



City of Alameda

STATUS REPORT ON TRANSPORTATION

Published: May 2020

NEW HEALTH ORDER

FACE COVERINGS ARE REQUIRED IN PUBLIC


ALAMEDA


CLOTH OR FABRIC


BANDANA


SCARF

UNLESS YOU ARE...


engaged in physical activity


only with members of your household


under 12 years old


in your car alone

Introduction

The *Transportation Choices Plan*, which was approved by City Council in January 2018, requires an annual review of progress toward meeting the City's transportation improvement needs. City staff provide status reports to the Transportation Commission in May and September to give a snap shot of work in progress or completed. The goals of the *Transportation Choices Plan* are to reduce solo driving and increase the share of other modes with primary objectives of safety, equity and reducing greenhouse gases. As stated in the *Transportation Choices Plan*, the plan is intended to be a living document, which means it will be adapted and modified over time to address the ever-changing nature of transportation.

The purpose of this Status Report is to highlight the progress of transportation projects and programs in the City of Alameda. This Status Report builds on the *2019 Annual Report*, and explains the current priorities in light of the coronavirus pandemic and the associated stay-at-home order. In general, there is a continued emphasis on safety with traffic calming and now through slow streets and social distancing measures. Traffic congestion alleviation is a lower short-term priority. To achieve these objectives, the City will need adequate project/program funding, staff resources and the ability to focus on our highest priorities given the constraints of an economic downturn.



Quick Transportation Facts

All the below transportation indicators were showing positive trends in Alameda in 2019 and until the stay-at-home order in March 2020. Ridership on buses and ferries as well as usage of shared mobility such as Getaround and Gig Car Share have dropped significantly. People walking on sidewalks and also on streets has increased during the stay-at-home order, and bicycling also is on the rise.

Bus – AC Transit

As of March 30, the AC Transit District's ridership had seen a 72 percent decrease. In February 2020, average daily ridership was 189,213, and by the first week of April, average daily ridership was 53,381, which is a difference of 135,832 or a 72 percent reduction. AC Transit has taken additional measures to ensure the safety of their passengers and operators during this challenging time as shown below.



Modified Service: Due to an estimated ridership drop of 90 percent, AC Transit began operating abbreviated service that mirrors a typical Sunday service with a few additions, namely the continuation of the Early Bird Express service sponsored by BART. In response to school closures, all supplementary service to schools has been suspended.

No Fare and Rear Boarding: As of Monday, March 23, fare payment was suspended on all buses and rear-door boarding has been implemented on all buses, where possible. Wheelchair riders may be allowed onboard without securements by bus operators.

Enhanced Cleaning: AC Transit maintenance staff are systematically disinfecting buses every day with a hospital-grade disinfectant.

Protective Equipment: AC Transit is providing Personal Protective Equipment – including gloves, masks, and hand sanitizer – to staff for voluntary use.

Passenger Capacity: Riders are encouraged to remain six feet apart from fellow passengers and the operator while boarding, exiting and riding the bus. Buses operate with lower rider thresholds to follow social distancing guidance and to avoid overcrowding. If a bus nears capacity, bus operators may bypass stops and turn on the “Drop-Off Only” head-sign. The thresholds are 6 passengers for smaller buses, 10 passengers for standard buses and 16 passengers for articulated buses.

Funding: AC Transit received a portion of the federal Coronavirus Aid, Relief and Economic Security (CARES) Act stimulus package totaling \$80.4 million to help fund transit operations during the stay-at-home order given the significant revenue decreases from the decline in ridership.

AC Transit's COVID-19 webpage:

<http://www.actransit.org/2020/03/20/ac-transit-service-updates-related-to-the-coronavirus-covid-19/>

EasyPasses – Bulk Rate Bus Passes

As of November 2019, the Alameda TMA EasyPass contract with AC Transit was averaging almost 200 users, 199 weekday boardings and 116 weekend boardings. Since the AC Transit policy of free fares and rear boarding during the stay-at-home order, it is not possible to know the bus usage of EasyPass riders since Clipper cards are used to collect ridership data for these bus riders.

Ferry - WETA

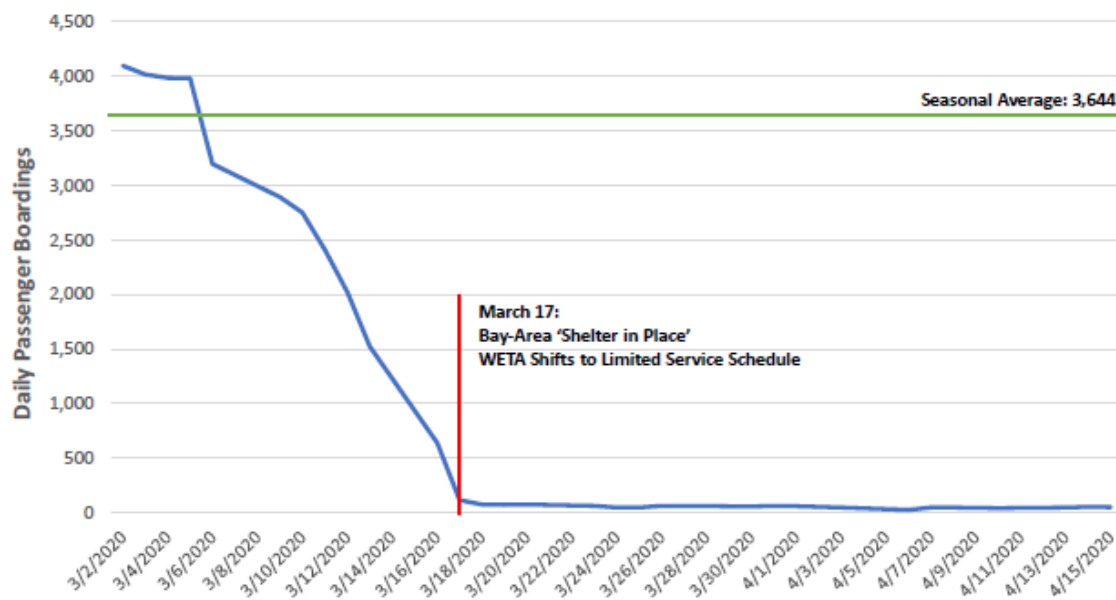
Beginning on Tuesday, March 17, 2020, the San Francisco Bay Ferry is running reduced ferry service due to public health orders from six Bay Area counties directing residents to stay-at-home to reduce transmission of coronavirus. The changes in effect from March 17 until further notice are as follows:

- No service on the Richmond, Harbor Bay or South San Francisco ferry routes
- Reduced weekday service on the Alameda/Oakland and Vallejo routes -- see schedules below
- No weekend service on any routes
- No service to Pier 41 on any routes

For more information, please refer to <https://sanfranciscobayferry.com/news/shelter>

COVID-19 Ridership Analysis – Alameda/Oakland Service
From 3/2/2020

WATER EMERGENCY
TRANSPORTATION AUTHORITY



WETA received a portion of the federal CARES Act stimulus package totaling \$12.5 million to help fund transit operations during the stay-at-home order given the significant revenue decreases from the decline in ridership.

Alameda Loop Shuttle Ridership

In October 2017, two new shuttle buses began running with a 30-minute frequency – as opposed to the previous one-hour frequency – every Tuesday, Wednesday and Thursday. The ridership has grown from over 50 average weekday boardings in 2018 to over 70 weekday boardings in 2019. With the stay-at-home order, there were an average of 42 weekday boardings in March and 17 weekday boardings in April.



Bikeway Mileage

With the official opening of the Cross Alameda Trail between Main Street and Constitution Way on February 29, the City has added another 0.9 miles of new bikeways to its network so far in 2020 (Table 2).



Table 2: 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 2017	44.2	16.1	15.6	10.3	2.2	0
Added in 2018	1.4	0.7	0.4	0.3	0	0.2
Added in 2019	1.9	0	1.9	0	0	0.6
Added in 2020 (to date)	0.9	0.8	0	0	0.1	0
Totals	48.3	17.5	17.9	10.6	2.3	0.8

Electric Vehicles

Alamedans continue to purchase electric vehicles (EV) at an increasing rate as shown below with the charger permits issued and the EVs that have received rebates (Table 3). EV charger permits issued by the City's Permit Center are as follows:

- 2017: 15 residential
- 2018: 72 residential and 2 commercial
- 2019: 96 residential and 5 commercial
- 2020 as of April 28: 31 residential and 0 commercial



Table 3: California Clean Vehicle Rebate Statistics for Alameda

Year	BEV	PHEV	FCEV	Yearly total	Cumulative total
2011	22	0	0	22	22
2012	18	26	0	44	66
2013	54	55	0	109	175
2014	87	80	0	167	342
2015	145	61	0	206	548
2016	93	50	1	144	692
2017	108	52	3	163	855
2018	178	79	4	261	1116
2019 (thru Nov.)	134	55	2	191	1307
Total	839	458	10	1307	

Source: <https://cleanvehiclerebate.org/eng/rebate-statistics> - California Air Resources Board Clean Vehicle Rebate Project

BEV: All-battery electric vehicle; PHEV: Plug-in hybrid electric vehicle (electricity and gasoline); FCEV: Fuel-cell electric vehicle

Emergency Alerts

In any large emergency, from a major road closure to an earthquake, communicating to the public about transportation options is essential. For the AC Alert emergency response system, more people in Alameda have subscribed as the City transitions from the Nixle system, which has been rolled over to the new AC Alert system and has a total of 9,000 Alameda subscribers. The total number of Alameda subscribers to AC Alert are as follows:

- January 2019: 1,400
- August 2019: 2,150
- November 2019: 4,266
- May 2020: 5,439

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



Furthermore, for Alameda's Community Emergency Response Team (CERT) program, the Fire Department added 52 new members in 2019 with a total of 362 active CERT members who are trained to provide emergency assistance to their families and neighbors.

Getaround Usage

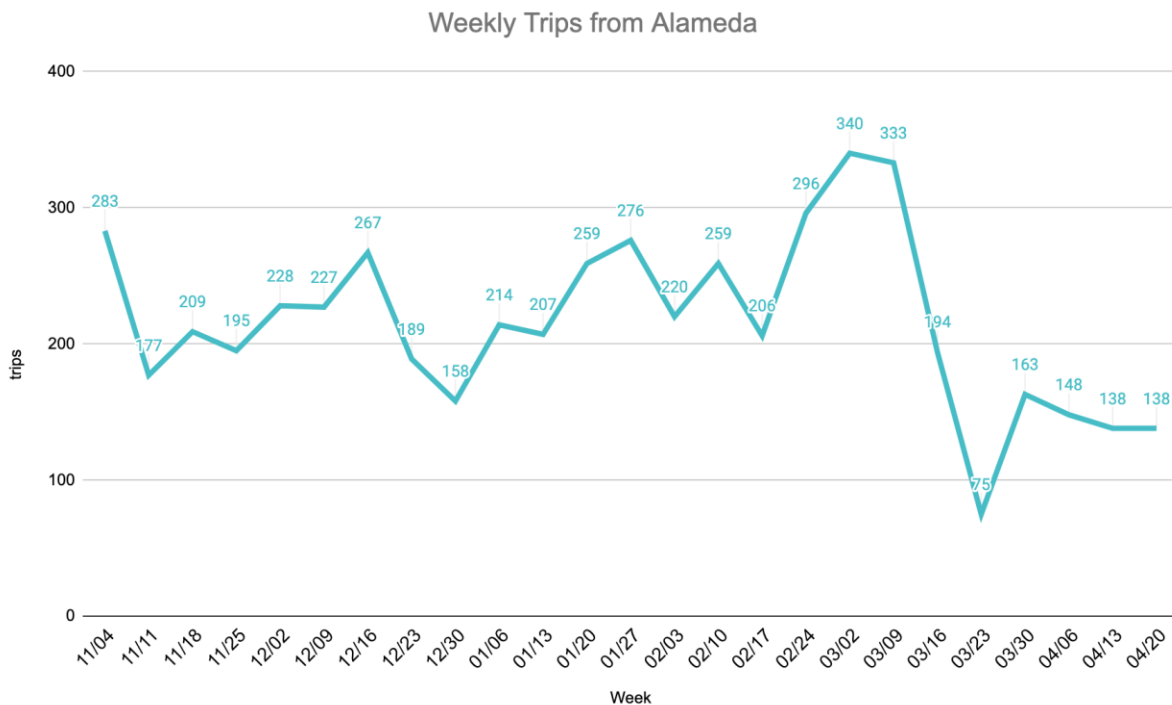
Getaround still has 2,087 members as they did in 2019, and saw growth in trips and unique renters until the stay-at-home order (Table 4). Getaround is offering [shared vehicles for healthcare workers](#) at cost during this time, and are working to continue to grow in the City of Alameda.

Table 4: Getaround Usage

Year	Trips	Average Monthly Trips	Average Daily Trips	Unique Renters
2020	218	56	3	133
2019	1,703	142	5	570
2018	1,131	94	3	392

Gig Usage

In May 2018, the City began a partnership with Gig Car Share to operate up to 35 vehicles in Alameda. Between beginning of the year and start of shelter in place, Alameda was averaging around 250 trips per week. Since SIP, the usage is down 40 percent as shown in the below chart. GIG Car Share is maintaining operations as an essential service, with updated health and safety precautions, so essential workers and the public have access to secure modes of transportation. Gig is allowing members a dedicated Gig for any five consecutive days at a reduced rate, and also is running the Gig4Good Program, donating fleet access to qualifying organizations one week at a time. See more details at <https://gigcarshare.com/gig4good/>.



Pedestrian Improvements

In 2020, pedestrian safety improvements are being planned for key intersections via the Traffic Calming program, the 2020 repaving program and the striping maintenance program. With the official opening of the Cross Alameda Trail between Main Street and Constitution Way on February 29, the City added 0.9 miles of a new walkway and jogging path (see below).



Door-to-Door Paratransit Programs

As of January 28, 2020, the City of Alameda terminated the Premium Taxi and Medical Return Trip Improvement Program because the transportation vendor was unable to comply with the terms of the contract. Furthermore, over the last several years, the taxi program level of service and reliability had continued to decrease while the costs of City subsidies had increased, resulting in higher per-ride costs totaling up to \$40 per ride. The City is refunding unexpired taxi vouchers. In response to the stay-at-home order, the City paratransit monies through Measures B/BB contributed \$25,000 to Alameda Meals on Wheels in April, which amounts to **3,846 meals delivered to Alamedans' doorsteps**. These Measure B/BB monies also are paying for Alameda Sun advertisements to promote the LIFE ElderCare program, which provides door-through-door services for Alamedans. These Alameda Sun advertisements run one time per month in the Alameda Sun, and are in color.

Status of Priority Transportation Actions for 2020

The purpose of this Status Report is to highlight the progress of transportation projects and programs in the City of Alameda. This Status Report builds on the 2019 Annual Report, and explains the current priorities in light of the coronavirus pandemic and the associated stay-at-home order. In general, there is a continued emphasis on safety with traffic calming and now through slow streets and social distancing measures. Traffic congestion alleviation is a lower short-term priority. To achieve these objectives, the City will need adequate project/program funding, staffing resources and the ability to focus on our highest priorities given the constraints of an economic downturn.

Maintenance of Streets, Roads and Sidewalks

Maintenance of the City's existing assets is a critical component in meeting the City's transportation needs today and into the future. In 2020, the City of Alameda will continue to invest in the maintenance and improvement of the existing transportation network. The City plans to accomplish the following:

- Maintain and rehabilitate approximately 13 miles of streets and trails,
- Mitigate and repair over 2,500 trip and fall hazards on City sidewalks due to uplift from City street trees,
- Refresh traffic striping including stop signs, legends and crosswalks at 500 intersections throughout the City,
- Install two new traffic signals on Harbor Bay Road at A Street and Penumbra,
- Upgrade signal controllers at 8 signals to improve functionality and reliability,
- Install 50 bicycle racks throughout the city, and
- Replace up to 6 bus shelters, install up to 10 bus benches and improve ADA compliance at bus stops.

2020 Next Steps:

- Maintenance: Public Works staff will continue to execute Capital Projects that maintain the City's transportation infrastructure including paving, traffic signal modernization and upgrades, streetlight maintenance and LED conversion, sidewalk repairs and street-side drainage improvements.
- Pacific Avenue: Restripe to three lanes and bike lanes.
- Miller Sweeney Bridge: Restriping is expected to be completed in 2020.
- Bicycle Parking: Install 17 new bicycle racks along and near Park Street in early 2020. Prepare second phase of rack installation. Install new electronic shared-use



bicycle lockers at SeaPlane Lagoon Ferry Terminal, and, if grant is successful, at Harbor Bay Ferry Terminal and City Hall.

Status for January-April 2020:

- **Bicycle Lockers:** The City's Transportation Fund for Clean Air grant application for new electronic shared-use bicycle lockers was successful and the lockers will be installed starting in the summer through the fall.
- **Bicycle Racks:** 17 new bicycle racks were installed along and near Park Street.
- **New Traffic Signal:** Construction started for new traffic signals on Harbor Bay Road at A Street and Penumbra.
- **Resurfacing:** Staff developed construction documents for street resurfacing, pavement maintenance and restriping. Construction in 2020 will be focused east of High Street and on Bay Farm Island, including many local streets. Restriping plans address safety for all transportation modes including appropriate lane widths, improved bicycle lanes and high visibility crosswalks.
- **Sidewalks:** The city awarded a contract for sidewalk cutting that will start a multi-phase effort to address potential trip hazards.

Coronavirus Response

- **Main Street Program:** In April, the Downtown Alameda Business Association (DABA), requested that the City look into creative ways to re-purpose the right-of-way on Park Street to support businesses during the COVID-19 emergency. Subsequently, the West Alameda Business Association (WABA) also supported making similar street changes, on Webster Street. With these requests and in anticipation of the re-opening of businesses on Park and Webster Streets with social distancing requirements and the need for additional space for customer lines with 6 foot spacing, in-store occupancy limits and restrictions on indoor seating and indoor activities, City staff began to work on a new program, expected to be launched in June/July. The goal is to support social distancing and business recovery by providing additional space for customers and "take out" services on these streets by repurposing space within the right-of-way. Staff took the initial program ideas to the City Council on May 19 for their input, and pending their endorsement and direction, anticipate moving forward with the program.
- **Slow Streets:** In response to the coronavirus pandemic shelter-in-place orders and to provide safer opportunities for being physically active, the City developed the Slow Streets Alameda program (www.SlowStreetsAlameda.org), launched in late April. In the initial phase, two street segments on Pacific Avenue and Versailles Street, were closed to through traffic to allow for people to walk, bike and roll safely with the



required six feet of separation between them. The City is collecting public input via a survey and service request form, available on the web page, and using this input to shape the program expansion.

- **Pedestrian Push Buttons:** Public Works is posting signs letting pedestrians know that select intersections' pedestrian push buttons have been deactivated to reduce pedestrians' exposure to high-touch points. Affected intersections feature automatic "walk" cycles that operate without the need for pedestrians to press crosswalk buttons. Other intersections are being considered for this modification in the coming weeks, although these changes can be labor intense and require a traffic engineer's review and implementation by a signal technician. The feature of the buttons that plays audio for the benefit of visually impaired pedestrians will remain in place.
- **Alameda Meals on Wheels:** In response to the stay-at-home order, the City paratransit monies through Measures B/BB contributed \$25,000 to Alameda Meals on Wheels in April, which amounts to 3,846 meals delivered to Alamedans' doorsteps. City staff also were deployed as weekend dispatch.

Traffic Calming and Vision Zero Implementation

Traffic calming is an integral part of the recently adopted Vision Zero Policy focusing on education, enforcement and engineering to improve traffic safety for all users. Recognizing City Council's recent direction and calls from the public to improve traffic safety, the City Manager's office has convened a multi-disciplinary Vision Zero Implementation Group including Public Works, Police and Transportation Planning.

2020 Next Steps: Public Works, Police and Transportation Planning are evaluating specific intersections and corridors for safety improvements based on Vision Zero analyses. Intersections and corridors will be prioritized based on reported collisions, high-injury corridor maps, police assessments, pedestrian and bicycle safety considerations, public input and the location's relationship with existing transportation plans and improvements. Following their immediate and short-term response to the school-related incidents in fall of 2019, the Vision Zero Implementation Group intends to transition to a proactive approach for mid-term traffic calming improvements. Staff is developing a list of the top intersections with potential for relatively inexpensive but effective improvements such as lane narrowing, rectangular rapid flashing beacons, high-visibility pavement treatments, curb extensions and restricted traffic movements. Staff intends to spend the entire Traffic Calming capital budget funding on improvements constructed in 2020.

Long-Term traffic calming improvements, which will likely require significant additional funding, will be considered and prioritized as part of the Active Transportation Plan development, and will be informed by priorities from the Vision Zero Action Plan.

Status for January-April 2020:

- **On-call Contracts:** The city awarded five on-call consulting contracts for transportation engineering, traffic calming design and traffic signal improvements. Each consultant will have a defined scope and tasks to assist staff in delivering needed safety improvements.

Bus Service and Facility Improvements

Short-term - Alameda Point/Alameda Landing Service – Line 96 Express

In partnership with AC Transit, Alameda Point property owners, the Alameda TMA and the West Alameda TMA, implement frequent AC Transit bus service between Alameda Point's Site A/Seaplane Lagoon ferry terminal, Alameda Landing and Downtown Oakland.



2020 Next Steps: AC Transit is expected to adjust the route and increase the frequency of Line 96 by August 2020, which is timed with “Day One” occupancy of Alameda Point's Site A and depends on TDM fee contributions from both Alameda Point and Alameda Landing. This new run – Line 96 Express – also is expected to layover at the Seaplane Lagoon ferry terminal, which will provide ferry riders with a bus connection every 30 minutes. A marketing campaign similar to Line 19 will be used to promote Line 96 Express.

Status for January-April 2020: Due to the coronavirus-related stay-at-home order, AC Transit is delaying the route adjustment to benefit Alameda Point's Site A from June to August and is delaying the increased frequency from 30 minutes to 15 minutes so that it would begin in March 2021 rather than August.

EasyPass Program Expansion

Expand the citywide EasyPass program to include additional projects in Northern Waterfront, Alameda Landing, Alameda Point and other areas.



2020 Next Steps: Coordinating with AHA and the Alameda TMA to allow for AHA to obtain bulk rate bus passes from Alameda TMA using the City's Measure B/BB paratransit monies similar to APC. Through the City's Measure B/BB paratransit program as stated below, City staff is recommending increasing the number of EasyPasses for AHA and expanding to Jack Capon Villa residents and Mastick Senior Center members. Coordinating with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments.

Status for January-April 2020: AC Transit, City and Alameda TMA are coordinating to provide Alameda Point Site A and Alameda Landing residents and employees with EasyPasses in June.

Paratransit Program

2020 Next Steps: Recommend terminating the taxi subsidy program, increasing the scholarships for free AC Transit bus passes to AHA qualifying residents, Jack Capon Villa residents and Mastick Senior Center members, and supplementing door-through-door transportation providers that already serve Alameda. The reason for the termination is that over the last several years, the taxi service level of service and reliability have continued to decrease, resulting in higher per-ride costs totaling up to \$40 per trip. City staff considered but is not recommending Uber/Lyft type services due to labor and accessibility issues and the lack of finger printing for drivers. These programs are funded by Paratransit Measures B/BB transportation sales tax dollars.

Status for January-April 2020:

- Contributed \$25,000 to Alameda Meals on Wheels, which amounts to 3,846 meals delivered during the coronavirus pandemic stay-at-home order to seniors and people with disabilities who cannot travel to meal sites or to grocery shopping, and deployed City staff as weekend dispatch during the stay-at-home order.
- Terminated the taxi subsidy program.
- Provided sign-ups for the free AC Transit bus passes for Mastick Senior Center members to transition the taxi service users to another transportation option.
- Advertised in the Alameda Sun a door-through-door transportation service – LIFE Eldercare.
- Prepared a competitive bid to replace five bus shelters at AC Transit bus stops.
- Discontinued group trips and travel training during the stay-at-home order in March and April.
- Continued operating the Alameda Loop Shuttle during the stay-at-home order to ensure lifeline services can be reached by transit-dependent populations making essential trips.

Ferry Service and Facility Improvements

Seaplane Lagoon Ferry Passenger Terminal

2020 Next Steps: Construction is anticipated to be completed in March 2020. WETA is expected to begin ferry service at Seaplane Lagoon ferry terminal in August 2020. Seaplane service will operate to San Francisco's ferry building every 30 minutes during the peak commute period under an Operating



Agreement and License Agreement approved by WETA and the City in December. WETA will use surplus carryover funds in the near term for the service while Regional Measure 3 funds remain unavailable. AC Transit is expected to operate Line 96 Express bus service to/from the Seaplane Lagoon ferry terminal every 30 minutes. Walkways and separated bicycle lanes will extend to the Terminal from the foot of West Atlantic.

Status for January-April 2020: Construction is anticipated to be completed in June 2020. Due to the coronavirus pandemic, WETA is examining when and how to provide service as it is tied to the lifting of the shelter-in-place restrictions. WETA Board meetings in May and June will discuss the budget and planning for a gradual return to service once the restrictions are lifted.

Ferry Service Expansion

Secure funding for additional ferry services to San Francisco and to Oakland beginning in 2020 in the event that Regional Measure 3 funds are delayed due to lawsuits.

2020 Next Steps: A 2020 judgment of Regional Measure 3 is possible yet the Court of Appeals may not be the final word. City staff will participate in WETA's Hovercraft Study. The case has been granted calendar preference for 2020.



Status for January-April 2020: WETA is figuring out their budget and how to ramp up the ferry service based on demand of when residents return to work. City staff participated in a Stakeholder Advocacy Workshop in February to provide input on the initial work of the hovercraft study. Hovercraft operations face significant environmental, technical and financial challenges; however, it may be a viable alternative to connect East Bay residents with hard to reach Peninsula and South Bay employers. City staff have encouraged the consultant team to study a possible landing on Alameda's South Shore area. The next Stakeholder Workshop will be held in May to narrow down the list of potential routes and review preliminary cost and fare estimates.

Active Transportation Plan (Update to Bicycle and Pedestrian Plans)

This effort will update the City's 2010 Bicycle Plan and 2009 Pedestrian Master Plan into one new Active Transportation Plan (ATP) working in consultation with the community and the Transportation Commission. The plan will be brought to City Council for adoption.

2020 Next Steps: Staff will develop a final draft Plan for consideration of the Transportation Commission and City Council. This work includes assembling all community input; developing the network, program and policy recommendations; prioritizing recommendations, and drafting the Plan. Staff will continue to solicit public input. The Plan is expected to be adopted by City Council at the end of 2020.

Status for January-April 2020:

- The initial public outreach phase continued through February. Over 2,100 comments were collected on the web-based map of existing walking and biking conditions from approximately 500 unique respondents. Staff and the consultant team held focus groups with Mastick seniors, Alameda Point Collaborative residents and key agency stakeholders.
- Draft recommendations for the pedestrian and bicycle networks, programs and policies were developed and reviewed by staff.
- Due to the coronavirus pandemic restrictions and necessary precautions, the outreach approach is being revised to limit in-person interactions.



Vision Zero Action Plan

Prepare a Vision Zero Action Plan in consultation with community and Transportation Commission for City Council adoption.

2020 Next Steps: Working with the Vision Zero Task Force and Toole Design, staff will develop a Vision Zero Action Plan for adoption by the Transportation Commission and City Council by early 2021. This work will be based on an analysis of traffic collisions and their causes, to help identify the policies and actions that will have the greatest impact on reducing traffic deaths and severe injuries. Staff also will seek Transportation Commission and City Council support for updated policies and standards related to bike lanes, motor vehicle lane widths, street widths, bulb-outs and crosswalks.

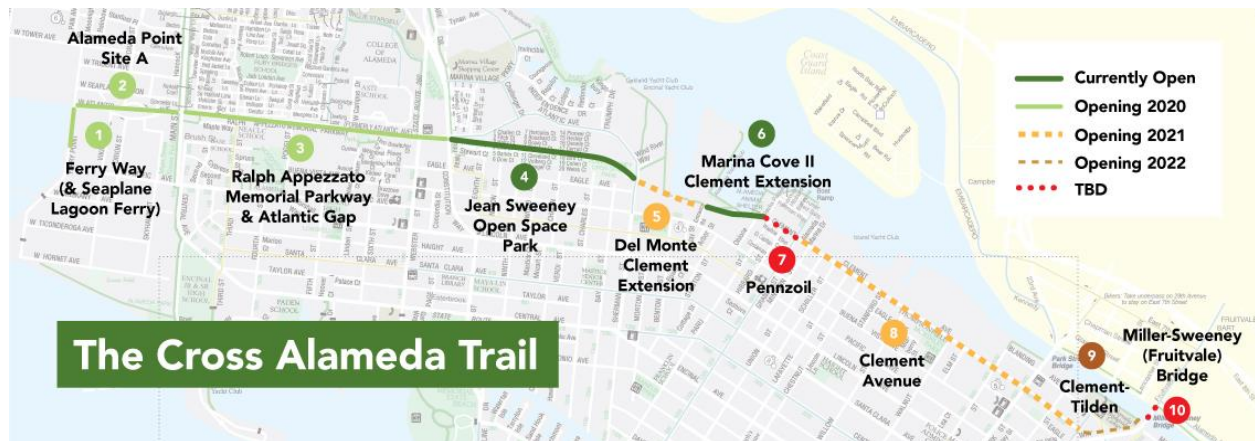
Status for January-April 2020:

- The first Vision Zero Task Force meeting was on January 14, 2020. The meeting planned for spring was delayed due to shelter in place. Future meetings will be held in the summer, fall, winter, and spring 2021. The Vision Zero Task Force comprises community members such as a traffic violence victim family member, an Alameda Point Collaborative resident, and an AUSD parent/Safe Routes to School champion; a representatives from the Commission on Disability and the Transportation Commission; staff from external agencies including Alameda Unified School District, AC Transit and the Alameda County Public Health Department; and City staff from seven different departments.
- On April 22, 2020, the City Council approved a package of street design updates as required by the Alameda Vision Zero policy, covering street width, parking lane width, crosswalks and bulb-outs. The resolution states that safety for people walking and bicycling shall be the highest priority when allocating right-of-way space, followed by transit efficiency and finally on-street parking. It established clear guidelines for appropriate lane widths for different street classifications to promote slower speeds while adequately serving truck routes, transit service and fire equipment. Additionally, the resolution called for the development of detailed

standards for intersection treatments such as crosswalks, bulb-outs and bollards in conjunction with the Vision Zero Action and Active Transportation Plans.

Corridor Safety Projects

Cross Alameda Trail



Source: Bike Walk Alameda

- **West End:** Complete construction and open trail for public use from Seaplane Lagoon in Alameda Point to Jean Sweeney Park. The City is leading major construction activities on Ralph Appenzato Memorial Parkway/Atlantic Avenue between Main Street and Constitution Way, which began in February 2019 - web page: www.alamedaca.gov/cat. The Site A developer is constructing the Cross Alameda Trail between Main Street and the Seaplane Lagoon. Construction is expected to be completed in February 2020 for the City-constructed segment and in spring 2020 for the Site A portion. **Status for January-April 2020:** On February 29, the community celebrated the official opening of the third segment of the Cross Alameda Trail between Main Street and Constitution Way. Traffic signal improvements at the major intersections and construction of the segment between Main Street and Seaplane Lagoon are ongoing.
- **Del Monte Clement Extension:** In 2020, the developers of the Del Monte project will extend Clement Avenue between Sherman Street and Entrance Way, which will include a new traffic signal, sidewalks and separated bicycle lanes. Construction is expected to be completed in 2021. **Status for January-April 2020:** The Del Monte project broke ground in February 2020, and is scheduled to complete the street improvements in 2021. The Del Monte roadway striping plans, which had been developed several years ago, were reviewed again by the City and are being refined.
- **Clement Avenue between Grand Street and Broadway:** The project constructs the Cross Alameda Trail in the street right-of-way. Completion of the environmental document and final design is expected in 2020. Construction is expected in 2021. **Status for January-April 2020:** In compliance with new City policy on travel and parking lane widths, the City staff/consultant team analyzed a concept that provides

a wider parking lane, buffer and bikeway between Grand Street and Willow Street and between Elm Street and Oak Street, and will present this revised draft concept to the Transportation Commission in May and to the City Council in June or July along with a request for CEQA environmental clearance and a consultant contract extension to complete the construction drawings.

- **Clement Avenue/Tilden Way:** Develop final design for City Council approval and begin construction for this segment. City staff will hire a consultant to develop the concept plan with public engagement; secure an approved soils remediation plan from the Department of Toxic Substances Control (DTSC); and will strive to finalize acquisition of the property. **Status for January-April 2020:** City staff continued to work with DTSC on an agreement for the soils remediation work plan and with Union Pacific Railroad on acquiring the property.

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, a traffic signal at Third Street and a realigned intersection at Pacific Avenue/Main Street.

2020 Next Steps: Caltrans approval of PID and seek Transportation Commission and City Council approval for the Webster Street area concept and the California Environmental Quality Act (CEQA) clearance for the entire corridor in spring 2020. Completion of the National Environmental Policy Act (NEPA) is expected in 2021. Final design and construction are expected in 2022.

Status for January-April 2020: Caltrans approved the PID in April, and prepared a final Cooperative Agreement with the City of Alameda for the Project Approvals and Environmental Document and for the Plan, Specifications and Estimate, which is scheduled for the May 19 City Council meeting. The City staff/consulting team are considering roundabouts along the project corridor due to their ability to reduce fatal and severe injury collisions compared to traffic signals, and will request approval of the updated concept including the Webster Street area by the Transportation Commission in July and by the City Council in September.



Encinal Avenue 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.

2020 Next Steps: Caltrans is expected to complete environmental clearance and final design with construction in 2021.

Status for January-April 2020: Caltrans staff provided the following updates:

- Caltrans completed the environmental document (CE/CE) on April 24, 2020.
- We are in the process of finalizing the Project Report; the tentative completion date is June 1, 2020.
- The DSDD (Design Standard Decision Document) will still need to be reviewed and approved by the Deputy District Director of Design; this is needed prior to the approval of the Project Report.
- The project is proposing to move forward with the following build alternative: Two 11' through lanes, a 10' TWLTL, two 5' Class II bicycle lanes, and parking shoulders varying between 6.8' to 8.8'.
- Design is anticipated to be completed in June 2021.
- Contract approval is tentatively scheduled for December 2021, with the construction duration estimated to be 190 working days.



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 and Class II bike lanes except with a Class IV parking protected bikeway by Rittler Park.

2020 Next Steps: Complete final design and construction.

Status for January-April 2020: The Parisi consultant team completed the 95 percent design drawings in March and City staff provided comments in April. Construction is expected to begin in September with a potential to expedite to July or August.



West End Bicycle and Pedestrian Crossing Feasibility and Design Study Funds

Secure outside funding for detailed Feasibility Study, including an estimate of projected usage.

2020 Next Steps: Both feasibility studies will be completed in spring 2020, after a second and final Technical Advisory Committee (TAC) meeting. The City will continue to work with the City of Oakland staff and other key stakeholders, such as the Port, on the preferred bridge alignment and landing design options; and to pursue funding with regional stakeholders for a Project Study Report, dependent on the results of the feasibility study.

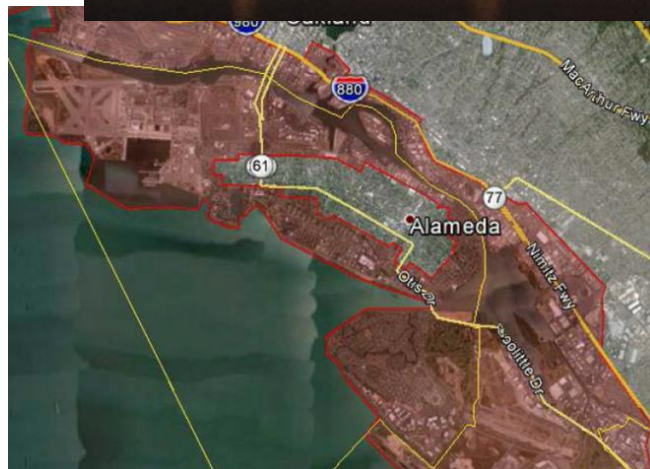
Status for January-April 2020:

- The combined draft Feasibility Study was reviewed by the TAC in March, after their last meeting, and is being finalized by the consultant.
- In March, City staff presented the project, including alternate bridge alignments and landings, to a group of Jack London Square businesses and residents for input.

Emergency Preparedness

Emergency preparedness priorities for transportation staff include:

- **Emergency Plan:** Refining the Transportation Annex of the City's Emergency Operation Plan and participating in regionally-sponsored trainings. **Status for January-April 2020:** Participated in a Critical Transportation Workshop in April focusing on checklists and templates to use for Transportation Annex updates.
- **Fruitvale Rail Bridge Hazard Removal:** City staff is working with the United States Army Corps of Engineers (Army Corps) to address the public safety hazard posed by the abandoned, Army Corps owned, rail bridge in that it is likely that the structure would collapse from a seismic event (see inset). In **2020**, the next steps include adding a provision in the upcoming Water Resources Development Act federal legislation to authorize the removal of the former rail bridge by the Army Corps. City staff considered retrofitting the bridge; however, the construction, operation and maintenance costs of this former rail bridge exceed the City's financial abilities. **Status for January-April 2020:** In Washington D.C., Mayor



Ezzy Ashcraft met with Congresswoman Barbara Lee's office to discuss the removal. The Army Corps worked on the request to obtain funding to study bridge removal.

- **Tsunamis:** In **2020**, staff will continue tsunami awareness on an on-going basis as part of an "all-hazard" approach to emergency preparedness. The next step is for the City to become a designated Tsunami Ready Community by the National Weather Service, as shown here: <https://www.weather.gov/tsunamiready/communities>, which will be possible with the City's planned on-going mitigation, preparedness and response steps. **Status for January-April 2020:** City staff installed tsunami hazard zone signs at the City's gateways.
- **Covid-19:** Please see information as mentioned above.
- **CERT:** For more information on disaster preparedness including training with Alameda's Community Emergency Response Team (CERT) program, please refer to the following City web page: <https://www.alamedaca.gov/Departments/Fire-Department/Disaster-Preparedness>. A total of six CERT members are being deployed daily to assist with the traffic control at the Food Bank on Mondays, Wednesdays and Friday.

Adaptation/Resilience

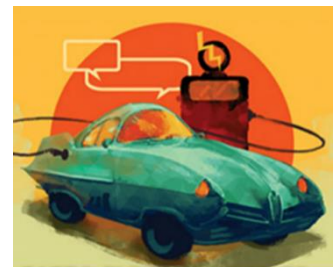
As identified in Alameda's *Climate Action and Resiliency Plan*, two of the city's highest-priority adaptation projects are a) raising of the northern shoreline to prevent flooding of Caltrans' tubes in Alameda, and b) raising of the low point on Caltrans' Doolittle Drive that will be the source of significant flooding on Bay Farm Island and the airport.

2020 Next Steps: Coordinating with key stakeholders - Caltrans, Port of Oakland, East Bay Regional Park District and Oakland – to refine project concepts and cost estimates.

Status for January-April 2020: City staff coordinated with key stakeholders on these two projects and participated in a regional sea level rise workshop in April, which was sponsored by the Bay Conservation and Development Commission.

Electric Vehicles

Though adoption of electric vehicles (EVs) is secondary to mode shift due to the health, safety and congestion benefits of mode shift strategies, adoption of EVs remains an integral part of reducing greenhouse gas (GHG) emissions in Alameda. Alameda Municipal Power (AMP), which is Alameda's city-owned electric utility, will be 100 percent clean energy starting January 1, 2020, thereby increasing the impact of transitioning to EVs for people who charge their EVs in Alameda. For more information, community members are directed to the City EV page at <https://www.alamedaca.gov/ElectricVehicles> or AMPs EV page at: <https://www.alamedamp.com/179/Public-Charging-Stations>



2020 Next Steps: AMP and City staff will continue with efforts to raise awareness, provide financial incentives, electrify the City fleet, provide more EV charging stations including at the Seaplane Lagoon ferry terminal and streamline the EV charger permit process. Staff also are looking at the potential to provide incentives for e-bikes, and will continue to include e-bikes in EV outreach efforts. AMP is considering offering rebates for the purchase of used EVs and electric forklifts as well as time of use rates for EV owners.

Status for January-April 2020:

Outreach: AMP has announced the launch of a new EV-focused addition: <https://www.alamedamp.com/349/Electric-Vehicles>. The new EV pages provide users with information ranging from the benefits of owning an electric vehicle to how to choose, charge and purchase an EV. The new site contains a calculator to learn about how much one can save by switching from a gas vehicle to an electric vehicle, as well as a shopping guide for both battery electric vehicles and plug-in hybrid electric vehicles. One of the highlights of the new pages is a comprehensive list of all the EV incentives provided by AMP along with those provided locally, state-wide and nationally.

Rebates: AMP launched a new rebate to help residential customers buy a used (pre-owned) electric vehicle. The rebate will vary based on the type of vehicle: customers buying a battery electric vehicle can receive \$1,000 back, while customers choosing a plug-in hybrid electric vehicle are eligible for a \$500 rebate. AMP customers who are enrolled in our Energy Assistance Program will qualify for an additional \$500 for each of these rebates. The rebate only applies to used electric vehicles with a purchase price below \$22,000. AMP also launched a new rebate for commercial customers for purchase of new electric forklift. Customers can buy a new class-1 or class-2 electric forklift, and can receive rebate of \$2,000 per forklift, up to a maximum of three forklifts per metered site. This rebate is available to A1, A2, A3, M1 and M3 customers.

Citywide Transportation Management Association

This TCP project focuses on establishing a combined Transportation Management Association (TMA) to administer Transportation Demand Management (TDM) programs throughout the city to ensure that more of the TDM fees are used for transportation services rather than administration. Currently, the Alameda TMA includes the Northern Waterfront and Alameda Point existing tenants. Alameda Landing's TMA Board voted to join the Alameda TMA in December, and Alameda Point's Site A developers also are on track to join the Alameda TMA.

2020 Next Steps: Alameda Landing and Site A tenants and homeowner associations are expected to join the Alameda TMA as voting members by June 2020 to correspond with "Day One" of Site A. Alameda Landing's TMA will dissolve and will eliminate the Alameda Landing shuttle. Instead, the Alameda Landing development will provide free AC Transit bus passes to their residents and employees, and will contribute to increased frequencies of AC Transit's Line 96. The Site A development also will provide free bus passes to their residents and employees, and contributions to Line 96. This public-private partnership approach with AC Transit is expected to benefit the entire west end of Alameda and not only these new developments, and will take advantage of bulk rate bus passes through

AC Transit's EasyPass program through an existing EasyPass contract between the Alameda TMA and AC Transit.

Status for January-April 2020: The Alameda TMA, Alameda Landing and Site A developer are working together to join into the Alameda TMA by summer.

New Developments – 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.

2020 Next Steps: Phase 1 of the Site A redevelopment project will be completed in 2020, and will include the reopening of Atlantic Way west of Main Street with a separated bike lane facility connecting to the new ferry terminal and new pedestrian facilities. Protected bike lanes also will be opened on portions of Orion Way and Pan Am Way leading to other destinations within Alameda Point. Staff is coordinating with the developer to maintain continuous vehicular, bicycle and pedestrian access through Alameda Point during planned future phases of construction. Design of the City led Adaptive Reuse Infrastructure project will be completed with construction expected to begin in early 2021.



Status for January-April 2020:

- Construction of Site A is ongoing, with the transportation facilities expected to be open in spring 2020. For 2020, Site A is expecting to have 60 senior units occupied in June and up to 64 townhomes that may gradually fill up by the end of the year.
- The Adaptive Reuse Infrastructure project is on track to begin construction in 2021.

Comprehensive Monitoring of Transportation System

As stated in the *Transportation Choices Plan*, monitoring of the transportation system, projects and programs is a complex task that requires ongoing resources to most effectively evaluate performance so as to best be able to direct future resources.

2019 Accomplishments: No Actions.

2020 Next Steps: City staff will develop a comprehensive plan to monitor the City's transportation system, and will work on the early implementation phases of the plan.

Status for January-April 2020: City staff completed a request for proposal process for on-call transportation consultants, which can assist with this monitoring task.

Transportation Choices Plan

Project and Program Tracking

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

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
1	Alameda Shuttle Exploration	High	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.	No Action.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	Develop and adopt Active Transportation Plan in 2020 and Vision Zero Plan in 2021.	Outreach to collect public input on existing conditions was wrapped up and draft recommendations are being developed.
3	Bus Stop Improvements	High	Install benches and replace up to six bus shelters. Improve safety at bus stops, including ADA compliance. Add signs stating "right turn only – buses exempt" in existing right-turn lanes before far side bus stops.	Bus stop improvements are being planned along Otis Drive between Willow Street and Westline Drive as part of the Otis Drive Safety Improvement Project, which is scheduled for construction in mid 2020.
4	EasyPass Expansion	High	Coordinate with AHA, Jack Capon Villa, Mastick Senior Center and the Alameda TMA for bulk rate bus passes from Alameda TMA using the City's Measure B/BB paratransit monies similar to APC. Through the City's Measure B/BB paratransit monies, City staff is recommending increasing the number of EasyPasses for AHA qualifying residents and expanding to Jack Capon Villa residents and Mastick Senior Center members. Coordinate with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments.	Providing EasyPasses to Mastick Senior Centers as part of Alameda TMA bulk rate bus pass contract with AC Transit, and coordinating with Alameda Landing and Site A in Alameda Point to expand EasyPasses.
5	Harbor Bay Ferry Terminal Access and Parking Management Improvements	High	Finalize parking management plan, which will include parking management for the Harbor Bay ferry terminal.	In progress.

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
6	Main Street Ferry Terminal Access and Parking Management Improvements	High	<p>Improve signal timing 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.</p> <p>Work with WETA on replacing the existing Main Street ferry terminal float, and strategize for long-term terminal, parking and open space improvements.</p>	The signal timing and Parking Management Plan are in progress.
7	Parking Management	High	<p>Seek City Council approval for a parking enforcement budget and the City staff classifications, and recruit parking enforcement staff.</p> <p>Increase parking fees, where appropriate, to meet the 85 percent occupancy standard per 2014 City Council direction.</p> <p>Implement the parking management plan.</p> <p>Install a minimum of 50 additional bike parking spaces by June 2021.</p>	With residents staying home to slow the spread of COVID-19, many may not be able to move their car for street sweeping. Parking violations for residential street sweeping are not being enforced; however, the City is encouraging residents to move their car for sweeping if it is safe to do so. Daily street sweeping of Park and Webster continues and street sweeping violations on these streets are being enforced. Also being enforced are safety-related parking violations, including disabled parking, red zone, wheelchair ramp access violations, blocked sidewalks and blocked driveways.
8	Parking Policies for New Development	High	Ongoing.	
9	Pedestrian Master Plan and Design Guidelines Update	High	Develop and adopt Active Transportation Plan in 2020 and Vision Zero Plan in 2021.	Outreach to collect public input on existing conditions was wrapped up and draft recommendations are being developed.
10	Transit Signal Priority	High	Activate Park Street signal upgrades. Provide transit signal priorities such as in Central Avenue project (#30A).	In progress.
11	Transportation Awareness Campaign	High	<p>Continue Line 19 and Clipper card promotions, quarterly Transportation Awareness Advisory Group meetings and bicycle safety education classes and workshops.</p> <p>Ongoing updates to City web site, press releases, social media posts and presentations on transportation projects and programs.</p> <p>Expand on existing awareness campaigns to reduce solo driving and to shift to other modes.</p>	Ongoing.

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
12	Transportation Partnerships with Existing Businesses and Residences	High	Continue outreach on carshare, bicycling, walking, Vision Zero, Clipper cards, electric vehicles and emergency response, and partner on EasyPass with key stakeholders.	Ongoing
13	Bike Share	Medium	Develop electric shared-use dockless bike and scooter permit program.	No Action
14	Casual Carpool Additional Pickup Locations	Medium	Analyze the potential to expand casual carpool in Alameda.	No Action.
15	Constitution Way Carpool Lane	Medium	Initiate a concept, outreach and implementation plan to create a carpool queue jump at the Constitution Way/Mariner Square Drive intersection.	No Action
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	<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 for pilot water shuttle program between Alameda Landing and Jack London Square.</p>	WETA is figuring out their budget and how to ramp up the ferry service based on demand of when residents return to work.
17	Westline Drive Bus Lane	Medium	Coordinate with Active Transportation Plan for potential bus lane and bikeway along Westline Drive.	No Action
18	Shared Ride Service for Seniors and People with Disabilities (City's Paratransit Measures B/BB transportation sales tax dollars)	Medium	Recommend terminating the taxi subsidy program for seniors and people with disabilities, increasing the scholarships for free AC Transit bus passes to Alameda Housing Authority residents, Jack Capon Villa residents and Mastick Senior Center members, and supplementing door-through-door transportation providers that already serve Alameda. City staff considered but is not recommending Uber/Lyft type services due to labor and accessibility issues and the lack of finger printing.	<ul style="list-style-type: none"> Contributed \$25,000 to Alameda Meals on Wheels, which amounts to 3,846 meals delivered during the coronavirus pandemic stay-at-home order to seniors and people with disabilities who cannot travel to meal sites or to grocery shopping. Terminated the taxi subsidy program. Provided sign-ups for the free AC Transit bus passes for Mastick Senior Center members to transition the taxi service users to another transportation option. Advertised in the Alameda Sun a door-through-door transportation service – LIFE Eldercare. Prepared a competitive bid to replace five bus shelters at AC Transit bus stops.

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
				<ul style="list-style-type: none"> Discontinued group trips and travel training during the stay-at-home order in March and April. Continued operating the Alameda Loop Shuttle during the stay-at-home order to ensure lifeline services can be reached by transit-dependent populations making essential trips.

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

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
19	Alameda Point Bus Rapid Transit Service	High	On hold until completion of the citywide Comprehensive Operations Analysis so as to better understand the bus service needs for Alameda Point.	The Alameda County Transportation Commission is moving forward with an agreement with the City of Alameda so as to begin funding for this project since Line 96 is expected to begin operations along Appezzato Parkway in 2021.
20	Bicycle and Pedestrian Corridor Improvements	High	<p>Restripe Miller-Sweeney Bridge to improve bike safety (#20G).</p> <p>Finalize Oakland-Alameda Access Project (OAAP) concept for bike/pedestrian crossing improvements (#20J).</p> <p>Complete construction of Cross Alameda Trail between Seaplane Lagoon and Jean Sweeney Park. (#20K).</p>	<p>The OAAP consultant continued to refine the Webster Tube bikeway path design for the OAAP.</p> <p>The Cross Alameda Trail between Main Street and Constitution Way was substantially completed and is open for use.</p>
21	Citywide Safe Routes to School Audits and Improvements	High	Continue expanded bicycle safety education classes and workshops using City funds. Fund a project manager to lead the annual Bike Festival event (held in May) that provides bike safety education to children in Alameda. Via Safe Routes to Schools program, prepare audit for Ruby Bridges and Earhart schools. Update Safe Routes to Schools maps for remaining schools.	<p>The City continued contract negotiations with two non-profit organizations for bike safety education, and is now determining how to offer these programs with physical distancing. The City contracted with TransForm to manage the Bike Festival event, which due to the coronavirus pandemic, had to be cancelled in May; options for offering the event in late summer are being explored.</p> <p>The Earhart school audit was conducted and a draft report was completed. The Ruby Bridges audit was cancelled due to the pandemic and will be re-scheduled, as feasible</p>
22	Crosstown Express Bus Service	High	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.	No Actions.
23	Increase Frequency and Span of Service for Ferry Service	High	A 2020 judgment of Regional Measure 3 is possible yet the Court of Appeals may not be the final word. City staff will participate in the Hovercraft Study and other ongoing WETA coordination.	WETA is figuring out their budget and how to ramp up the ferry service based on demand of when residents return to work. City staff participated in a Stakeholder Advocacy Workshop in February to provide input on the initial work of the study. Hovercraft operations face significant environmental, technical, and financial challenges; however, it may be a viable alternative to connect East Bay residents with hard to reach Peninsula and South Bay employers. City staff have encouraged the consultant team to study a possible landing on Alameda's South Shore area. The next Stakeholder Workshop will be held in May to narrow down the list of potential routes and review preliminary cost and fare estimates.

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
24	Increase Frequency and Span of Service for Local Bus Routes	High	<p>Line 96 Express: AC Transit is expected to adjust the route and increase the frequency of Line 96 by August, which is timed with "Day One" occupancy of Site A and depends on TDM fees from Alameda Point and Alameda Landing. This new run – Line 96 Express – is expected to layover at the Seaplane Lagoon ferry terminal, which will provide ferry riders with a bus connection every 30 minutes.</p> <p>Comprehensive Operations Analysis: Staff is asking City Council to endorse draft COA goals in January. The next steps involve analyzing existing conditions, preparing a market analysis and developing service alternative proposals to be incorporated into a draft and then final COA with expected completion in fall 2021.</p>	Due to the coronavirus-related stay-at-home order, AC Transit is delaying the route adjustment to benefit Alameda Point's Site A from June to August and is delaying the increased frequency from 30 minutes to 15 minutes so that it would begin in March 2021 rather than August.
25	Increase Frequency and Span of Service for Transbay Bus Service	High	Increased Transbay frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit, which could be settled in 2020.	Lawsuit in progress.
26	Miller-Sweeney Multimodal Lifeline Bridge	High	<p>Lifeline: Submit grant application to replace or retrofit the Miller-Sweeney Bridge.</p> <p>Rail Bridge: Add a provision in the upcoming federal Water Resources Development Act legislation to authorize the removal of the former rail bridge by the Army Corps. City staff considered retrofitting the bridge; however, the construction, operation and maintenance costs exceed the City's financial abilities.</p>	In Washington D.C., Mayor Ezzy Ashcraft met with Congresswoman Barbara Lee's office to discuss the rail bridge removal.
27	New Seaplane Lagoon (SPL) Ferry Terminal & Service	High	Construction is anticipated to be completed in March 2020. WETA is expected to begin ferry service at Seaplane Lagoon ferry terminal in August 2020. Seaplane service will operate to San Francisco's ferry building every 30 minutes during the peak commute period under an Operating Agreement and License Agreement approved by WETA and the City in December 2019. WETA will use surplus carryover funds in the near term for the service while Regional Measure 3 funds remain unavailable. AC Transit is expected to operate Line 96 Express bus service to/from the Seaplane Lagoon ferry terminal every 30 minutes.	Construction is anticipated to be completed in June 2020. Due to the coronavirus pandemic, WETA is examining when and how to provide service as it is tied to the lifting of the shelter-in-place restrictions. WETA Board meetings in May and June will discuss the budget and planning for a gradual return to service once the restrictions are lifted.

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
28	Regional Transit Hub Connector Bus Service	High	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.	No Action.
29	TDM Ordinance Update	High	TBD.	No Action.
30	Vision Zero Safety Improvements and Traffic Calming	High	<p>Central: Caltrans approval of PID and seek Transportation Commission and City Council approval for the Webster Street area concept and the California Environmental Quality Act (CEQA) clearance for the entire corridor in spring 2020. Completion of the National Environmental Policy Act (NEPA) is expected in 2021. Final design and construction are expected in 2022.</p> <p>Encinal: Caltrans is expected to complete environmental clearance and final design with construction in 2021.</p> <p>Clement: Complete environmental review and design with construction scheduled for 2021.</p> <p>Tilden/Clement: Acquire right of way, secure regulatory approval of a remediation plan, and approve concept plan.</p> <p>Main Street: Implement signal retiming.</p> <p>Otis: Complete design and construction.</p> <p>Stargell: Apply for grant funds to construct bicycle and pedestrian trail and bus queue jump lanes between Fifth Street and Main Street.</p> <p>Lincoln Avenue/Pacific Avenue: Install bike lanes and restripe between Main Street and Fourth Street.</p>	<p>Central: Caltrans approved the PID in April.</p> <p>Encinal: Caltrans is working on a crash prediction model.</p> <p>Clement: Updated concept for a wider parking lane, buffer and bikeway, and will request approval of the Transportation Commission in May and of the City Council in July.</p> <p>Tilden/Clement: Worked on acquiring right of way and securing regulatory approval of a remediation plan.</p> <p>Main Street: Implemented signal retiming.</p> <p>Otis: Completed 95 percent plan, specifications and estimate.</p> <p>Stargell: Applying for ATP Cycle 5 grant funds to construct bicycle and pedestrian trail and bus queue jump lanes between Fifth Street and Main Street.</p> <p>Lincoln Avenue/Pacific Avenue: No actions.</p>
31	Bikes in Buses through Webster/Posey Tubes	Medium	No Action.	No Action.
32	Citywide Transportation Management Association	Medium	<p>Expand Alameda TMA to include:</p> <ul style="list-style-type: none"> • Alameda Landing tenants/HOAs • Alameda Point's Site A • Alameda Housing Authority • Jack Capon Villa • Mastick Senior Center • Hotel at Park St/Clement Ave. 	In progress.
33	Faster Line 51A Bus Service	Medium	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.	No Action.
34	New Technologies and Innovations	Medium	Continue with electric vehicle adoption efforts to raise awareness, provide financial incentives, electrify the City fleet, provide more EV charging stations including at the	GIG Car Share is maintaining operations as an essential service, with updated health and safety precautions, so essential workers and the public have

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
			<p>Seaplane Lagoon ferry terminal and streamline the EV charging permit process with City Council adoption of an ordinance expected in early 2020. AMP will consider rebates for used EV purchases, forklifts and low-income residents as well as time of use rates to EV customers.</p> <p>Consider providing incentives for e-bikes, and continue including e-bikes in outreach efforts.</p> <p>Extend Gig Car Share agreement to spring 2023 and continue evaluation.</p> <p>Develop electric shared-use dockless bike and scooter permit program.</p>	<p>access to secure modes of transportation. GIG Car Share has enhanced its cleaning regimen in response to COVID-19 to ensure surfaces of the cars are disinfected in accordance with CDC recommendations. Gig is also running the Gig4Good Program, donating fleet access to qualifying organizations one week at a time: https://gigcarshare.com/gig4good/.</p> <p>Between beginning of the year and start of shelter in place, Alameda was averaging around 250 trips per week. Since SIP, it's down 40%. Getaround has 2,087 members in Alameda as they did in 2019, and saw growth in trips and unique renters until the stay-at-home order. Getaround is offering shared vehicles for healthcare workers at cost during this time, and are working to grow.</p>

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

TCP	Projects & Programs	Priority	2020 Next Steps	Status for January-April 2020
35	BART to Alameda - New Transbay Rail Crossing	n/a	BART and Capitol Corridor are partnering 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.	In progress.
36	Comprehensive Congestion Management, (Citywide EasyPass, Increase Bus Frequency to 15-minute, Congestion Pricing)	n/a	No actions.	No actions.
37	New Transit/Bike/ Pedestrian Lifeline Tube	n/a	A more detailed concept and cross section was developed, as part of the Estuary Crossing travel demand study.	A cost estimate was developed as part of the Draft Feasibility Study of Estuary Crossing options (#39).
38	Webster/Posey Multimodal Lifeline Tubes	n/a	No actions.	No actions.
39	West End Bicycle/ Pedestrian Crossing	n/a	Finalize travel demand and feasibility studies, to determine projected usage of four crossing options, plus determine feasibility of constructing a bridge and cost. Secure conceptual approval by Oakland for an Oakland landing. Pursue funding for next phase Project Study Report and position project to be eligible to receive construction funding in future.	Draft Feasibility Study was developed and is being finalized by consultants.