



City of Alameda

Status Report on Transportation

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Introduction

The *Transportation Choices Plan* (2018) requires an annual review of progress toward meeting the City's transportation improvement needs, which is done in the early months of each year at the Transportation Commission and the City Council. City staff also provide status reports to the Transportation Commission in May and September to give a snapshot of work in progress or completed. The purpose of this Status Report is to highlight the progress of transportation projects and programs in the City of Alameda (Figure 1). City staff share the information in the Status Report to help spread awareness of Alameda's transportation programs and projects via social media or focus groups. The goals of the *Transportation Choices Plan* are to reduce solo driving and to increase the share of other modes with the primary objectives of safety, equity and reducing greenhouse gases.

Figure 1: Major Safety and Complete Streets Projects



Quick Facts

Transportation indicators showed positive trends in 2019 and until the stay-at-home order in March 2020, with more people walking, biking and riding transit than in previous years. During COVID-19, bus and ferry ridership as well as usage of shared mobility such as Getaround and Gig Car Share dropped significantly. Anecdotally, people walking increased during COVID-19, and bicycling also is on the rise. These quick facts help the City measure performance and effectiveness of the transportation project and program investments. City staff is actively working on improving how the City monitors the transportation system through multimodal data collection as part of the Smart City Master Plan effort, which is just beginning and is expected to be about a one-year effort.

Vision Zero Traffic Safety

The Alameda Vision Zero Policy, adopted in November 2019, establishes a goal to achieve zero fatal and severe injury collisions. The California Office of Traffic Safety (OTS) rankings in Table 1 find that, between 2017 and 2018, Alameda's crash rate improved relative to similar-sized California cities, except for alcohol-involved crashes. OTS is not currently providing rankings from other years.

Table 1: Alameda's Injury Crash Rankings Compared to Similar-Sized Cities¹

Type of crash	Percentile rank*	
	2017	2018
Total fatal and injury	47	56
Speed related	57	64
Alcohol involved	78	56

*Rankings have been converted to percentiles from 1-100, with the number 1 representing the highest (worst) crash rate and number 100 the lowest.

In the first quarter of 2021, one person died on Alameda's streets, two suffered severe injuries, and 33 were injured, which represents a lower rate of injuries than Alameda's 2009-2018 average. Nevertheless, no loss of life is acceptable in a Vision Zero city.

¹ OTS crash rankings: <https://www.ots.ca.gov/media-and-research/crash-rankings-results/>. Rankings for pedestrian and bicycle injury crashes are not included here because they do not take mode share into account; cities with high rates of walking and biking tend to rank the worst, regardless of the relative safety per mile traveled.

Table 2: Traffic Fatalities and Severe Injuries²

	Average 2009- 2018	2019	2020	2021 (Jan- March)
All modes				
<i>Killed</i>	1.9	1	4	1
<i>Severely injured</i>	10	6	5	2
<i>All injuries</i>	221	273	167	33
Pedestrians				
<i>Killed</i>	0.8	0	2	0
<i>Severely injured</i>	3	3	2	1
<i>All injuries</i>	33	44	30	10
Bicyclists				
<i>Killed</i>	0.2	0	1	1
<i>Severely injured</i>	3	1	0	0
<i>All injuries</i>	38	29	24	4
In a motor vehicle				
<i>Killed</i>	0.6	0	1	0
<i>Severely injured</i>	3	2	3	1
<i>All injuries</i>	139	196	109	19
Riding a motorcycle				
<i>Killed</i>	0.3	1	0	0
<i>Severely injured</i>	2	0	0	0
<i>All injuries</i>	12	4	4	0

² Sources: 2009-2018 data are the Statewide Integrated Traffic Records System, augmented with Alameda Police Department (APD) fatality data. 2019 and 2020 data are from APD.

Bus – AC Transit

In spring 2019, average daily boardings on [AC Transit's](#) Alameda lines totaled 19,491, and dropped to 5,644 in spring 2020 due to COVID-19 (Table 3). The latest ridership data from February 2021 shows a slight increase to 6,425 daily boardings.

Table 3: Average Spring Boardings by Line in Alameda

Line	2017	2018	2019	2020
19	637	742	706	308
20	2,875	2,614	2,707	1,173
21	1,742	1,725	1,653	797
51A	9,249	8,481	9,359	2,428
96	1,112	1,304	1,455	553
O	1,841	1,783	1,883	327
OX	596	639	571	0
W	571	559	574	0
356	0	8	14	0
631	180	153	181	0
663	56	67	60	0
687	89	200	209	0
851	127	123	119	58
Total	19,075	18,398	19,491	5,644

Keeping you informed. AC Transit provides updates via digital communications, at-stop signage, service alerts, and media releases, as well as through community partners. Customer Service Agents are available seven days a week by phone and five days a week



at the Customer Service Center in Oakland. AC Transit launched a new mobile app to provide the latest information, and webpage is: <https://www.actransit.org/where-buy>

Expanded contactless payment. AC Transit has introduced new options for contactless payment. Quick links to Clipper card information: <https://www.actransit.org/clipper>

Enhanced real-time information. AC Transit has launched the rider capacity feature that shares real-time information about which buses have reached their capacity limits so riders can plan accordingly. ACT RealTime: <https://www.actransit.org/actransit-realttime>

Adopted new safety-related technologies. AC Transit has been introducing new tools, like employee contact tracing, to keep everyone healthy and improve your ride.

Funding: AC Transit received a portion of the federal Coronavirus Aid, Relief and Economic Security (CARES) Act stimulus package totaling \$114 million to help fund transit operations given the significant revenue decreases from the decline in ridership. With the December 2020 passage of a second stimulus package, AC Transit received \$55 million to help maintain transit operations.

Ferry – WETA

WETA ridership has stayed relatively stable during the past few months of the pandemic after having dropped by over 90 percent compared to pre-COVID times (Table 4). WETA received a portion of the federal CARES Act stimulus package totaling \$19 million to help fund transit operations given the significant revenue decreases from the decline in ridership. With the December 2020 passage of a second stimulus package, WETA received an additional \$4.9 million to help maintain transit operations. For more information, refer to <https://sanfranciscobayferry.com/bestwayback>

Table 4: WETA Average Daily Weekday Boardings

	2016	2017	2018	2019	2020	2021
Main Street to San Francisco	4,560	4,460	4,816	5,654	939*	242
Main Street to South San Francisco	172	198	214	208	NA	NA
Harbor Bay to San Francisco	1,244	1,446	1,384	1,452	NA	NA
Alameda Avg Daily Ridership	5,976	6,104	6,414	7,314	939	242

*Note: The daily weekday boardings April to December 2020 averaged 114.

A higher percentage of lower-income riders are using the Alameda/Oakland ferry service compared to 2017 (Figure 2). There is no significant change in access from pre-pandemic levels in that drive alone still is the primary mode (Figure 3).

Figure 2: Alameda/Oakland Ferry Annual Household Income Levels

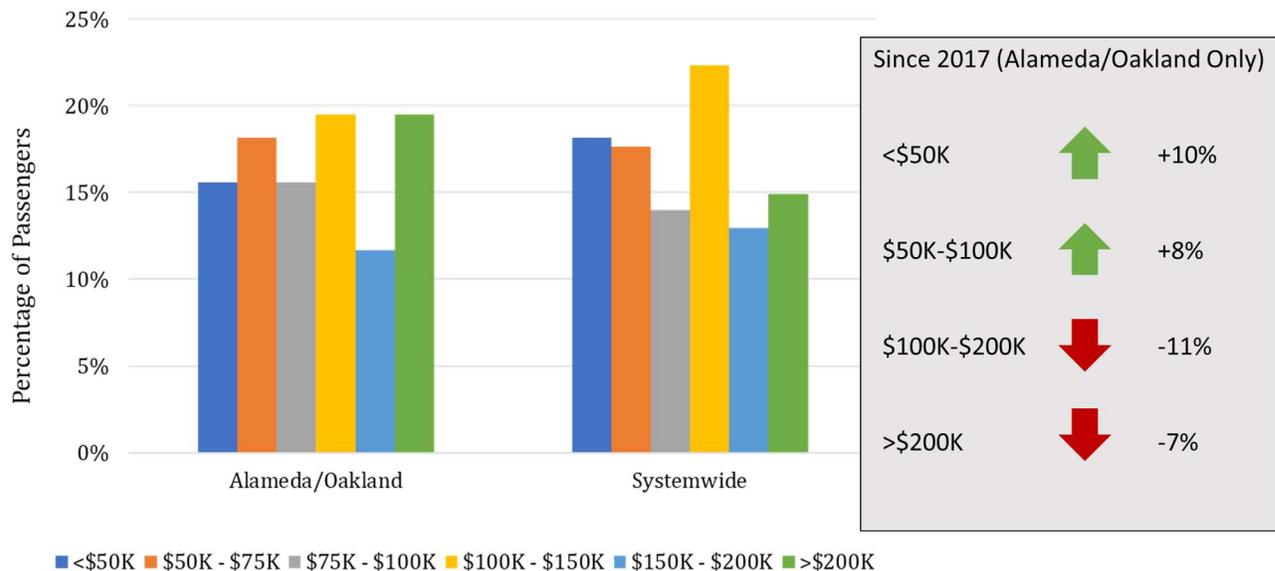
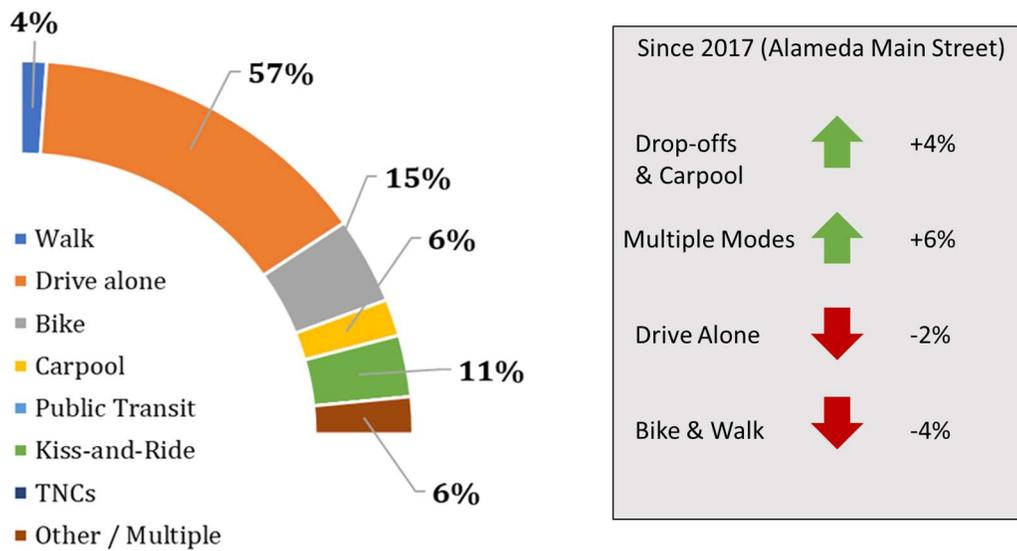


Figure 3: Accessing the Alameda Main Street Ferry Terminal



Alameda Loop Shuttle

In 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 grew to over 70 weekday boardings in 2019. With COVID-19, the average weekday ridership has dropped to 33 as of March 2021, which is up from the lowest COVID daily boardings of 17 in spring 2020.



Bikeways

So far in 2021, Alameda added 1.2 mile of bikeway along Otis Drive for a total of 49.9 miles of bikeways across the city (Table 5). In celebration of Bike Month in May, the Alameda County Safe Routes to Schools Program hosted Bike to the Moon Week, a week-long virtual event from Monday, May 10 to Friday, May 14, 2021. During the celebration, students, families, and school staff were invited to track miles and minutes of activity with the goal of “biking” all the way to the moon, which is 286,900 miles away.



Table 5: 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	1.2	0.8	0	0	0.4	0.2
Added in 2021 (as of May)	1.2	0	1.0	0.1	0.1	0.1
Totals	49.9	17.6	18.9	10.7	2.7	1.1

Carshare

Gig Car Share

[GIG Car Share](#) serves the Bay Area, Sacramento and Seattle as a convenient, affordable and eco-friendly one-way transportation option. In May 2018, the City began a partnership with Gig Car Share to operate up to 35 vehicles in Alameda. The map inset shows the current Gig service area, which was modified in November 2020 to best meet Gig demand in Alameda, and encompasses west of Park Street. Gig has continued to operate during the pandemic with enhanced cleaning services. In response to changing Member demand, Gig introduced multi-day rental periods.

As of March 2021, there were 8 to 10 Gig vehicles on average located in Alameda, 229 active members and over 700 trip starts and ends each month, which averaged about 24 trip starts and ends each day (Table 6). Last year, the number of trip starts and trip ends per day averaged 31 and 33, respectively, representing over a 25 percent decrease.

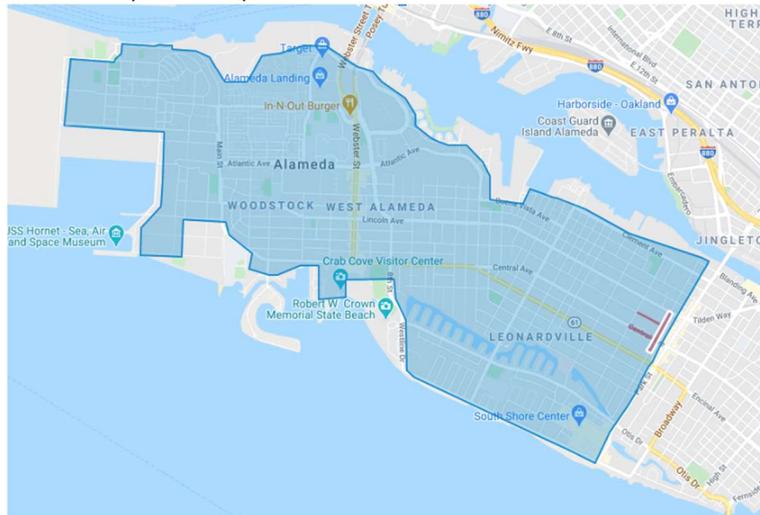


Table 6: Gig Car Share Operations Update

	2020			2021		
	October	November	December	January	February	March
Active Members	231	223	214	170	208	229
Trips Starts by Month	665	699	669	546	639	724
Trips Ends by Month	681	724	695	575	665	734

Getaround

Getaround saw growth in trips and unique renters until COVID-19, and is starting to return to pre-pandemic levels (Table 7). Getaround has three shared vehicles in the City of Alameda city-controlled parking lots, and is working to continue to grow in the City of Alameda. To try out Getaround, use the promo code WABA2021 for a 50 percent discount. Getaround also has four peer-to-peer vehicles in Alameda. This peer-to-peer vehicle service provides drivers access to rent and unlock cars shared by people in Alameda.

Table 7: Getaround Usage of Three Vehicles in Public Parking Lots

Year	Trips	Average Monthly Trips	Average Daily Trips	Unique Renters	Average Monthly Unique Renters	Average Daily Unique Renters
2018	1,131	94	3.1	392	32.7	1.1
2019	1,703	142	4.7	570	47.5	1.6
2020	495	41	1.4	286	23.8	0.8
2021	204	63	2.1	131	40.5	1.4

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 8). Since 2020, AMP began providing rebates for used EV purchases, which now total 32 since the program began. 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: 61 residential and 0 commercial
- 2021 (as of April): 22 residential and 0 commercial



Table 8: California Clean Vehicle Rebate Statistics for Alameda

Year	BEV	PHEV	FCEV	Yearly total	Cumulative total
2011	22	0	0	22	22
2012	18	26	1	45	67
2013	54	55	0	109	176
2014	87	80	0	167	343
2015	145	61	0	206	549
2016	93	50	2	145	694
2017	108	52	3	163	857
2018	178	79	4	261	1,118
2019	153	61	2	216	1,334
2020 (thru Nov. 30)	89	35	5	129	1,463
Total	917	489	15	1,421	1,463

Source: Center for Sustainable Energy (2021). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated April 14, 2021. <https://cleanvehiclerebate.org/eng/rebate-statistics> BEV: All-battery electric vehicle; PHEV: Plug-in hybrid electric vehicle (electricity and gasoline); FCEV: Fuel-cell electric vehicle

Roadways

It is unclear what the long-term impact of the COVID-19 pandemic will be. According to the Alameda County Transportation Commission (Alameda CTC) as part of its Multimodal Monitoring preliminary results, fall 2020 speeds on roadways throughout Alameda County were up significantly, especially during the morning peak period and congestion was down substantially. While total vehicle miles traveled (VMT) fell substantially in spring 2020 as shelter-in-place orders took effect, VMT returned to 92 percent of 2019 levels by October.

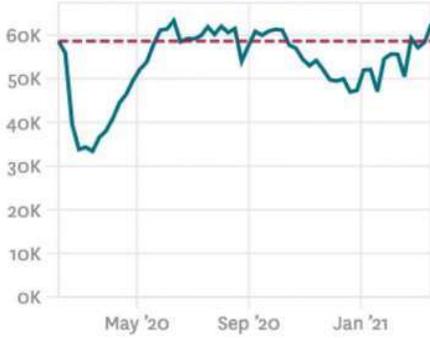
For the Bay Area bridges, the San Francisco Chronicle reported on April 13, 2021 that the two southern bridges – San Mateo/Hayward and Dumbarton – have recovered the least (Figure 4). For the Bay Bridge, the afternoon/evening backup still begins in early afternoon but by 6 p.m. usually dissipates as opposed to pre-pandemic when the backups lasted until 7 p.m. or later.



Figure 4: Bay Area Bridge Comparison (March 2020 to March 2021)

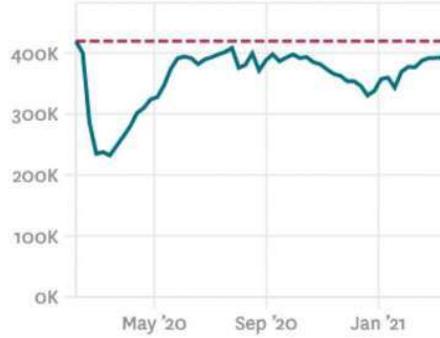
Antioch Bridge

107% of pre-pandemic traffic



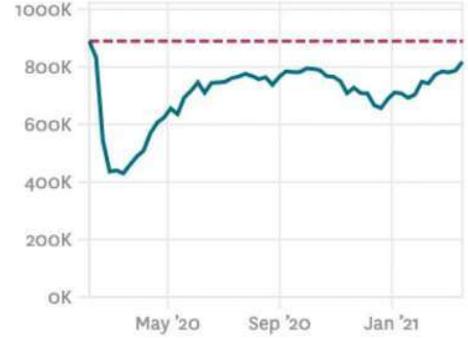
Carquinez Bridge

98% of pre-pandemic traffic



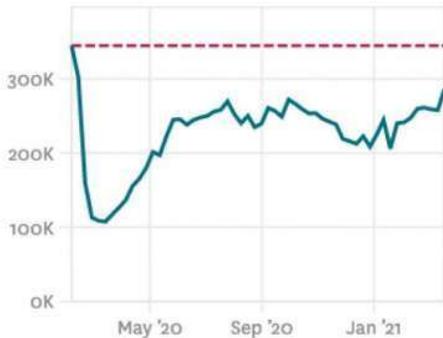
Bay Bridge

92% of pre-pandemic traffic



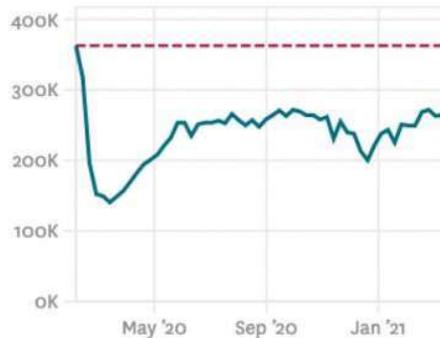
Golden Gate Bridge

83% of pre-pandemic traffic



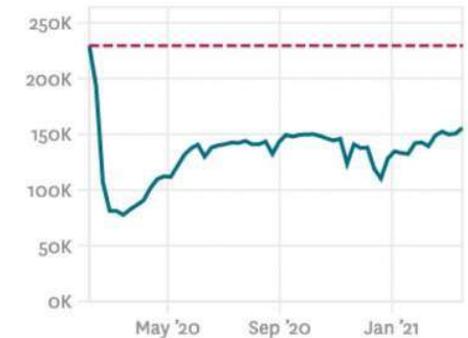
San Mateo-Hayward Bridge

78% of pre-pandemic traffic



Dumbarton Bridge

68% of pre-pandemic traffic



--- marks the 3/1/2020 week total

Source: Bay Area Toll Authority and Golden Gate Bridge, Highway & Transportation District

San Francisco Chronicle article titled "Bay Area traffic is now back in full force. Here's a look at the data," by Michael Cabanatuan and Nami Sumida, April 9, 2021, Updated: April 13, 2021 7:35 p.m.; <https://www.sfchronicle.com/local/article/Bay-Area-traffic-is-now-back-in-full-force-16087397.php>

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 is as follows and shows an upward trend:

- January 2019: 1,400
- November 2019: 4,266
- November 2020: 12,021
- April 2021: 12,503

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

Furthermore, for Alameda's Community Emergency Response Team (CERT) program, the Fire Department has a total of 344 active CERT members who are trained to provide emergency assistance to their families and neighbors, which is down from 362 in 2019 due to COVID-19 and the inability to train new CERT members.

Legislative Activities Update

As mentioned by Alameda CTC, the legislative activities updates are as follows:

Federal

On March 11, 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.

The Biden Administration is developing a "Build Back Better" plan, which will help lay the foundation for a large infrastructure package to pass before the end of 2021. Discussions are underway regarding requests from Congress for nominations for Congressionally directed funding (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. City of Alameda would not be the lead agency.

State

The state legislature reconvened on January 11, 2021. The deadline for bills to be introduced was February 19, 2021. Alameda CTC staff highlights the following bills:

Assembly Bill 43 (Friedman) – Traffic Safety: Current law authorizes state and local authorities to adjust default speed limits based on an engineering and traffic survey, which prescribes factors that must be included such as prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law, and would allow local authorities to consider additional factors, including the current or immediately prior speed limit. (Alameda CTC recommended support)

Assembly Bill 455 (Bonta) – Bay Bridge Fast Forward Program: Focuses on prioritizing transit on the Bay Bridge corridor and provides authority to the Bay Area Toll Authority, in consultation with Caltrans, to designate transit only traffic lanes on the Bay Bridge. The bill notes the Legislature's intent that tolls, vehicle occupancy improvements, and capital investment priorities are established to achieve fast and reliable bus transit within the corridor. (Alameda CTC recommended support and seek amendments)

Assembly Bill 550 (Chiu) – Vehicles: speed safety system pilot program: Develops guidelines to implement pilot programs that are designed to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems. (Alameda CTC recommended support)

Assembly Bill 917 (Bloom) – Vehicles: video imaging of parking violations: Provides that a public transit operator, as defined in Section 99210 of the Public Utilities Code, may install automated forward-facing parking control devices on city-owned or district owned public transit vehicles, as defined by Section 99211 of the Public Utilities Code, for the purpose of video imaging of parking violations occurring in transit-only traffic lanes. (Alameda CTC recommended support)

Senate Bill 1122 (Skinner) – Green electrolytic hydrogen: Clarifies that the California Public Utilities Commission, Air Resources Board, and Energy Commission should consider green electrolytic hydrogen in plans developed to help California reach 100% zero carbon electricity by 2045. (Alameda CTC recommended support)

Senate Bill 671 (Gonzalez) – Clean Freight Corridor Efficiency Assessment: Establishes the Clean Freight Corridor Efficiency Assessment, to be developed by the CTC and other state agencies, to identify freight corridors that would be priority candidates for the deployment of zero emission medium- and heavy-duty vehicles. Provides that projects that employ advanced and innovative technology to improve the flow of freight and also environmental and community mitigation or reduce environmental impacts of freight movement are eligible for Trade Corridors funding. (Alameda CTC recommended support)

Assembly Bill 476 (Mullin) – Transit Bus Pilot: Department of Transportation: state highways: transit bus pilot program. Caltrans to establish up to 8 projects to authorize a transit operator to use buses on the shoulders of state highways in partnership with a regional transportation agency. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report. (Alameda CTC recommended support and seek amendments)

Status of Priority Transportation Actions for 2021

The purpose of this Status Report is to highlight the progress of transportation projects and programs in the City of Alameda, and to build on the Annual Report from January 2021.

Public Right-of-Way Projects

Commercial Streets

In May 2020, the City Council endorsed the Commercial Streets program to support Alameda businesses and the health and safety of Alameda residents, employees and visitors during the pandemic. The objectives of the program are to:

- Support businesses by providing additional space to meet temporary changes in operations to address public safety and COVID-19 as articulated in the County Health Orders.
- Create more space for people to safely walk while physically distancing.
- Create more space for customers to safely stand in lines to shop at businesses while also allowing enough space for people to walk along the corridor.
- Create more space for well-separated dining and shopping.
- Create more space for convenient customer pick up of products and to-go meals from outside the building.
- **Webpage:** www.alamedaca.gov/CommercialStreets



2021 Next Steps: Staff will continue the Commercial Streets program, per Council direction in October 2020, through at least October 2021. These additional steps also will be taken:

- **Fortify and Expand:** Park Street will be restriped from four to two lanes between Encinal Avenue and San Jose Avenue to extend the parklet “lane” south in support of businesses located here. With



Alameda CTC grant funding, the striping, bollards and signage along both Webster Street and Park Street will be “upgraded to emphasize the parklet areas, increase pedestrian safety, regulate traffic movements and enhance the aesthetics of the quick build project to last through October 2021. This work will take place in early 2021.

- **Evaluate:** In advance of the current program end date of October 2021, staff will conduct an evaluation of the impacts and benefits of the Commercial Streets, and will develop recommendations for next steps to bring to the Transportation Commission and Planning Board in July, and City Council in September.
- **Bicycle Parking:** Locations for new bike parking corrals were identified for Park and Webster streets in 2020. The racks will be purchased and installed by mid-2021.

Status for January-April 2021: In April, the City restriped Park Street between Encinal Avenue and Clinton Street, extending existing Park Street roadway striping changes to the south. Between Encinal Avenue and San Jose Avenue, the street was restriped similar to the section to the north, with space for outdoor dining and retail added along the western curb, 2-lanes instead of 4-lanes, parking, and a left turn pocket at San Jose Avenue. Between San Jose Avenue and Clinton Avenue, the street transitions to match the 2-lanes with one center turn lane further south on Park Street. In addition, the City installed bollards and flex-posts to better demarcate the parklet areas and the no parking zones along Park Street, and will be adding them on Webster Street in the coming months. Plans for six in-street bicycle parking corrals, the first to be installed in Alameda, were developed and the racks were purchased. The corrals are expected to be installed in May.

Slow Streets

In response to the shelter-in-place orders and to provide safer opportunities for being active, the City launched Slow Streets Alameda in April 2020. The program grew to 4.5 miles of residential streets that are closed to through traffic to allow for people to walk, bike and roll safely with the required six feet of separation between them. The Slow Streets are:

- Pacific Avenue (Ninth Street to Oak Street)
- Versailles Avenue (Fernside Blvd. to Calhoun Street)
- Santa Clara Avenue (Pacific Avenue to Sixth Street)
- San Jose Avenue (Morton Street to Oak Street) plus Morton Street (San Jose Avenue to San Antonio Avenue)

Webpage: www.SlowStreetsAlameda.org



2021 Next Steps: Staff will continue the Slow Streets per Council direction through at least October 31, 2021. These additional steps also will be taken per Council direction:

- **Fortify and Expand:** Using the Alameda CTC grant, new Slow Streets will be added, additional barricades will be installed and a few temporary speed humps and traffic circles will be piloted to slow speeds and to deter through traffic. New signage also will be developed, and the existing barricades will be replaced with semi-permanent installations such as delineators (or “flex posts”) to last through October 2021.

- Evaluate:** In advance of the current program end date of October 2021, staff will conduct an evaluation of the impacts and benefits of the Slow Streets, and will develop recommendations for next steps to bring to the Transportation Commission and Planning Board in July, and City Council in September.

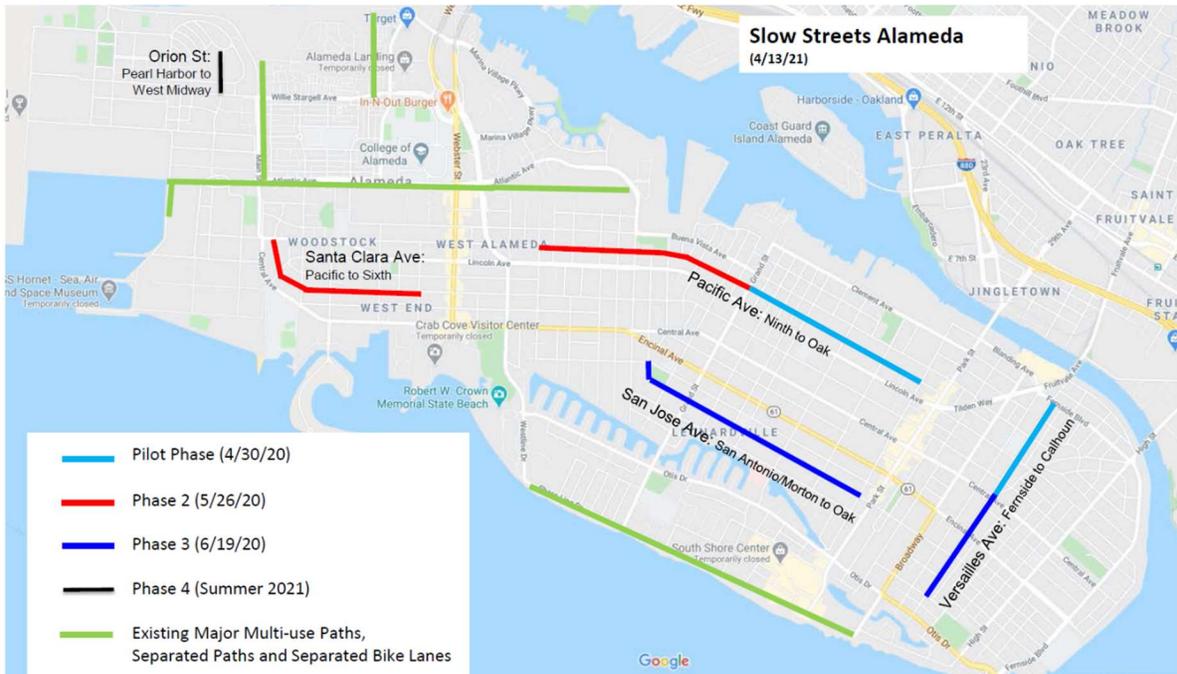
Status for January-April 2021:

The City Council approved a new Slow Street for Orion Street between West Midway Avenue and Pearl Harbor Road, which

extends the program to Alameda Point and brings its street safety benefits to Alameda Point Collaborative residents. In addition to barricades and signage, Orion Street will have speed cushions on the long block between Corpus Christi Road and Pearl Harbor Road. The speed cushion order was placed. The City also inventoried all 4.5 miles of existing Slow Streets, updated and formalized the barricade assembly specification (see above), and drafted plans for the placement of new barricades, new turn restriction signage at major intersections and new red curbs to daylight intersections. Staff also drafted concept designs for traffic circles at two locations along the Pacific Avenue Slow Street. These upgrades will be installed by July 2021. The five Slow Streets are shown in Figure 5.



Figure 5: Slow Streets Alameda



Maintenance

Maintenance of the City's assets is critical to meet the City's transportation needs.

2021 Next Steps: Public Works staff will continue to execute Capital Projects that maintain the City's transportation infrastructure including paving, traffic signals, streetlights and LED conversion, sidewalk repairs and street-side drainage improvements.

- **Resurfacing:** Public Works' plan is to focus on west/central Alameda in 2021. Grand Street between Shore Line Drive and Pacific Avenue is receiving federal OBAG funding for 2021 paving.
- **Pacific Avenue:** Restripe to three lanes and bike lanes.
- **Miller Sweeney Bridge:** Work with the County to restripe to add bike lanes.
- **Trails:** Planning staff, with Recreation and Parks staff, are pursuing grant funding for trail maintenance, including repaving, restriping and widening trails.
- **Bicycle Parking:** Prepare rack installation and install racks. Install new electronic shared-use bicycle lockers at Harbor Bay Ferry Terminal using grant funds.
- **Bus Shelters:** Installation of five replacement bus shelters is expected in early 2021.

Status for January-April 2021: For an explanation on pavement maintenance, please refer to the March 27, 2019 Transportation Commission meeting or for the video click [here](#). Figures 6 and 7 show the specific streets that are scheduled for pavement improvements as well as the type of pavement improvements that are planned for 2021 and 2022. Staff decided to delay the installation of buffered bike lanes on Pacific Avenue (Main Street to Marshall Way), in order to allow time to analyze whether separated bike lanes could safely and effectively be installed here instead. Staff applied for an Alameda CTC grant to construct three north/south connector trails to the Cross Alameda Trail, in Jean Sweeney Open Space Park. A new concrete pad was installed at the Harbor Bay Ferry Terminal, to create a space for the new electronic bike lockers to be installed in May. Staff is working to replace the five bus shelters this spring/summer.

Figure 6: Pavement Improvement Locations and Types for 2021

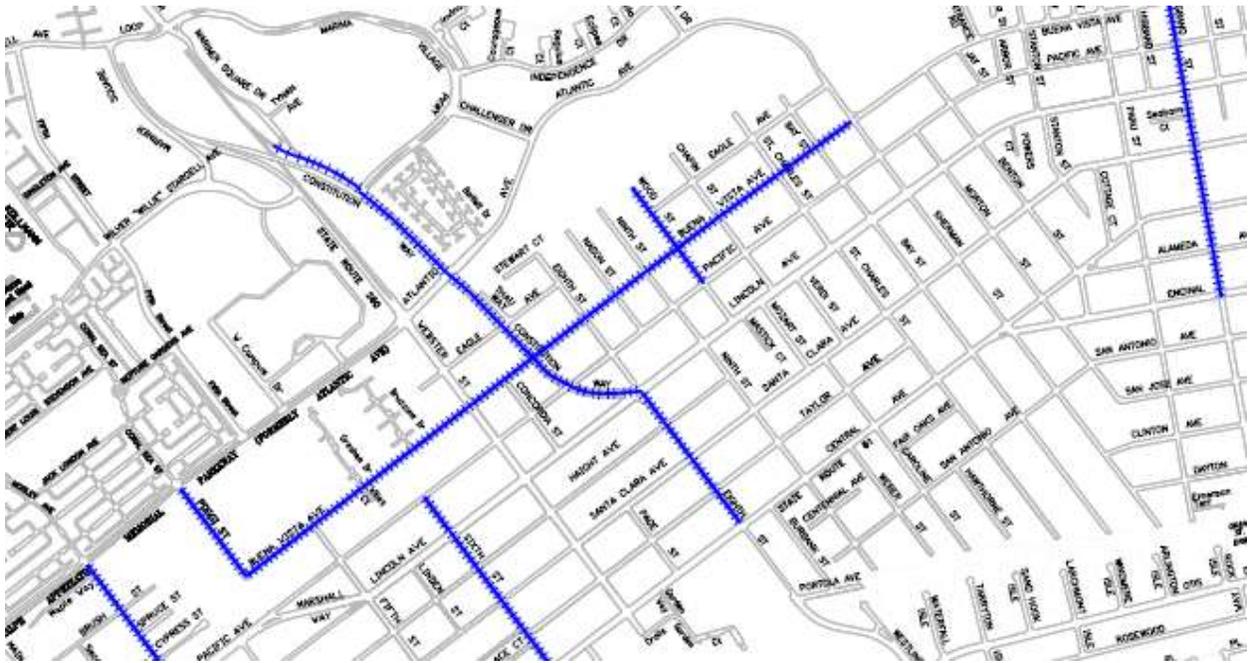


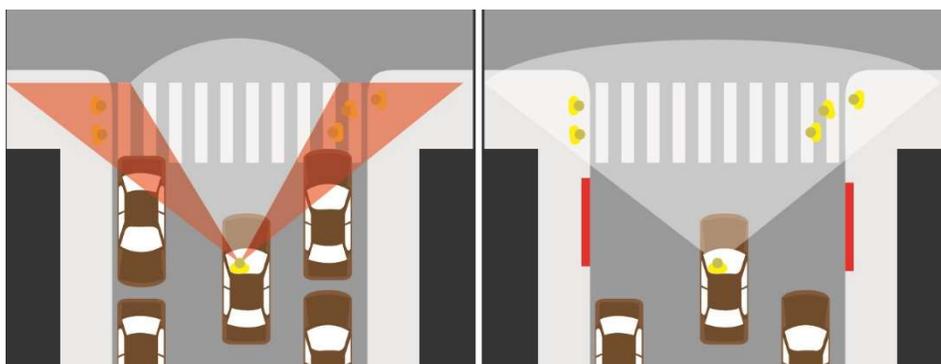
Figure 7: Pavement Improvement Locations and Types for 2022 (Draft)



Street Safety and Vision Zero

The Vision Zero Policy makes safety the highest priority in transportation efforts. The City convenes a monthly multi-disciplinary Vision Zero Implementation Group including Public Works, Transportation Planning, Police and the Public Information Officer. Driving even a small amount over the speed limit matters: a pedestrian hit by someone driving 25 miles per hour (mph) has around a 27 percent likelihood of dying or suffering a severe injury, whereas at 30 mph the likelihood of dying or a severe injury is 40 percent.³

2021 Next Steps: Public Works, Police and Transportation Planning are evaluating intersections and corridors for safety improvements based on Vision Zero crash data analyses. Long-term street safety improvements, which will likely require significant additional funding, are being considered and prioritized as part of the Capital Improvement Plan and Active Transportation Plan development, and will be informed by priorities from the Vision Zero Action Plan. Public Works staff also is implementing the High Injury Corridor Daylighting Project, which paints red curbs at intersections along the below eight corridors to improve visibility for motorists, bicyclists and pedestrians (see inset). The existing condition allows for vehicles to be parked near the intersection, resulting in blind spots and increased collisions.



Source: SFMTA

1. Grand Street, Shore Line Drive to Pacific Avenue (Figure 8) **(Status: Done – January 2021)**
2. Central Avenue, (A) Sherman Street to Benton Street and (B) Grand Street to Hansen Avenue **(Status: Draft Schedule – summer 2021)**
3. Lincoln Avenue, Paru Street to Fountain Street
4. Main Street, Navy Way to Pacific Avenue **(Status: Draft Schedule – summer 2021)**
5. Otis Drive at South Shore Center **(Status: Draft Schedule – summer 2021)**
6. Park Street, Shore Line Drive to Blanding Avenue
7. Santa Clara Avenue, Park Street to Grove Street
8. Webster Street, Central Avenue to Stargell Avenue

³ Minnesota Department of Transportation research found that each mile per hour reduced was linked to a three-percentage point decrease in the chance of death or serious injury, given a crash occurs. <https://www.dot.state.mn.us/peds/design-engineering.html>

Figure 8: Before and After Photos – Daylighting on Grand Street at Lincoln Avenue



Webpages:

- High Injury Daylighting Project: www.AlamedaCA.gov/HICdaylighting
- Building Safer Streets: www.AlamedaCA.gov/SaferStreets

Status for January-April 2021: The above **red text** and Table 9 shows a summary of the traffic calming work that was completed in early 2021.

Table 9: Street Safety Improvements

Improvement Type	2020	2021 (Jan-April)
# of intersections with new red curb	57	42
# of intersections with existing red curbs refreshed	17	32
# of intersections with new curb bulb-outs	5	0
# of intersections with new high visibility crosswalks	17	29
Feet of new red curb	5,648	3,711
Feet of repainted red curb	1,491	2,173

Public Works Department recently completed the following striping/signage safety improvements:

- Striping improvements at the intersection of High Street and Thompson Avenue – December 2020
- Keep Clear pavement markings on Park Street north of Encinal Avenue – December 2020
- Closed West Oriskany Avenue at Central Avenue to motor vehicles – January 2021
- Main Street south of Ralph Appezato Memorial Parkway at median signage upgrade – January 2021
- Striping Improvements Ferry Point at Gate (south of West Oriskany) – February 2021
- Striping improvements at the intersection of Buena Vista Avenue and Stanton Street – February 2021
- Striping/signage improvements on Hibbard Street area by Clement Avenue – February 2021
- Street sweeping signs/poles and red curbs on Third Street between Lincoln Avenue and Pacific Avenue – March 2021
- Visibility improvements on Shoreline Drive west of Shell Gate Road – April 2021

The following updates were sent to the Vision Zero mailing list in 2021, and each update includes several topics in addition to the headline:

- 3/31/2021: 29 New High Visibility Crosswalks in 2021:
<https://content.govdelivery.com/accounts/CAALAMECITY/bulletins/2cab027>
- 2/3/2021: 2020 traffic injuries + Mayor's Town Hall:
<https://content.govdelivery.com/accounts/CAALAMECITY/bulletins/2be9745>

Caltrans is about to begin construction on 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

Caltrans is anticipating to begin construction in Summer 2021, and to be completed in early 2022.

Corridor Projects

Cross Alameda Trail

The Cross Alameda Trail is being constructed in multiple segments as shown in Figure 9 and described in more detail below.

Figure 9: Cross Alameda Trail Segments



Source: Bike Walk Alameda

- **West End Section:**

2021 Next Steps: Traffic signal improvements for people walking and bicycling will be completed at the Webster Street/Atlantic Avenue and Constitution Way/Atlantic Avenue intersections by the end of 2021. Construction of the trail linking Viking Street and Ferry Way will be completed.

Status for January-April 2021: The trail is completed and open to the public.

- **Del Monte Clement Extension:**

2021 Next Steps: Construction is expected to be completed in 2021.

Status for January-April 2021: The project is in construction with completion expected in 2022.

- **Pennzoil Section:**

2021 Next Steps: 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 has dismantled the structures on the property, in anticipation of environmental clean-up of the property, and then placing the property on the market for a new housing development.

Status for January-April 2021: Pennzoil is working on environmental clean-up.

- **Clement Avenue between Grand Street and Broadway:**

The project will construct the Cross Alameda Trail in the street right-of-way as a two-way separated bikeway.

Webpage: <https://www.alamedaca.gov/Clement>

2021 Next Steps: Completion of the National Environmental Policy Act (NEPA) environmental clearance. Construction drawing and construction are expected in 2022.

Status for January-April 2021: The consultant team submitted an Extended Phase 1 cultural resources report to Caltrans in early April.

- **Clement Avenue/Tilden Way:**

2021 Next Steps: City staff will hire a consultant to develop a concept plan with public engagement, will seek Council approval of the design, and will secure an approved soils remediation plan from the Department of Toxic Substances Control.

Status for January-April 2021: Staff will release an RFP to hire a design consultant later in 2021.

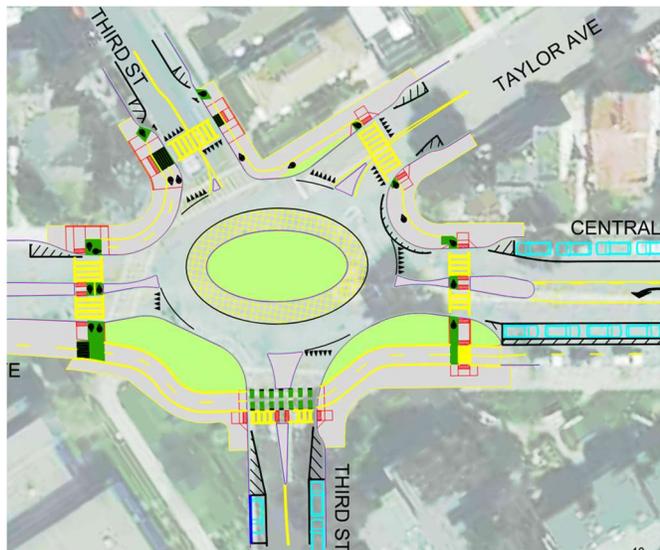
Central Avenue Safety Improvements

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 (see insets).

Webpage:

<https://www.alamedaca.gov/Central>

2021 Next Steps: City staff will request City Council approval of the final concept as well as the CEQA clearance for the entire corridor in spring. Completion of NEPA is expected in 2021. Final design and construction are expected in 2022 with project completion in 2023.



Status for January-April 2021: City staff/consultant team extended the Virtual Open House to March, which can be accessed [here](#). The City Council approved the final concept on April 20 including the four roundabouts with the Sherman Street/Encinal Avenue roundabout as a slip lane and not a cul-de-sac. The City staff/consultant team are working to complete the environmental clearance this year and the design next year with construction expected to begin in late 2022. Nevertheless, only two of the four roundabouts are funded, and City staff is seeking more monies for the Fourth Street/Ballena Blvd./Central Avenue and Sherman Street/Encinal Avenue/Central Avenue roundabouts including the potential to purchase right-of-way at the Sherman Street/Encinal Avenue/Central Avenue intersection.

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, which will include one



motor vehicle lane in each direction, a center-turn lane and bike lanes. Caltrans staff coordinated with the City-led Central Avenue's outreach to conduct a joint virtual meeting on both projects in October 2020 and February-March 2021.

2021 Next Steps: Design is anticipated to be completed in June 2021. Caltrans is expected to begin construction starting in January 2022 with the construction duration estimated to be 190 working days.

Status for January-April 2021: Caltrans is on track to complete design by summer 2021, and then to begin construction in early 2022.

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. **Webpage:** <https://www.alamedaca.gov/Otis>



2021 Next Steps: Complete construction in early 2021.

Status for January-April 2021: Construction is now complete on the Otis Drive Project between Westline Drive and Willow Street. City staff is developing a before/after study to understand the impacts of the project.



Transit Services, Programs and Facilities

AC Transit Bus Service

Modified Service

New schedules and route maps are available at actransit.org. All lines have [printable timetables available online](#), and new pocket timetables are available on-board buses for local lines and Transbay lines F, NL, O and 800. 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 when it resumes operations. For specific questions, call Customer Service at 510-891-4777, or use the [online form](#).



Modified Service

Affordable Student Transit Pass Program

In Alameda, the Alameda CTC [Affordable Student Transit Pass Program](#) is a means-based program where all low-income students at the following schools have access to a free AC Transit bus pass on a Clipper card:

- Encinal Junior/Senior High School (new school - site administrator is in place)
- Island High School School (32 students enrolled)
- Will C. Wood Middle School (new school - site administrator is in place)

Due to capacity issues, AC Transit has not pursued Alameda High School at this time.

Pilot Bus Service – Seaplane Shift – Line 78

AC Transit staff is proposing to provide a peak-hour timed connection to the Seaplane Lagoon Ferry Terminal that would operate across Alameda along Ralph Appezzato Pkwy and Santa Clara Avenue and up to Fruitvale BART (Figure 10). This bus route covers the primary market for ferry service in Alameda, which is between Webster Street and Park Street. AC Transit staff is proposing the initiation of the Seaplane Lagoon pilot – Line 78 – in August 2021 in coordination with WETA and the opening of this ferry terminal. The Line 78 pilot allows AC Transit to test this new service option and to gather real-world input before making a commitment to including it in the network for the long term. AC Transit staff estimates that this pilot bus service would require 16 hours each day, five days a week for approximately 4,080 service hours annually, resulting in an additional \$571,200 at the rate of \$140 per service hour (Table 10).

Figure 10: AC Transit Proposed Line 78 Route

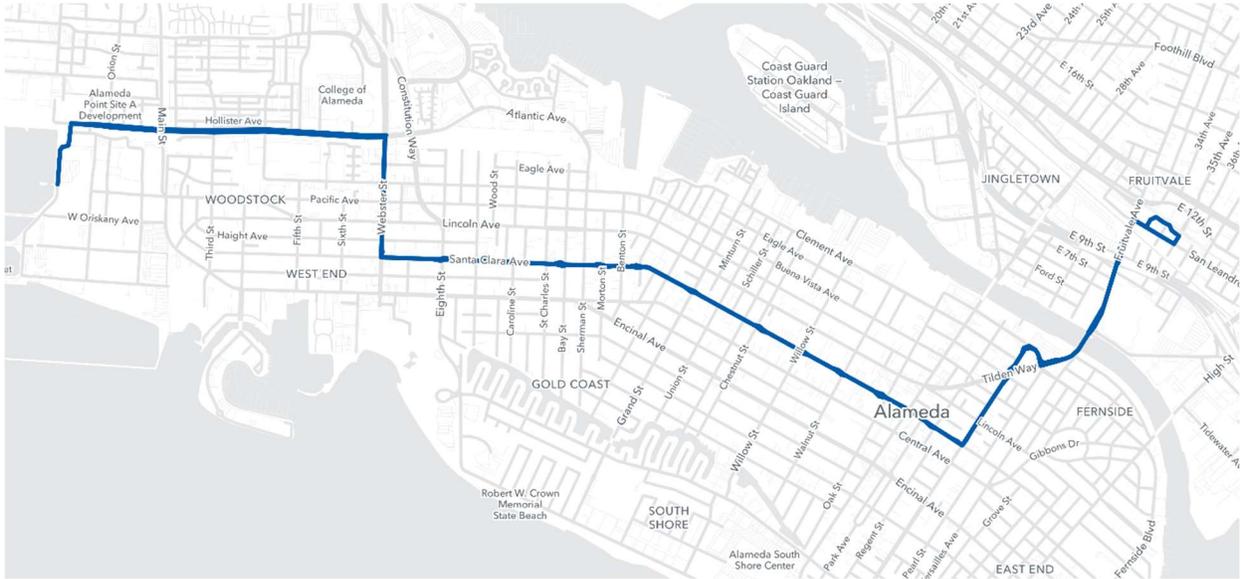


Table 10: AC Transit Line 78 Pilot Bus Service Characteristics

Characteristic	Proposal
Headway	30-60 minutes
Service Days	Monday through Friday
Span	6:00 a.m. to 9:45 a.m.; 3:00 p.m. to 9:30 p.m.
Bus Type	Standard 40-foot coach
Service Hours	4,080
Cost	\$571,200

Service Recovery Planning – Transit Talks

AC Transit has begun a community engagement process for input on post-pandemic service recovery called Transit Talks

(<https://www.actransit.org/talks>), which

included a public hearing on April 26 via Zoom focusing on Alameda. AC Transit has weathered the pandemic with federal aid and reduced service levels during this time of uncertainty. AC Transit is moving towards a COVID-19 health and economic recovery with this system-wide planning process for implementing changes in August 2022, which will serve as the foundation for the future of transit service in the communities that AC Transit serves.



City Paratransit Program

2021 Next Steps: The City of Alameda paratransit program for fiscal year 2021/22 is expected to include the following locally developed solutions to address the mobility challenges of older adults and people with disabilities:

- Free Alameda Loop Shuttle (www.AlamedaLoopShuttle.com).
- 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.
- Free AC Transit bus passes for qualifying Mastick Senior Center members, Alameda Point Collaborative residents, Alameda Housing Authority residents and Jack Capon residents.
- Curb-to-curb transportation services through third-party providers for travel assistance or meal delivery. A third-party provider such as 211 or GoGo Technologies, which is known by users as "GoGo Grandparent," are potential options, and would work with Lyft/Uber to provide 24/7 dispatch and concierge on-demand services, which is especially helpful for community members without smart phones.
- Customer service, materials, outreach and promotions.
- Staff and consultants to ensure that these programs are effectively managed.

Status for January-April 2021: The Alameda Loop Shuttle continues to operate as an essential service during the pandemic; however, group trips have been canceled. The City paratransit coordinator – Victoria Williams – has announced her retirement, and City staff is transitioning Mastick Senior Center staff Kat Kaldis to provide outreach on transportation programs. A total of 53 free bus passes have been issued to Mastick Senior Center low-income members and a total of eight are on the waiting list. City staff is developing parameters for the TNC concierge program working with East Bay Paratransit and Alameda CTC staff, and continues to field transportation information phone calls and emails.

WETA Ferry Service and Facilities

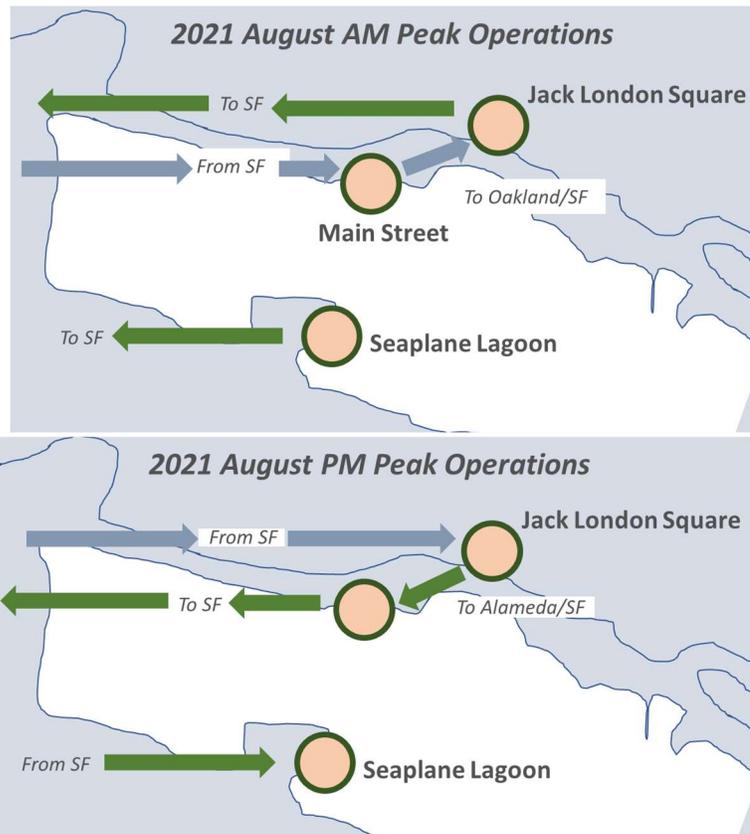
Seaplane Shift: WETA staff developed a marketing and outreach plan, branded “Seaplane Shift” to support the new Seaplane Lagoon service and related changes to the Alameda/Oakland estuary services (see insets).

Alameda Main Street Terminal Refurbishment: This project will design and construct terminal refurbishments and upgrades to maintain it in a state of good repair. WETA received a \$4,456,000 discretionary Federal Transit Administration Ferry Grant Program award in July 2020 to support this project. Staff is in the process of preparing an RFP for engineering and design services to design and develop this project for construction.

2021 Next Steps: WETA is expected to launch the “Seaplane Shift” and make progress with the Main Street Terminal Refurbishment project as mentioned above.

Status for January-April 2021: WETA staff presented the WETA pandemic recovery program to the Transportation Commission on March 24, 2021. The Pandemic Recovery Program includes a service plan accompanied by a fare structure that is specifically designed to appeal to a broader Bay Area travel market in that it reduces fares for a one-year period to generate ridership and to attract riders back to the ferry.

In the Pandemic Service Plan, service during the peak - defined as 6 - 9 am and 4 - 7 pm - will increase slightly (10 - 15 percent) due to enhancements in the Richmond service and the start of Seaplane Lagoon service. Elsewhere, peak service will be the same or slightly less than pre-pandemic levels to start the year in recognition of the likelihood of reduced demand. Midday service systemwide is proposed to increase significantly, as much as 75 percent greater than pre-pandemic



levels. Formerly commute-only services such as Richmond and Harbor Bay will now see midday - defined as 9 am to 4 pm - service. Late night service will more than double over pre-pandemic levels in an effort to attract non-office commuters to WETA services.

The following steps will be taken:

- May - June 2021: Coordinate with WETA vendors and Clipper staff to prepare for implementation of the new program.
- July 2021: Begin implementation of the new program.

In discussions with representatives from Genentech in South San Francisco, the large majority of employees will not be returning to work until fall of 2021 at the earliest. As a result, WETA staff proposes to defer restart of South San Francisco ferry service until October 2021, with the option of restarting earlier or later depending on the return-to-work schedules of the Oyster Point employers.



New Development

Transportation Management Associations

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 voted to join the Alameda TMA, and Alameda Point's Site A developers plan to join the Alameda TMA.

2021 Next Steps: Alameda Landing and Site A tenants and homeowner associations are expected to join the Alameda TMA as voting members 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 2021: Annual Reports are in progress.

New Development Projects

Alameda Landing

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 Next Steps: Pulte Homes is expected to begin vertical construction in 2021. This project will include a waterfront park, a promenade, the San Francisco Bay Trail and a public dock available for water shuttle use. The developer is expected to complete the Mitchell Avenue driveway extension and multi-use path from Bette Street to Estuary Park by 2021.

Status for January-April 2021: In construction as follows:

- Fifth Street: Construction almost is completed
- Mitchell Avenue upgrades: Completed
- Driveway to Estuary Park: construction is completed, but is not yet open to public
- Waterfront Park: In construction
- Phase 1 housing: Construction of interior streets, utilities and model homes continues. Includes a corridor set aside for bike bridge, views and pathway.
- Phase 2 housing: In design review, approval expected in July. Includes south half of Western Greenway, a multi-use pathway connection from Mitchell Avenue to

the waterfront, and potential bike bridge corridor. Also includes Mitchell Greenway, which parallels the north side of Mitchell Avenue.

- Phase 3 housing: Expecting submittal later this year. Includes north half of the Western Greenway.

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 Next Steps:

- The Phase 1 anticipated residential occupancy for Site A is as follows:
 - 2020: 168 residents
 - 2021: 648 residents
 - 2022: 1,128 residents
 - 2023: 1,348 residents
- The Phase 1 anticipated commercial employee occupancy for Site A is as follows:
 - 2020: 0 employees
 - 2021: 0 employees
 - 2022: 53 employees
 - 2023: 53 employees



Status for January-April 2021:

Ongoing Programs

- **Free Bus Passes:** Since 2017, qualifying residents living in Alameda Point Collaborative's 167 units receive free AC Transit bus passes.
- **Bus Stop Improvements:** Pan Am Way bus stops have shelter and bench, and West Midway Avenue/Orion Street and Main Street south of Ralph Appezato Pkwy. will have improved bus shelters this summer.
- **Bus Service Improvements:** AC Transit has proposed a new bus line to start in August – Line 78 – that will be timed with the Seaplane ferry service and will travel to Fruitvale BART. Increased frequencies to Line 96 also are being discussed.
- **Seaplane Shift:** Provides ferry service to Oakland at the Main Street ferry terminal and to San Francisco at Seaplane Lagoon ferry terminal
- **Gig Car Share:** In May 2018, the City began a partnership with Gig Car Share to operate in Alameda, and there currently are about ten vehicles in town.
- **Village of Love:** Is a safe parking program established in 2020 for Alameda residents living in their vehicle, and also provides a day center, peer counselors and food.

Striping/Signage

Public Works Department completed the following improvements in 2020 and 2021:

- Main Street road diet between Pacific Avenue and Main Street ferry terminal from four lanes to three lanes with bike lanes – January 2020
- Main Street at West Midway enhanced crosswalk – February 2020
- Main Street south of Ralph Appezato Memorial Parkway median signage improvements – January 2021
- Viking Street two-way conversion and improved stop approach south of West Atlantic Avenue – Summer 2020
- Closed West Oriskany Avenue at Central Avenue to motor vehicles – January 2021
- Striping improvements Ferry Point at Gate (south of West Oriskany) – February 2021

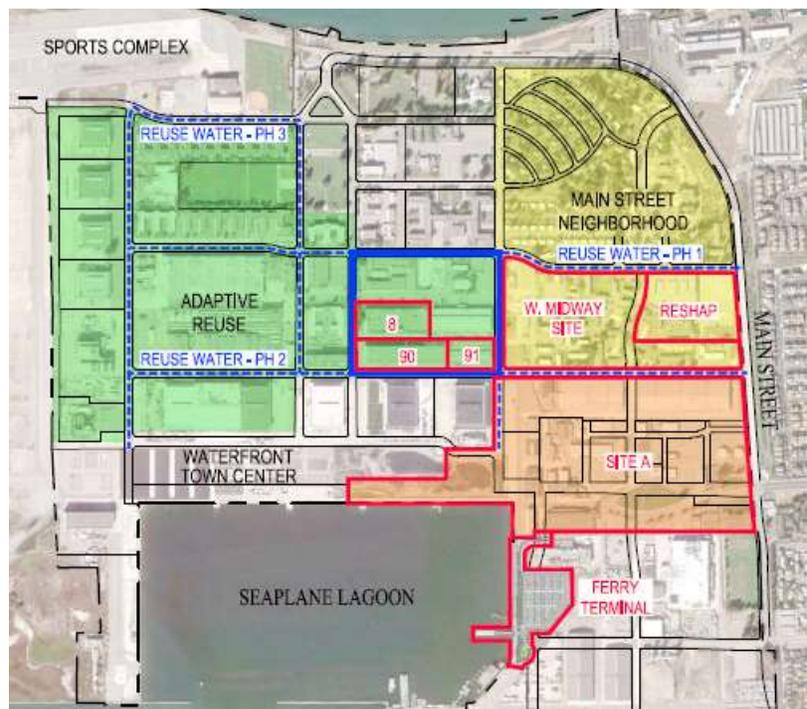
Slow Street Activities

Alameda will welcome a new Slow Street in the coming months: Orion Street from West Midway Avenue to Pearl Harbor Road. This extends the Slow Streets program to Alameda Point and brings its street safety benefits to Alameda Point Collaborative residents. In addition to barricades and signage, Orion Street will have two sets of speed cushions on the long block between Corpus Christi Road and Pearl Harbor Road. Furthermore, the Chamber of Commerce is working with Spirit Alley businesses on a promotion to educate customers about safe driving in the Alameda Point neighborhood. The portion of West Midway Avenue between Main Street and Pan Am Way will be upgraded as part of the West Midway Development Project. The City is starting negotiations with the developer and it is likely 3-5 years out (and potentially more) until West Midway Avenue will be rebuilt.

Adaptive Reuse

Infrastructure: The City is designing the initial phases of infrastructure improvements within the historic base reuse area (see inset – blue lines). These improvements will upgrade or replace utilities including water, sewer, electrical and telecommunications with construction expected in late 2021. Following the completion of underground work, streets will be reconstructed with new roadways, sidewalks and bicycle facilities.

Building 8: The Building 8 project at 2360 Saratoga Street is within the Adaptive Reuse Area as shown in inset, was approved by the City in 2016, and began construction in 2017. The project is a planned mixed-use project



including commercial kitchens, work/life lofts and office spaces. This project was on hold for two years and recently got a building permit to continue construction.

Site A

Block 8 - Eden Affordable Housing Family Project: Is a 70-unit, four story apartment building that commenced construction in June 2020. It is currently expected to be completed in the first quarter of 2022.

Block 6: A 60-unit 3- story townhome style condominium building commenced construction in July 2020. Construction is estimated to be completed in 2021.

Block 7: A 60-unit 3-story townhome-style condominium building commenced construction in September 2020. Construction is estimated to be completed in 2021.

Block 9: A 200-unit wrap-around apartment building commenced construction in March 2020. It is estimated to be complete in 2021.

Planning Efforts

Active Transportation Plan

The City is updating its 2010 Bicycle Plan and 2009 Pedestrian Master Plan and combining them 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.

Webpage: www.ActiveAlameda.org.

2021 Next Steps: Staff will develop a draft Plan for public review by late-2021, which will include a finalized bikeway network, pedestrian priorities, program and policy recommendations, prioritization of recommendations and an implementation plan. The final Plan is expected to be adopted by City Council in early 2022.

Status for January-April 2021: No updates this period, as the plan development was placed on pause while other COVID-19 program priorities were implemented.



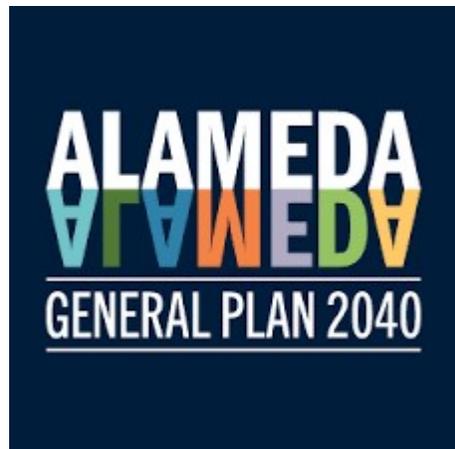
General Plan Update

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 is developing a comprehensive update of the General Plan for the period 2021-2040. In August 2020, City staff/consultant team completed and published a draft General Plan 2040 for public review and comment. **Webpage:** <https://www.alameda2040.org/>.

2021 Next Steps: In December 2020 and February 2021, the City Council held the first two in a series of planned public workshops on the update of the Housing Element to accommodate the new Regional Housing Needs Allocation (RHNA), and has released a revised draft document for public review.

After public review of the Draft Environmental Impact Report (EIR), the Planning Board will hold final public hearings on the Draft General Plan and Draft EIR, and will transmit the Planning Board's final recommendations on the General Plan update and the Final EIR to the City Council. The City Council will conduct public hearings on the Draft General Plan and EIR with approval expected in fall 2021.

Status for January-April 2021: On March 10, 2021, the City of Alameda completed and published the March 2021 Draft of the General Plan, which includes a comprehensive update of all the General Plan elements, with the exception of the Housing Element. The



City has initiated a 60-day public comment period on the March 2021 draft General Plan that will run until May 17, 2021.

Vision Zero Action Plan

As required by Alameda's Vision Zero Policy, the Vision Zero Action Plan will include measurable actions to increase street safety with the goal of eliminating traffic fatalities and severe injuries. This Plan will use crash data analysis, best practices and community input to identify the policies and actions that will be most effective at reducing traffic violence in Alameda. The Vision Zero Task



Force is guiding development of the plan. This group 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; 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. **Webpage:** www.AlamedaCA.gov/VisionZero

2021 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 mid-2021. Steps to achieve this include:

- Three more meetings of the Vision Zero Task Force.
- Collaboration with members of the Committee on Police Reform & Racial Justice regarding the role of traffic enforcement in Vision Zero.
- Public engagement with the Draft Vision Zero Action Plan.

After Plan adoption, the City will begin implementing the actions outlined in the plan at the pace staffing levels allow. The Vision Zero Implementation Team, the multi-departmental staff-level group first convened in fall 2019, will collaborate on Vision Zero implementation.

Status for January-April 2021:

- The Vision Zero Task Force held its fourth meeting in March 2021. Members of the Committee on Police Reform & Racial Justice joined part of the meeting to review their recommendations related to traffic enforcement.
- Staff is planning the following schedule:
 - July: public engagement with the Draft Vision Zero Action Plan, including review by boards and commissions
 - September: seek approval from the Transportation Commission
 - Late fall: seek adoption by City Council
- In preparation for the Vision Zero Action Plan public engagement period, staff made street safety information more accessible by expanding the Vision Zero webpage and revamping an associated Public Works page: www.AlamedaCA.gov/VisionZero and www.AlamedaCA.gov/SaferStreets

West End Bicycle and 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. This project is the long-term crossing option identified in the 2009 *Estuary Crossing Study*. Currently, the only bicycle and pedestrian access is inside the Posey Tube, on a narrow three-foot wide walkway. Only approximately 100



people brave this crossing each day. 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 Next Steps: Once completed, the City will publish the detailed Feasibility Study. The City also will continue to pursue funding for a Project Initiation Document (PID) in collaboration with the Alameda CTC. The PID 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. Once funding is secured, the City will initiate the development of the PID.

Status for January-April 2021: In January, the City published the Estuary Crossing Study: Detailed Feasibility and Travel Demand Analysis, after it received a letter from the Coast Guard providing their support for moving forward with the next phases of the bridge development. Also in January, the Alameda CTC approved allocating \$1.555 million to the City of Alameda to develop a PID for the project. The funding agreement is in the process of being executed.

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, traffic signal synchronization, more energy



efficient street lights, remote lighting, irrigation for enhanced water conservation, multimodal citywide traffic counts, citywide parking data, enhanced transportation

safety measures, better connected City buildings and economic development opportunities.

2021 Next Steps: Starting in January, the Smart City Master Plan will review existing conditions, conduct needs assessments with focus groups, develop goals and objectives, assess community needs,



identify gaps in existing infrastructure and make recommendations that could potentially be a hybrid solution of both fiber and wireless telecommunications. This planning effort is expected to take one year to complete with expected completion in early 2022. Once completed, the City will be in a better position to seek grant funding for implementation.

Status for January-April 2021: City staff/consultant team with Iteris analyzed existing conditions, and City staff/key stakeholders are reviewing a draft Existing Conditions memo. In early 2021, outreach to key stakeholders included to the Youth Collaborative, Transportation Commission, AC Transit and AUSD liaison committees with the City and Social Service Human Resources Board as well as focus group meetings with AC Transit, AUSD, Alameda Municipal Power, emergency response personnel, Parks and Recreation staff, business community, community science representatives and vulnerable community representatives such as Alameda Point Collaborative, Alameda Education Foundation and Alameda Family Services. City staff submitted a Municipal Fiber Ring/Traffic Signal Modernization project to Congresswoman Barbara Lee's office for consideration as a Congressional earmark in the Infrastructure Bill.

Citywide Roundabouts Analysis

As part of Vision Zero safety, an analysis is being conducted by Kittelson consultants to identify top locations for potential roundabouts, to peer review the proposed Central Avenue roundabouts and to add policies related to roundabouts in the General Plan update. The work also includes a potential quick build pilot for mini-roundabouts along the City's proposed bicycle boulevards, which are also some of the Slow Streets.

2021 Next Steps: Kittelson will complete the roundabout analysis and the quick build pilot for mini-roundabouts, and will provide an educational presentation on roundabouts to the Transportation Commission and City Council in 2021. City staff will initiate community outreach and will seek grant funding on any next steps.

Status for January-April 2021: Kittelson identified the following seven potential locations for roundabouts using the City's all modes high-injury network, bus routes, social vulnerability index and bikeways as screening criteria:

- Atlantic Avenue & Constitution Way
- Atlantic Avenue & Main Street
- Main Street & Willie Stargell Avenue
- Park Street & Otis Drive
- Central Avenue & Versailles Avenue
- Encinal Avenue & Park Boulevard
- Encinal Avenue & Fernside Boulevard

Emergency Preparedness

Emergency preparedness priorities for transportation staff include:

- **Emergency Plan:** City staff continues to refine the Transportation Annex of the City's Emergency Operation Plan and to participate in regionally-sponsored trainings.
- **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 Army Corps submitted a request for funding to prepare a "Disposition Study," which is a comprehensive analysis of the economic utility of the bridge, in light of federal purpose and benefit. Once funded and completed, the report would inform the Corps' decision on continued use, transfer or demolition. A subsequent funding request to execute that decision would then be submitted. City staff considered retrofitting the bridge; however, the construction, operation and maintenance costs of this former rail bridge exceed the City's financial abilities.
- **Tsunamis:** In 2021, staff continues with sign installation and with tsunami awareness as part of an "all-hazard" approach to emergency preparedness including Tsunami Preparedness Week in March. 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 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 webpage: <https://www.alamedaca.gov/Departments/Fire-Department/Disaster-Preparedness>.



Climate Action and Resiliency Plan

The City's *Climate Action and Resiliency Plan* (CARP), which the City Council approved in September 2019, lists several transportation-related projects and programs, and two categories are described below in detail – adaptation projects and electric vehicles. A separate CARP Annual Report provides a status of all the CARP projects and programs.

Adaptation Projects

As identified in Alameda's *Climate Action and Resiliency Plan*, three of the city's highest-priority adaptation projects are

- **Doolittle Drive/State Route 61:** Involves raising the low points on Caltrans' Doolittle Drive to prevent flooding on Bay Farm Island and the airport – webpage: <https://www.alamedaca.gov/ShorelineDoolittleDr>
- **Northern Shoreline near Posey/Webster Tubes:** Involves raising the northern shoreline to prevent flooding of Caltrans' tubes in Alameda – webpage: <https://www.alamedaca.gov/ShorelineWebsterPoseyTubes>
- **Veterans Court:** Involves seawall, public access and nature-based solutions to prevent flooding in this area of Bay Farm Island – webpage: <https://www.alamedaca.gov/ShorelineVeteransCt>



2021 Next Steps:

- **Doolittle Drive/State Route 61:** Consider coordinating City portion near the model airplane area with the Veterans Court/Packet Landing project to conduct community outreach, develop a concept and seek further funding. Work with key stakeholders on the Oakland portion of the project, and seek ways to combine projects for future funding. **Status:** Coordinating with Caltrans and Port of Oakland, and requested Caltrans to incorporate short-term adaptation measures into their pavement preservation project scheduled for construction in 2024.
- **Northern Shoreline near Posey/Webster Tubes:** City staff/Wood Rodgers team will continue to seek funding to conduct community outreach, to approve a concept and to complete up to 35 percent design drawings. **Status:** In February, City staff applied for a Caltrans Sustainable Communities Planning grant for \$500,000 to conduct outreach, seek concept approval and complete up to 15 percent design drawings of the Northern Shoreline near Posey/Webster Tubes. For this same project, City staff continue to work with Wood Rodgers to better understand existing conditions and the basis of design, and will receive notification on the Caltrans grant success in June.
- **Veterans Court/Lagoon Outfall:** Consider combining this project with the Packet Landing Lagoon Outfall and the City portion of the Doolittle Drive project, initiate a consultant contract to begin concept development and community outreach and to seek additional grant funding. **Status:** For the Veterans Court/Lagoon

Outfall adaptation projects, City staff submitted a pre-proposal for Proposition 68 monies in March, and State Coastal Conservancy staff invited City staff to submit a full application, which City staff will submit later in the spring. The project would be similar to the Northern Shoreline adaptation project - \$500,000 to cover outreach, concept approval and up to 15 percent design drawings. City staff also submitted \$1.5 million for pre-construction work on this project to Congresswoman Barbara Lee's office as a federal earmark, which Congresswoman Barbara Lee selected for further consideration.

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, began providing 100 percent clean energy on 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/349/Electric-Vehicles>

2021 Next Steps: AMP and City staff will continue with efforts to raise awareness, provide financial incentives, electrify the City fleet, and provide more EV charging stations including at the Seaplane Lagoon ferry terminal.

Through June 30, 2021, AMP will offer extra cash back to customers who go electric. Residential customers who buy a used EV and install a level 2 charger at the same can qualify for up to \$2,300 cash back. Income-qualified customers are eligible for up to \$3,300 cash back. Commercial customers who install a level 2 charger or who purchase an electric forklift will receive an additional \$1,000 cash back on top of AMP's regular rebates.

Status for January-April 2021: In March, AMP launched an electric panel upgrade rebate that offers customers who are electrifying their homes - switching from natural gas to electric - up to a \$2,500 rebate. To qualify, a customer must be installing at least 2/5 electrification measures and one of the qualifying measures is a Level 2 EV charger. This program is serving a dual purpose in both supporting electrification for buildings and clean transportation.

