parisi consultant team will complete a before/after study.



Webpage: www.AlamedaCA.gov/Otis

High Injury Corridor Daylighting

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

High Injury Corridor: Intersections along Tiers 1 and 2 HICs

2021 Accomplishments: Construction completed in early-to-mid 2021 at the following locations.

- Grand Street, Shore Line Drive to Pacific Avenue
- Central Avenue, (A) Sherman Street to Benton Street and (B) Grand Street to Hansen Avenue
- Main Street, Navy Way to Pacific Avenue
- Otis Drive at South Shore Center

2022 Work Program: Construction to be completed in 2022 at the following locations.

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

Webpage: www.AlamedaCA.gov/HICDaylighting





Safe Routes to School Infrastructure

City will complete improvements at, and around, eight schools that have participated in School Safety Assessments with Alameda Countywide Safe Routes to School program. These improvements will create calmer streets and safer crossings in the school vicinities for those traveling on foot or bike. The schools include Academy of Alameda, Earhart Elementary School (ES), Edison ES, Franklin ES, Love ES, Maya Lin School, Nea Community Learning Center, and Wood Middle School.

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

2021 Accomplishments: Compiled a scope of work, selected a consultant, and began drafting the proposal for the project.

2022 Work Program: Finalize PS&E package and begin construction.

Webpage: Webpage under development.

Maintenance for Safety

Maintenance of the City's existing assets is a critical component in meeting the City's transportation needs today and into the future. In 2021, the City of Alameda continued to invest in the maintenance and improvement of the existing transportation network.

2021 Accomplishments:

- **Resurfacing:** Crack sealing was completed on approximately 3.6 miles of streets on the west side of Alameda. This treatment extends the useful life of the pavement by preventing water infiltration.
- **Sidewalks:** The City continued sidewalk cutting as part of a multi-phase effort to address potential trip hazards, and mitigated

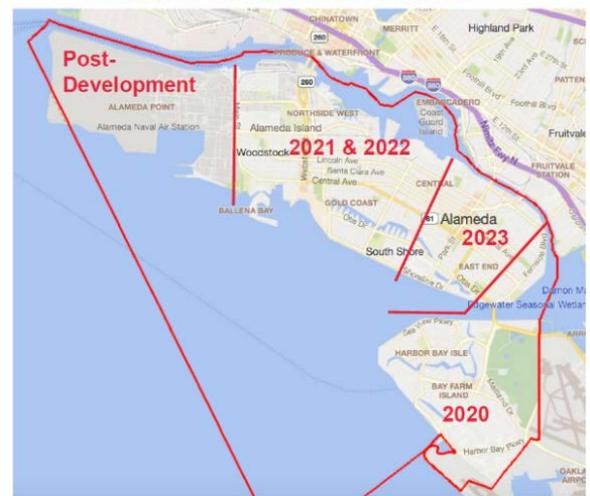
nearly 3,000 trip and fall hazards due to uplift from City street trees.

- **Traffic Signals:** The City purchased signal controllers, cabinets, and video detection equipment for 10 intersections to improve functionality and reliability. Designed traffic signal improvements for crossings along the Cross Alameda Trail.
- **Pedestrian Push Buttons:** City staff developed policies and criteria and City Council adopted a resolution for implementing automatic "walk" cycles that operate without the need for pedestrians to press crosswalk buttons during certain times of day. Standard pedestrian and bicycle enhancements at signalized intersections will include features such as countdown signal heads, audible/accessible pedestrian signals, leading pedestrian intervals, bicycle detection, and bicycle timing parameters.
- **Bus Shelters:** City staff replaced five bus shelters where the bus shelters reached their end of life at the following locations: W. Midway Avenue/Orion Street, Main Street/Atlantic Avenue, Santa Clara Avenue/Walnut Street, Santa Clara Avenue/Grand Street and Park Street/Otis Drive.



2022 Work Program: Public Works staff will continue to execute capital projects that maintain the City's transportation infrastructure including

Street Selection Process



paving, traffic signal modernization and upgrades,

streetlight maintenance, sidewalk repairs and street-side drainage improvements.

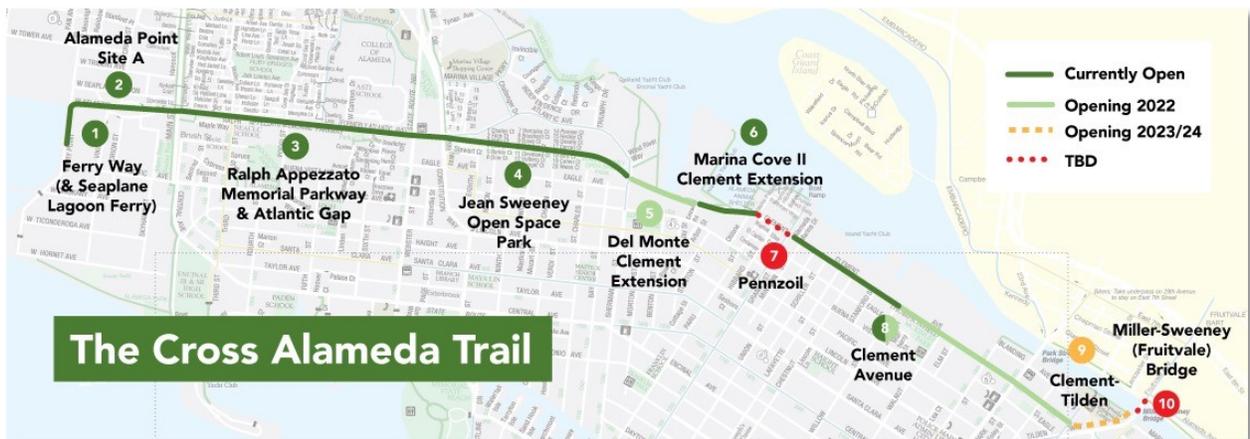
- *Resurfacing:* The inset shows the Public Works' plan for street selection by geographic area with west/central Alameda in 2021 and 2022, and east Alameda in 2023. Grand Street between Shore Line Drive and Encinal Avenue is receiving federal OBAG funding for 2022 paving.

Webpage: www.AlamedaCA.gov/SaferStreets#section-5

Cross Alameda Trail

The Cross Alameda Trail (CAT) is being constructed in multiple segments, listed by segment below.

Webpage: www.alamedaca.gov/CAT



Ferry Point

2021 Accomplishments: The western terminus of the CAT, along Ferry Point from the new Sea Plane Lagoon Ferry Terminal to West Atlantic was completed as a walking promenade and protected two-way cycle track.

2022 Work Program: None/Project complete.

Constitution Way to Main Street

2021 Accomplishments: The City made progress on designing intersection signal upgrades for all five intersections in this corridor, which will make bicycling and walking safer and more convenient.

2022 Work Program: Design will be completed and the construction phase of the traffic signal improvements will begin.

Jean Sweeney Open Space Park

2021 Accomplishments: Submitted and received grant funding for construction of four new multi-use connector trails to this segment of the CAT from the following streets:

- Eighth Street
- Wood Street
- Challenger Drive
- Triumph Drive

2022 Work Program: Complete design and begin construction.

Del Monte Clement Extension (Sherman St to Entrance Rd)

2021 Accomplishments: Construction is underway by the Del Monte housing developer of the Clement

Avenue extension including sidewalks and separated bicycle lanes between Sherman Street and Entrance Road.

2022 Work Program: Accept completed project from developer and dedicate new roadway.

Pennzoil Property (Hibbard St to Grand Ave)

2021 Accomplishments: Pennzoil, the owner of the property that will include the Clement Avenue extension between Hibbard Street and Grand Avenue, closed its business in 2020, and completed its environmental cleanup. The property has been marketed for new housing, with the understanding that the City expects the extension of Clement Ave to be constructed as part of the project.

2022 Work Program: Pennzoil is expected to sell the property, and the new owner will likely submit design plans to the City for review.

Clement Avenue between Grand Street and Broadway Safety Improvements

The project constructs the Cross Alameda Trail in the street right-of-way.

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

2021 Accomplishments: Completed the National Environmental Policy Act (NEPA) environmental clearance and 65 percent design drawings.

2022 Work Program: Construction drawings and construction are expected in 2022.

Webpage: www.alamedaca.gov/Clement

Clement Avenue/Tilden Way

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

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

2021 Accomplishments: After a two-year eminent domain process, the City acquired the former Union Pacific Railroad property along the western edge of Tilden Way in October via a settlement. In December, the City Council approved the Kittelson consultant authorizing City staff/consultant team to initiate the concept development process.

2022 Work Program: City staff will develop a concept plan with public engagement, will seek Transportation Commission and City Council approval of the recommended concept, and will secure an approved soils remediation plan from the Department of Toxic Substances Control.

Webpage: www.alamedaca.gov/ClementTilden

Central Avenue Safety Improvements

The project improves safety for all modes with a center two-way left turn lane, a bikeway, higher visibility pedestrian crossings, accessible on-street parking, bus stop enhancements, and roundabouts.

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

2021 Accomplishments: City Council approved the final concept as well as the CEQA clearance for the entire corridor in April. NEPA environmental clearance was finalized in November.

2022 Work Program: Final design is expected in 2022 with construction in 2023.

Webpage: www.alamedaca.gov/Central



Grand Street Pavement Resurfacing and Safety Improvements

The City has identified Grand Street between Shore Line Drive and Encinal Avenue as a high priority for pavement improvements. The project also includes safety improvements such as high visibility crosswalks, curb extensions, flashing beacons at Wood School and at the Grand Street/San Antonio Avenue intersection, more protected bike lanes, enhanced bus stops by Shore Line Drive and Wood School, and narrower travel lanes to encourage slower vehicle speeds.

High Injury Corridor: Tiers 1 and 2 HIC

2021 Accomplishments: Obtained federal funding; completed 65 percent design drawings; hosted a public workshop; and conducted an online survey.

2022 Work Program: Finalize and seek approval for design plans.

Webpage: www.alamedaca.gov/GrandStreet

Traffic Signal/Pedestrian Safety

The City will provide upgraded traffic signal equipment, timing, signage, and striping at the following four intersections to improve pedestrian safety.

1. Santa Clara Avenue at Grand Street
2. Otis Drive at Willow Street
3. Otis Drive at Park Street
4. Fernside Boulevard at San Jose Avenue

High Injury Corridor: Intersections along Tiers 1, 2, and 3 HICs

2021 Accomplishments: Highway Safety Improvement Program (HSIP) Cycle 10 application awarded for funding.

2022 Work Program: Complete design and commence construction.

Webpage: Webpage under development.

Lincoln/Marshall/Pacific Avenue Corridor

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

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

2021 Accomplishments: City staff hired a consultant to develop a concept, schedule, and budget for a corridor safety project, and initiated the project with a kick-off, which included City staff and key stakeholders.

2022 Work Program: Community outreach on existing conditions and preliminary options is expected in the spring. Community outreach on preliminary recommendations for the concept is expected in the summer/fall. City staff/consultant team are expected to request concept approval by the Transportation Commission and City Council in late 2022.

Webpage: www.alamedaca.gov/LincolnMarshallPacific

Mecartney Road/Island Drive

The Mecartney Road/Island Drive Improvement Project aims to improve safety and operations at this busy Bay Farm intersection. The City is considering four options: a roundabout, reduced footprint all-way stop, “do nothing”, or traffic signal. Based on analysis of the intersection and data on these configurations, the safest options are the roundabout and the reduced footprint all-way stop. Roundabouts reduce fatal and serious injury crashes by up to 90 percent when compared to conventional stop-controlled and signalized intersections.

2021 Accomplishments: Completed analysis of the intersection and created four options; hosted a public workshop; and conducted an online survey.

2022 Work Program: City staff/Kittelson consultant team plans to seek Transportation Commission and City Council approval of the recommended concept in mid-2022.

Webpage: www.alamedaca.gov/MecartneyIsland

Commercial Streets

In May 2020, the City Council endorsed the Commercial Streets to support the Alameda business community and the health and safety of Alameda residents, employees, and visitors during the pandemic. The program streamlined the permit approval process for expanding dining and retail into new parklets (using parking spaces) and the sidewalks. It also repurposed the roadways along core parts of Park and Webster Streets to greatly increase the area available for outdoor dining, retail and services; converted most of the parking along these corridors to pick-up/drop off; closed a half a block of Alameda Ave which the business



improvement association maintained for outdoor dining and gathering; and it allowed commercial uses, like dining, in private parking lots.

High Injury Corridor: Tier 1 HICs

2021 Accomplishments: The Commercial Streets program began its second year in 2021. The Park Street restriping was extended south from Encinal Avenue to San Jose Avenue, creating a two lane roadway with a parklet “lane” on the west side of the street. Six in-street bicycle parking corrals were installed, creating 64 new bicycle parking spaces, along or adjacent to Park and Webster Streets. Staff completed an extensive program evaluation and public input process resulting in the City Council, in November, extending for two years, the restriping of the streets, the parklet program, the closure of a half block of Alameda Avenue, and the use permit allowing private outdoor property to be used for dining or retail. However, the extensive short-term parking will be reverted to pre COVID-era parking regulations, with enforcement.

2022 Work Program: Staff will continue to maintain the Commercial Streets program. A new parklet permit process will be rolled out, and the City will install fortified concrete barriers around the parklets. The City will convert most of the short-term parking to 2-hour parking and begin enforcement early in the year, and will develop and implement new green, yellow, and blue parking zones. Finally, the City will begin the process of developing long-term design concepts for the striping and usage of Park and Webster Street corridors.

Webpage: www.alamedaca.gov/CommercialStreets

Slow Streets

In response to the pandemic and to provide safer opportunities for being active, the City launched Slow



Streets Alameda in 2020. There are now five Slow Streets across the island, totaling 4.7 miles that are closed to through traffic to allow people to safely walk, bike and roll.

2021 Accomplishments: The Slow Street network was maintained, expanded, and evaluated in 2021. With the addition of two-blocks of Orion St, the network expanded to 4.7 miles of Slow Streets citywide. Plans were developed for adding daylighting, signage, traffic circles, and speed humps to select streets and locations. In the fall, staff comprehensively evaluated the program, and conducted extensive public engagement. Given the documented decrease in speeds, volumes and collisions, in December, the City Council voted to extend the program until the Active Transportation Plan is adopted, expected by the end of 2022.

2022 Work Program: Staff will maintain the Slow Streets and implement select enhancements to them, including:

- Adding daylighting
- Installing the planned speed cushions along the Orion Slow Street.
- Adding up to two simple neighborhood traffic circles along Pacific Ave.
- Adding other signage and striping improvements on Pacific Ave and Santa Clara Ave as part of the 2022 repaving program.
- Adding turn restrictions at the select intersections.
- Adding additional barricade assemblies where higher speeds and volumes still exist.
- Replacing traffic cones with flex posts, attached to the roadway.

Staff will also develop long-term recommendations for the Slow Streets as part of the ATP.

Webpage: www.SlowStreetsAlameda.org

E. Other Agency Capital Projects

Encinal Avenue Pavement Resurfacing and Safety Improvements

City staff is supporting this Caltrans project to restripe and improve State Route 61 (Encinal Avenue) between Sherman Street/Central Avenue and Broadway. City staff requested Caltrans to restripe Encinal Avenue as a road diet with a bikeway.

High Injury Corridor: Tiers 2 and 3 HIC

2021 Accomplishments: Caltrans staff coordinated with the City-led Central Avenue Project outreach to conduct a joint virtual meeting on both projects in February 2021. Caltrans completed design and initiated the construction phase.

2022 Work Program: Caltrans is expected to begin and complete construction in 2022 with the construction duration estimated to be 190 working days.



Rt. 61 Crosswalk Safety Enhancements

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

- Encinal Avenue/Park Avenue
- Encinal Avenue /Benton Street (see inset with flashing beacons)
- Central Avenue /Page Street
- Broadway/Calhoun Street
- Broadway/San Jose Avenue
- Otis Drive/Versailles Avenue

Broadway/Otis Drive/Doolittle Drive Pavement Resurfacing and Safety Improvements

In 2024, Caltrans will construct the pavement resurfacing, and currently is considering safety improvements to be included in this project, which extends from Broadway at Encinal Avenue to Doolittle Drive in Oakland. City staff requested Caltrans to restripe Otis Drive and Doolittle Drive as a road diet with a bikeway and to consider sea level rise adaptation measures.

Oakland Alameda Access Project

Alameda CTC, the project sponsor, and Caltrans, the lead for California Environmental Quality Act and National Environmental Policy Act requirements, are working in partnership with the cities of Oakland and Alameda to plan and build freeway access and local roadway improvements between I-880, I-980, and the Posey/Webster Tubes connecting the two cities.

2021 Accomplishments: The agencies worked on finalizing environmental documents, and selected a consultant for the next phase of design work.

2022 Work Program: Complete preliminary engineering/environmental in 2022, with final design in 2024, and construction in late 2027.

Webpage: <https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>

Fruitvale Rail Bridge Hazard Removal

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

F. New Development

Alameda Landing Waterfront

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

2021 Accomplishments: Pulte Homes completed construction on a number of their Phase 1 buildings and residents have moved in. Construction is largely complete on the entire 4.5 acre waterfront park and promenade. The Fifth Street extension is complete and open. The Mitchell Avenue extension and multi-use path from Bette Street to Estuary Park is complete and not yet open to the public.

2022 Work Program Phase I of the waterfront park is expected to open in February 2022. The western half of the park is essentially complete and will come on line as adjacent residential buildings and their associated street segments providing emergency vehicle access are finished. The water shuttle dock and small craft (kayak) launch is expected to be constructed by summer 2022. The western greenway connecting the Bette Street multi-use path to the waterfront promenade and Bay Trail is expected to open in 2023.

Alameda Point

Alameda Point includes a combination of developer and City-led projects that will redevelop and reconstruct a significant portion of the transportation infrastructure within the former Navy base.

2021 Accomplishments: Construction of Site A, Phase I residents on West Atlantic Avenue continued apace. Eden Housing completed construction of The Starling, a 70-unit affordable housing building for families including units for households exiting homelessness and units awarded via lottery to households in the low (<80% of Area Median Income) and very low (<50% of AMI) categories.

The Site A Neighborhood Park, commonly called Whale Park, opened in the summer. Immediately west of The Starling, a 200 unit market rate apartment building, The Aero, was completed at

Block 9. Townhome construction on Blocks 6 and 7, nearest Main Street are nearly complete.

2022 Work Program: Site A Waterfront Park, Phase I, is expected to open by early February, 2022. The 220 unit Block 11 at the corner of West Atlantic and Pan Am Way is expected to begin construction this year. City Council is expected to vote in February on an updated term sheet for Site A, Phase II in order to make the project and associated infrastructure improvements financially viable and to accommodate a larger share of our new Regional Housing Needs Allocation. This vote will be followed by a vote on the West Midway project, which would tie into the infrastructure Site A would complete and provide infrastructure needed for the Alameda Point Collaborative and their partners to move forward with the RESHAP project, rebuilding 267 units of housing for formerly homeless residents.

Northern Waterfront

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

2021 Accomplishments: Construction of the 360 unit Del Monte warehouse adaptive reuse project is well underway. The developer has nearly completed the Clement Street extension from Entrance Road to the newly configured Atlantic/Sherman/Clement intersection, which included a new Bay Trail and Cross Alameda Trail segment connecting to Sweeney Park. Alameda Marina completed construction of the Cross Alameda Trail from Grand Street to Willow Street, and made substantial progress constructing The Launch, a 360 unit apartment building at the western end of the site.

2022 Work Program: Wood Partners is expected to complete roadway improvements along Buena Vista Avenue associated with the Del Monte project. Alameda Marina and Land Sea Homes are expected to begin construction of Alameda Marina, Phase II, a 182 unit townhome project and associated Bay Trail, Waterlife Park, kayak launch and pedestrian bridge over the former graving dock.

City Council is expected to decide in January 2022 whether to approve a Tidelands swap with the Encinal Terminals developer. The swap is required to enable the 589 unit project to move forward and be counted towards our Regional Housing Needs Allocation in the upcoming revision to the Housing Element.

4. VISION ZERO ACTION PLAN STATUS

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

Short-Term Actions (2022-2023)

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

#	Short-Term Vision Zero Action (2022-2023)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
1.1	Use the City's most current Socially Vulnerable Populations map (or other disadvantaged community indicators) to prioritize investments, while also engaging with disadvantaged communities or community-based organizations (CBOs) representing disadvantaged groups. (Ongoing)	Used map as a prioritization factor in 2021-2023 Capital Budget projects selection.	<ul style="list-style-type: none"> • Implement projects per the Capital Budget. • Analyze potential replacements for the 2019 Socially Vulnerable Populations Map • Use equity priority community indicators to prioritize other street safety activities.
1.2	Form a Vision Zero Advisory Committee to provide guidance on Vision Zero Action Plan implementation. In addition to multidisciplinary City and partner agency staff members, work to include community members who can speak from the perspectives of equity priority communities, vulnerable road users, youth, older adults, parents of school-age children, local businesses, and traffic violence victim families. Offer seats to representatives of the Commission on Persons with Disabilities, the Social Services and Human Relations Board, and the Transportation Commission. Provide compensation to community members who need it in order to participate. (Ongoing)	<ul style="list-style-type: none"> • The Vision Zero Task Force met three times in 2021 to guide development the Vision Zero Action Plan. The majority of members in this group will continue with the Advisory Committee. • The Social Services and Human Relations Board selected a representative for the Advisory Committee. 	Hold 3-4 Vision Zero Advisory Committee meetings.
1.3	Ensure that community engagement efforts include tailored messages for vulnerable road users and target all the travel modes people use (walking, biking, wheeling, driving, etc.) Make outreach materials	Public engagement for the Vision Zero Action Plan included outreach to groups like Bike Walk Alameda and to	Ensure that any outreach materials target all travel modes and offer accessible formats and multiple languages.

#	Short-Term Vision Zero Action (2022-2023)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
	available in accessible formats and multiple languages. (Ongoing)	groups representing equity priority communities.	
1.4	Present annual Vision Zero Status Reports to groups representing equity priority communities. Solicit feedback on the Report's equity analysis, including equity of enforcement-related actions. (Ongoing)		Bring January 2023 report to community groups and boards representing equity priority communities.
1.5	Through the City Council's legislative agenda, advocate for an income-based graduated traffic fine structure at the state level, so they do not disproportionately impact people with lower incomes. Evaluate whether the City can play a role making sure that Alameda County's program discounting traffic citation fines for people with low incomes is working for Alamedans. (Ongoing)		Include this in the City legislative agenda.
2.1	Through the City Council budget process, propose ongoing, dedicated funding and staffing for Vision Zero implementation and coordination. (Ongoing)	<ul style="list-style-type: none"> • City created and hired a two-year Senior Transportation Coordinator position to focus, in part, on Vision Zero efforts. • Shifted the former "Traffic Calming" Capital Improvement Plan category to "Street Safety" to focus on safety projects along High Injury Corridors. It has \$500,000 in the 2021-2023 Capital Budget. (Funding for street maintenance and individual street safety projects are separate.) • In December 2021, City Council approved an additional \$2 million for street safety. 	<ul style="list-style-type: none"> • The new Senior Transportation Coordinator will focus at least 50% time on Vision Zero. • Fill the open Transportation Engineer position. • As part of the mid-year budget review in early 2022, appropriate an additional \$2 million for Street Safety, as approved by Council in December 2021.

#	Short-Term Vision Zero Action (2022-2023)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
2.2	Continue holding internal, multi-departmental Vision Zero Implementation Team meetings to implement the Vision Zero Action Plan, and coordinate and prioritize traffic safety efforts. (Ongoing)	Held regular Vision Zero Implementation Team meetings for the first ¼ of year, then started holding these as a portion of existing Public Works/Transportation Planning coordination meetings.	Continue to convene the full Vision Zero Implementation Team, as needed, as part of Public Works/Transportation Planning coordination meetings.
2.3	Inform City staff and elected officials about Vision Zero and preferred language about crashes (e.g., “crash” instead of “accident”). Create a one-pager for new City Councilmembers. (Ongoing)		Planned for 2023.
2.4	Provide educational and discussion sessions on Vision Zero concepts and best practices to staff who review, design, and implement projects and programs, to integrate Vision Zero principles into their work. (Ongoing)	Some staff joined existing FHWA, Vision Zero Network, and other trainings related to street safety countermeasures and Vision Zero issues.	<ul style="list-style-type: none"> • Coordinate webinar attendance and information sharing in 2022. • Plan to expand training options in 2023.
2.5	Update existing Vehicle and Equipment Use Maintenance Policy to include City driver behavior expectations related to Vision Zero traffic safety.		<ul style="list-style-type: none"> • Write first draft of policy • Begin negotiations with labor groups
2.6	Require Alameda Police officers to participate in the NHTSA’s pedestrian training for law enforcement and consider integrating Vision Zero into APD’s training for new officers. (Ongoing)		Make plan for adding NHTSA pedestrian training into training schedule
2.7	Require staff who drive for work to review the Vehicle and Equipment Use Maintenance Policy before driving a City vehicle or driving on City business for the first time. Create a flyer highlighting the safe driving elements of this policy and require departments to post it near vehicle sign-out sheets. (Ongoing)		Make a flyer highlighting general Vision Zero safe driving behaviors and post where drivers will see it.
2.8	Integrate Vision Zero traffic safety into existing trainings for commercial drivers. (Ongoing)		Develop a plan to integrate traffic safety into existing training

#	Short-Term Vision Zero Action (2022-2023)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
2.9	Design and place Vision Zero bumper stickers on all City vehicles that spread safety messages. (Ongoing)		Incorporate this into planning for action 3.1
3.1	Develop a citywide safety campaign, based on the City's collision data, to share information with the community about traffic safety for all modes and to increase awareness about Vision Zero. Use social media, yard signs, billboards, PSAs, and giveaways to promote safe roadway behavior. Target messaging (such as billboards, signs, or murals) at access points into Alameda from Oakland. (Ongoing)		Plan a Vision Zero public safety campaign, and research available funding.
3.2	Develop and distribute educational materials and/or videos demonstrating how to navigate and interact with newer active transportation facilities (e.g. bike boxes, Pedestrian Hybrid Beacons, separated bike lanes, etc.) Include information about the purpose and goals of this infrastructure. (Ongoing)		Plan for instructional videos on roundabout usage in conjunction with Central Avenue Safety Improvement Project roundabout construction in 2023.
3.3	In addition to safety campaigns, conduct communications explaining the City's Vision Zero program, prioritization, data, plans, and progress. Maintain a City webpage and a Vision Zero mailing list. Send periodic updates to the mailing list. (Ongoing)	<ul style="list-style-type: none"> • Expanded and organized Vision Zero webpage to provide more information and make it easier to find. • Sent Vision Zero Update mailings at least bimonthly, and grew the Vision Zero mailing list to over 750 subscribers. • During public engagement on the draft Vision Zero Action Plan, the webpage received 1,822 pageviews July-September 2021. • Created the new Building Safer Streets webpage under Public Works and linked it to Vision Zero and Transportation pages. 	<ul style="list-style-type: none"> • Maintain the Vision Zero and Building Safer Streets webpages. • Send Vision Zero Update at least bimonthly (every other month)
3.4	Share preferred language usage for crashes (e.g., "crash" instead of "accident"), with media outlets active		When fielding media inquiries after crashes, share language preference.

#	Short-Term Vision Zero Action (2022-2023)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
	in Alameda to encourage balanced reporting of crash situations. (Ongoing)		
3.5	Develop and follow a crash communications protocol to provide transparent public communications about fatal and severe injury crashes and to provide guidance on language usage (e.g., “crash” instead of “accident”). Assess protocol’s effectiveness as part of the annual Vision Zero Status Report and change as needed. (Ongoing)	<ul style="list-style-type: none"> • The City followed a working crash communications protocol developed in 2020. • The City provided pro-active, public updates after the four 2021 fatal crashes. • The City began posting fatality and injury data on the Vision Zero webpage. 	<ul style="list-style-type: none"> • Finalize the crash communications protocol as an administrative policy and follow its requirements. • Continue to use working protocol while this is developed.
3.6	Encourage the Alameda Unified School District to adopt a policy that supports incorporating traffic safety education into curriculum and the implementation of Safe Routes to Schools-supportive infrastructure.		<ul style="list-style-type: none"> • Work with school district on next steps.
4.1	Prioritize street safety investments on high injury corridors. Treatment locations should be guided by findings from crash analyses and supplemented by community feedback. (Ongoing)	<ul style="list-style-type: none"> • Used HIC map as a prioritization factor in 2021-2023 Capital Budget projects selection. • Launched and implemented most of the High Injury Corridor Daylighting Project. 	<ul style="list-style-type: none"> • Implement street safety projects per the Capital Budget. • Use HIC maps, supplemented by community feedback, to prioritize other street safety activities. • Complete the High Injury Corridor Daylighting Project.
4.2	Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.		Create checklists for street resurfacing and corridor projects.
4.3	Use Federal Highway Administration (FHWA) crash reduction factors to decide on best engineering interventions at locations chosen for improvements. (Ongoing)	Used FHWA crash reduction factors to create designs for projects like Central Avenue, Clement, and more.	Continue to use FHWA crash reduction factors.
4.4	Focus enforcement on dangerous moving violations, including speeding, reckless driving, failure to yield, and any other moving violations associated with severe crashes as identified through crash analysis. (Ongoing)		APD will have coordinated monthly traffic enforcement focuses led by patrol teams or the traffic division. Efforts will include public communications that dovetail with the enforcement. Some of the primary focuses will

#	Short-Term Vision Zero Action (2022-2023)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
			be those violations we have identified as primary causes for traffic collisions.
4.5	Conduct targeted enforcement actions along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments. (Ongoing)	APD officers conducted roaming morning and afternoon patrols at the schools throughout the city to enforce traffic violations, especially for those not yielding to pedestrians in crosswalks and distracted drivers.	<ul style="list-style-type: none"> • As part of coordinated monthly traffic enforcement, focus on high injury corridors and high crash intersections. • Officers will continue roaming morning and afternoon patrols at the schools throughout the city. • Focus on DUI enforcement with designated DUI patrol officers and DUI Checkpoints, and a significant presence at schools, rotating throughout the city.
4.6	Conduct citywide intersection study to determine suitability for roundabouts to increase safety by slowing vehicles, eliminating broadside crashes, and decreasing conflicts.	<p>The consultant did the following:</p> <ul style="list-style-type: none"> • Identified top locations for potential roundabouts. • Conducted a peer review the proposed Central Avenue roundabouts. • Added policies related to roundabouts in the General Plan update. • Evaluated the Mecartney Road/Island Drive intersection for a potential roundabout. • Recommended roundabouts at key intersections in the Lincoln Avenue/Marshall Way/Pacific Avenue corridor. 	<ul style="list-style-type: none"> • Complete the citywide roundabout screening analysis. • Provide concept development and grant writing support on roundabout. • Continue peer review for Central Avenue and Lincoln/Marshall/Pacific corridors.
4.7	Deploy speed-reader trailers and use other messaging devices to discourage speeding and increase traffic law compliance along high injury corridors and other arterials. Use speed-reader trailers or other tools to track motor vehicle travel speeds, including along high injury corridors. (Ongoing)	APD and Public Works speed-reader trailers were moved to locations for special events and areas with significant concerns. This included placement at Alameda Point to discourage reckless driving events.	The City will move traffic trailers to strategic locations for high injury corridors, special events, and areas with significant concerns.

#	Short-Term Vision Zero Action (2022-2023)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
4.8	Aid Alameda Unified School District and other schools in developing and implementing plans to organize and standardize drop-off/pick-up at all public and private schools.		<ul style="list-style-type: none"> • Work with school district on next steps.
5.1	Provide an annual Vision Zero Status Report to the Transportation Commission, City Council, and the public. (Ongoing)	Added Vision Zero Actions tracking table to this Annual Report on Transportation.	<ul style="list-style-type: none"> • Provide the January 2022 and 2023 reports to the Transportation Commission, City Council, and the public. • For the January 2023 report, include Vision Zero Action Plan performance metrics in addition to the actions tracking table.
5.2	Update Police Department crash data database configuration to allow Public Works and Transportation Planning to run up-to-date crash reports.	Worked with Crossroads to develop and populate an iteration of Crossroads for Public Works and Transportation Planning staff. This included an automatic transfer of approved reports stripped of personally identifying data.	Cross-check data to ensure that past records are not missing and new ones are transferring correctly.

Medium-Term Actions (2024-2026)

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

#	Medium-Term Vision Zero Action (2024-2026)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
3.7	Incorporate roadway safety education activities into city-sponsored events, as appropriate. (Ongoing)		Bring High Injury Corridor map, crash data posters, and other materials to any City-sponsored events, as appropriate.
3.9	Hold an annual Traffic Safety Open House that includes presentations from City staff and time for public comment and discussion. Consider aligning this with the annual Vision Zero Status Report. Optionally,	Mayor held a virtual Town Hall on traffic safety in February 2021.	Hold a Traffic Safety Open House, likely virtual.

#	Medium-Term Vision Zero Action (2024-2026)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
	hold an additional two to three virtual town halls to update public on traffic safety activities. (Ongoing)		
3.11	Provide a comprehensive bicycle safety education program to all public and private schools, targeted to 5 th graders. (Ongoing)	Offered in-school bicycle safety education to 5 th grade classes, via contract with non-profit.	Continue to offer and promote program.
4.9	Utilize the high injury corridors analysis in project selection for the City's transportation infrastructure maintenance, project development, and implementation.	Used HIC map as a prioritization factor in 2021-2023 Capital Budget projects selection.	Implement street safety projects per the Capital Budget.
4.10	Conduct a best practice scan for guidance on infrastructure rapid response programs that respond to fatal and severe injury crash locations with infrastructure recommendations, and create a program reflecting best practices.	Submitted this action as a potential Master's thesis for students at the Goldman School of Public Policy, UC Berkeley.	Work with selected student to complete the analysis and develop program recommendations.
4.11	Through the City Council legislative agenda, support state legislation to allow the use of automated enforcement cameras for speed violations.	Included in legislative agenda and supported AB 550, which did not progress.	Include in legislative agenda.
4.12	Conduct studies at signalized intersections along high injury corridors to assess whether signalization strategies such as protected phasing and leading pedestrian/bicycle intervals could be accommodated.	<ul style="list-style-type: none"> • Leading pedestrian intervals have been implemented in 45 traffic signals, 34 of which are along a HIC or high crash intersection. • All 88 traffic signals have been divided into 3 groups to be reviewed for signal timing, including pedestrian clearance timing and bicycle timing. Alameda signal timing review has been completed for the first grouping, 30 traffic signals, 18 of which are along a HIC or high crash intersection. 	<ul style="list-style-type: none"> • Complete design and commence construction for the safety improvements at Santa Clara/Grand, Otis/Willow, Otis/Park, and Fernside/San Jose for the Traffic Signal and Pedestrian Safety Improvements project. • Complete design and commence construction along the CAT between Main St and Constitution Way for the signalized intersections to include bike phases and bike signals. • Alameda signal timing review for the next 2 groupings of signalized intersections (58 remaining) will be completed in 2022, 52 of which are along a HIC or high crash intersection. Each signalized intersection will

#	Medium-Term Vision Zero Action (2024-2026)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
			be reviewed every 3 years to be compliant with latest standards.
4.13	Create a program to improve bicycle and pedestrian crossings of arterials and include guidance and thresholds for crossing improvements at unsignalized and signalized crossings.		The final Active Transportation Plan will identify intersections and guidance for improvements.
1.6	Review and consider adding select visible disability statuses to the crash data form. Review Alameda Police Department's current crash data form and study any existing best practices for this. If feasible and prudent, add this field to the crash data form.		
1.6	With every five-year Action Plan update, use focus groups to develop a nuanced understanding of Alamedans' roadway safety trends and determine whether trends or safety concerns vary across groups, particularly disadvantaged communities and vulnerable road users. If budget is available, consider using polling as well. (Ongoing)		
1.7	Revive the citation diversion program for traffic safety violations for bicyclists and consider extending it to pedestrians.		
2.10	Integrate Vision Zero traffic safety awareness and education into process of contracting with vendors who provide city services and drive on Alameda's streets regularly, e.g., maintenance, etc. (Ongoing)		
2.11	Establish a policy calling for safety features on new City vehicles, as well as phased retrofits to existing vehicles, as feasible. This could include pedestrian/obstacle detection and speed tracking in vehicles of all sizes, as well as large vehicle designs or features that reduce risk of death in collisions with pedestrians and bicyclists.		

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

Long-Term Actions (2027-2032)

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

#	Long-Term Vision Zero Action (2027-2032)	2021 Accomplishments In Advance of Action Plan Adoption	2022 Work Program
4.15	Conduct school safety assessments (SSAs) at all public and private schools; develop implementation plans for improvements up to one-quarter mile from the schools. Implement the plans focusing first on the improvements within 600 feet of the schools. (Ongoing)	To date, SSAs have been completed at 8 schools. The City allocated its own funding, along with grant funds, to implement these 8 SSAs, and hired a consultant to design the improvements.	Finalize plans and begin construction at 8 schools. Conduct SSAs at 3 or more additional schools.
4.17	Through the City Council legislative agenda, support state legislation to develop a new approach to setting speed limits, including that which would provide more control for local jurisdictions and allow for greater flexibility of speed limit setting in urban areas.	AB 42 became law.	Evaluate possibilities under AB 42.

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

5. TRANSPORTATION CHOICES PLAN STATUS

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

Near-Term Actions (2018-2019)

#	Near-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
1	Alameda Shuttle Exploration	High	No Action.	Coordinate on AC Transit's Service Recovery Plan.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	ATP: On pause. City Council adopted the Alameda Vision Zero Action Plan in December 2021.	Release draft Active Transportation Plan and adopt final Plan
3	Bus Stop Improvements	High	City staff replaced five bus shelters where bus shelters have reached their end of life. As part of the Otis Drive safety improvements, new bus pads were constructed on the far side of the street.	Using the paratransit program reserves, staff will continue to replace bus shelters that are at the end of their useful life, and also will use these funds to improve access to/from bus stops including sidewalk enhancements, bus benches, curb bulb-outs and bus islands. Add signs stating "right turn only – buses exempt" in existing right-turn lanes before far side bus stops.
4	EasyPass Expansion	High	Provided EasyPasses to Site A residents, and coordinated with Alameda Landing and Alameda Point to expand EasyPasses. Provided free bus passes to low-income seniors who are Mastick Senior Center members and Alameda residents.	Coordinate with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments. Continue to expand the paratransit free bus passes for seniors and people with disabilities.
5	Harbor Bay Ferry Terminal Access and Parking Management	High	8 new electronic bicycle locker spaces were installed.	

#	Near-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
6	Main Street Ferry Terminal Access and Parking Management	High	The signal timing is completed along Main Street to better accommodate ferry riders driving to/from the ferry.	Finalize and implement parking management plan. Develop design for near-term improvements to parking areas, and secure local and BCDC approval for those improvements. Work with WETA on replacing the existing Main Street ferry terminal float, and strategize for long-term terminal, parking and open space improvements.
7	Parking Management	High	<ul style="list-style-type: none"> • City Council approved moving most parking enforcement activities from Police to Public Works. • Posted job announcements for two new full-time parking enforcement technicians in Public Works, and began forming the new program. • Created a comprehensive Parking Management Fund that will allow the program to be managed holistically. • Hired a new Senior Transportation Coordinator position who is tasked, in part, with overseeing policy and planning for parking program. 	<ul style="list-style-type: none"> • Hire two new full-time parking technician positions and launch Public Works parking enforcement program • Re-establish effective parking management and enforcement on Park and Webster Street. • Create new Alameda Parking logo and begin using it on uniforms and signage. • Begin initial parking fees at Seaplane Lagoon Ferry Terminal. • Update webpage so that all parking-related information can be accessed from one place.
8	Parking Policies for New Development	High	No Action.	Preparing a parking policy for parking maximum requirements rather than parking minimum requirements for City Council approval.
9	Pedestrian Master Plan and Design Guidelines Update	High	See TCP #2	See TCP #2
10	Transit Signal Priority	High	Coordinated with AC Transit on providing transit signal priority at the intersections on Park Street.	Request City Council approval of the Smart City Master Plan, and apply for grants, which includes TSP.

#	Near-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
11	Transportation Awareness Campaign	High	<p>Provided Transportation Awareness Advisory Group meetings in February, June, and October.</p> <p>Provided updates to multiple media platforms.</p>	<p>Continue Transportation Awareness Advisory Group meetings, and bicycle safety education classes and workshops.</p> <p>Ongoing updates to City website, press releases, social media posts, and presentations on transportation projects and programs.</p> <p>Expand on existing campaigns to improve safety, to reduce solo driving and to shift to other modes.</p>
12	Transportation Partnerships with Existing Businesses and Residences	High	Continued the Commercial Streets program to assist businesses during COVID, and participated in the Chamber of Commerce Government Relations Committee.	Continue business partnerships and outreach with key stakeholders including the Smart City Master Plan.
13	Bike Share	Medium	No Action.	Develop electric shared-use dockless bike and scooter permit program.
14	Casual Carpool Additional Pickup Locations	Medium	No Action.	Analyze the potential to expand casual carpool in Alameda.
15	Constitution Way Carpool Lane	Medium	Worked with Alameda CTC to include it in the Oakland Alameda Access project (OAAP).	Monitor if included in the OAAP. If not, then initiate a concept and outreach to create a carpool queue jump at the Constitution Way/Mariner Square Drive intersection.
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	<p>WETA began the Short-Hop between the Main Street terminal and Jack London Square (JLS) in the Fall.</p> <p>A private business group successfully sponsored a once-weekly lunchtime water shuttle between Marina Village and JLS during Summer and early Fall.</p>	<p>Participate in WETA Board meetings and ongoing coordination efforts.</p> <p>WETA service between Main Street and Jack London Square to run as direct service to Oakland in the AM and direct service from Oakland in the PM to benefit Alamedans commuting to Oakland.</p> <p>Construct dock at Alameda Landing by private developer.</p> <p>Secure funding and a private partner for pilot water shuttle program between Alameda and Jack London Square.</p>

#	Near-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
17	Westline Drive Bus Lane	Medium	Coordinate with Active Transportation Plan for potential bus lane and bikeway along Westline Drive.	Continue coordination with Active Transportation Plan for potential bus lane and bikeway along Westline Drive.
18	Shared Ride Service for Seniors and People with Disabilities (City's Paratransit Measures B/BB transportation sales tax dollars)	Medium	Alameda Independent Mobility (AIM): In mid-2021, the City Council approved an agreement with Eden I&R to serve as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation. Serving low-income EBP members in Alameda, AIM facilitates same day trips within Alameda County. Staff launched AIM in December 2021 with a target enrollment of 80 participants, and has vetted and enrolled 25 participants and has 22 applications to process.	TNC concierge/AIM service working with Eden I&R as the concierge service and Uber/Lyft as the transportation providers for curb-to-curb transportation serving low-income EBP members in Alameda. Program cost: \$125,000.

Medium-Term Actions (2020-2025)

#	Medium-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
19	Alameda Point Bus Rapid Transit Service	High	No Action.	On hold until completion of AC Transit's Service Recovery Plan to better understand the bus service needs for Alameda.
20	Bicycle and Pedestrian Corridor Improvements	High	<p>#20A Alameda Point Bay Trail: Coordinated with East Bay Regional Park District on an adaptation project in the Northwestern Territories of Alameda Point</p> <p>#20B Bay Farm Bike/Pedestrian Wooden Bridge Study: No Action</p> <p>#20C Bayview Drive Feasibility Study: No Action</p> <p>#20D Blanding Avenue: Completed, 2019.</p> <p>#20E Mariner Square Drive trail: No Action</p> <p>#20F Mecartney Road Bike Lanes: No Action</p> <p>#20G Miller-Sweeney Bridge: No Action</p>	<p><i>Coordinate</i> with adaptation project partners on #20A and #20B.</p> <p><i>Restripe</i> Miller-Sweeney Bridge to add bike lanes and improve bike safety (#20G).</p>

#	Medium-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
			<p>#20H Neptune Park path: ARPD allocated funding</p> <p>#20I Resurfacing: No Action</p> <p>#20J: New Webster Tube walkway: To be constructed as part of Oakland Alameda Access Project (2027).</p> <p>#20K Cross Alameda Trail between Main Street and Constitution Way. Completed (2020)</p>	
21	Citywide Safe Routes to School Audits and Improvements	High	<p>Implemented simple striping and signage recommendations at 8 schools with completed School Safety Assessments (SSAs), secured City and grant funds to implement remaining improvements.</p> <p>No new SSAs completed, due to COVID.</p> <p>Continued contract with Cycles of Change for bike safety education for 5th graders in schools.</p>	<p>Finalize design and commence construction on recommendations from the 8 completed School Safety Assessments.</p> <p>Complete 2-3 new SSA's (Otis, Alameda High School, and another TBD)</p> <p>If they are interested, contract with TransForm to manage the annual Alameda Bike Festival targeted to children in Spring 2022.</p>
22	Crosstown Express Bus Service	High	No Action.	Coordinate on AC Transit's Service Recovery Plan.
23	Increase Frequency and Span of Service for Ferry Service	High	The Seaplane Lagoon Ferry Terminal and the Downtown SF Ferry Terminal expansion were completed. WETA developed a marketing plan, branded "Seaplane Shift." The Main Street Terminal Refurbishment project received federal monies to provide upgrades to maintain it in a state of good repair.	Due to the pandemic, recent declines in ridership make service openings and frequency of service a decision the WETA board is considering on a month-by-month basis. WETA plans to make progress on the design of the Main Street terminal project.
24	Increase Frequency and Span of Service for Local Bus Routes	High	AC Transit began the Line 78 pilot route, which is timed with the Seaplane Lagoon ferry routes.	AC Transit staff is planning to develop and implement its Service Recovery Plan, and also will evaluate the pilot Line 78 route.

#	Medium-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
25	Increase Transbay Bus Service	High	Lawsuit in progress.	Increased Transbay frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit, which could be settled in 2021.
26	Miller-Sweeney Multimodal Lifeline Bridge	High	<i>Rail Bridge:</i> In Washington D.C., Mayor Ezzy Ashcraft met with Congresswoman Barbara Lee's office to discuss the rail bridge removal in January.	<i>Rail Bridge:</i> Army Corps to obtain federal monies to study the removal of the former rail bridge. City staff considered retrofitting the bridge; however, the construction, operation, and maintenance costs exceed the City's financial abilities.
27	New Seaplane Lagoon Ferry Terminal & Service	High	Construction was complete in August. Due to the coronavirus pandemic, WETA examined when and how to provide service due to low ridership on a month-to-month basis.	Due to the pandemic, recent declines in ridership make service openings and frequency of service a decision the WETA board is considering on a month-by-month basis.
28	Regional Transit Hub Connector Bus Service	High	No Action.	Coordinate on AC Transit's Service Recovery Plan.
29	TDM Ordinance Update	High	No Action.	TBD.
30	Vision Zero Safety Improvements and Traffic Calming	High	<p><i>#30A - Central:</i> City Council approved the final concept as well as the CEQA clearance for the entire corridor in April. NEPA environmental clearance was finalized in November.</p> <p><i>#30B - Clement:</i> Completed the National Environmental Policy Act (NEPA) environmental clearance and 65 percent design drawings.</p> <p><i>#30B - Tilden/Clement:</i> Acquired right of way from UPRR via settlement of eminent domain case.</p> <p><i>#30C - Clement Avenue by Pennzoil:</i> Pennzoil closed its business in 2020 and began the process of dismantling its structures.</p>	<p><i>#30A - Central:</i> Final design is expected in 2022 with construction in 2023.</p> <p><i>Encinal:</i> Caltrans is expected to complete construction in 2022.</p> <p><i>#30B - Clement:</i> Construction drawings and construction are expected in 2022.</p> <p><i>#30B - Tilden/Clement:</i> Secure regulatory approval of a remediation plan; develop and approve concept plan.</p> <p><i>#30C - Clement Avenue by Pennzoil:</i> Will focus on environmental cleanup of the property, and will place the property on the market for a new housing development.</p> <p><i>#30D - Completed</i></p>

#	Medium-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
			<p><i>#30D - Main Street:</i> Completed bike lanes in November 2019 and implemented signal retiming in 2020.</p> <p><i>#30E - Otis Drive:</i> Completed construction.</p> <p><i>#30F - Stargell:</i> Initiated concept plan development for ATP Cycle 5 grant application to construct bicycle and pedestrian trail and bus queue jump lanes between Fifth Street and Main Street. The grant was not submitted due in part to concerns regarding adequate matching funds.</p> <p><i>#30G - Lincoln Avenue/Pacific Avenue:</i> City staff hired a consultant to develop a concept, schedule, and budget for a corridor safety project, and initiated the project with a kick-off, which included City staff and key stakeholders.</p>	<p><i>#30E - Otis Drive:</i> Complete construction in early 2021.</p> <p><i>#30F - Stargell:</i> Continue developing concept plan, with public input, to prepare for future grant application.</p> <p><i>#30G - Lincoln Avenue/Pacific Avenue:</i> Community outreach on existing conditions and preliminary options is expected in the spring. Community outreach on preliminary recommendations for the concept is expected in the summer/fall. City staff/consultant team are expected to request concept approval by the Transportation Commission and City Council in late 2022.</p>
31	Bikes in Buses through Webster/Posey Tubes	Medium	No Action.	No Action.
32	Citywide Transportation Management Association	Medium	In progress.	Expand Alameda TMA to include: Alameda Landing tenants/HOAs Alameda Point's Site A
33	Faster Line 51A Bus Service	Medium	No Action.	Coordinate on AC Transit's Service Recovery Plan.
34	New Technologies and Innovations	Medium	<i>Smart City Master Plan:</i> In December, the Admin Draft Smart City Master Plan was released and is being reviewed by key stakeholders	<i>Smart City Master Plan:</i> City staff/consultant team is expected to seek approval on the revised draft Smart City Master Plan in early 2022. Once completed, the City will be in a better position to seek grant funding for implementation.

Long-Term Actions (2026+)

#	Long-Term TCP Action	Priority	2021 Accomplishments	2022 Work Program
35	BART to Alameda - New Transbay Rail Crossing	n/a	BART and Capitol Corridor are collaborating to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco. Now in the early planning, the project will evaluate a 21-county megaregion for demand through 2050, and will define a project to meet future demand that supports the regional economy and preserves quality of life. The project will double the transbay capacity of BART, reduce train and station crowding, make the rail system more flexible and resilient, offer new connections to passenger rail systems, and serve new markets in East Bay communities and in San Francisco. This multi-billion dollar project will involve extensive engagement with the public, advocates, and partnering transportation agencies. No decisions on location, scale, funding, or operator have been made. City staff contributes to the project's working group.	Ongoing with an annual progress report to the Transportation Commission expected in July 2022.
36	Comprehensive Congestion Management	n/a	No actions.	No actions.
37	New Transit/Bike/ Pedestrian Lifeline Tube	n/a	No actions.	No action anticipated, due to extremely high cost (\$1.9 billion).
38	Webster/Posey Multimodal Lifeline Tubes	n/a	No actions.	No actions.
39	West End Bicycle/ Pedestrian Crossing	n/a	Completed Detailed Feasibility Study and Travel Demand Forecast. Secured funding for a Project Initiation Document (PID).	Contract with consultant and begin developing PID.

