
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 as stated in the Annual Report on Transportation, in the [two-year capital budget](#) and in Figure 1 as a depiction of only major projects. 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

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. 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 and is starting to increase as people return to school and work.

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) most recent 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. Similar sized cities have a population between 50,001 and 100,000 in this California analysis, and the results have been converted to percentiles from 1-100. The least safe cities are ranked #1 out of 100. 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 1: Alameda's Injury Crash Rankings Compared to Similar-Sized Cities

Type of crash	Percentile Rank	
	2017	2018
Total fatal and injury	47	56
Speed related	54	64
Alcohol involved	78	56
Nighttime (9 p.m. to 2:59 a.m.)	17	47

Source: <https://www.ots.ca.gov/media-and-research/crash-rankings-results/>

In the first half of 2021, two people died, tragically, on Alameda's streets; three suffered severe injuries; and a total of 80 were injured. Table 2 shows the traffic fatalities and severe injuries in 2019, 2020, and the first half of 2021 compared to the average that occurred between 2009 and 2018.

Table 2: Traffic Fatalities and Severe Injuries Comparison

	Average 2009- 2018	2019	2020	2021 (Jan- June)
All modes				
<i>Killed</i>	1.9	1	4	2
<i>Severely injured</i>	10	6	5	3
<i>All injuries</i>	221	273	167	80
Pedestrians				
<i>Killed</i>	0.8	0	2	1
<i>Severely injured</i>	3	3	2	1
<i>All injuries</i>	33	44	30	19
Bicyclists				
<i>Killed</i>	0.2	0	1	1
<i>Severely injured</i>	3	1	0	1
<i>All injuries</i>	38	29	24	9
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	49
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	3

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 2017 through 2019, average daily boardings on [AC Transit's](#) Alameda lines remained steady and strong between 18,400 and 19,500, then dropped to 5,644 in spring 2020 due to COVID-19 and now has increased to 7,143 in spring 2021 (Table 3).

Table 3: Average Spring Boardings by Line in Alameda

Line	2017	2018	2019	2020	2021
19	637	742	706	308	177
20	2,875	2,614	2,707	1,173	1,221
21	1,742	1,725	1,653	797	872
51A	9,249	8,481	9,359	2,428	3,503
96	1,112	1,304	1,455	553	701
O	1,841	1,783	1,883	327	575
OX	596	639	571	0	0
W	571	559	574	0	39
356	0	8	14	0	0
631	180	153	181	0	0
663	56	67	60	0	0
687	89	200	209	0	0
851	127	123	119	58	55
Total	19,075	18,398	19,491	5,644	7,143

AC Transit & Clipper Customer Service Service. Offers various services, such as transit fare sales, BikeLink, Regional Transit Connection (RTC) processing, Lost and Found retrieval and a full range of Clipper services: <https://www.actransit.org/where-buy>

Clipper - expanded contactless payment. Clipper is the Bay Area's all-in-one reloadable transit card and the preferred way to pay AC Transit fares. Using this contactless payment option, riders can enjoy discounts on single ride fares and Day passes, as well as get exclusive access to prepaid 31-day passes. Load cash and passes onto your Clipper card, now available on your mobile device, and get big benefits, like never worrying about exact change and faster boarding: <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>

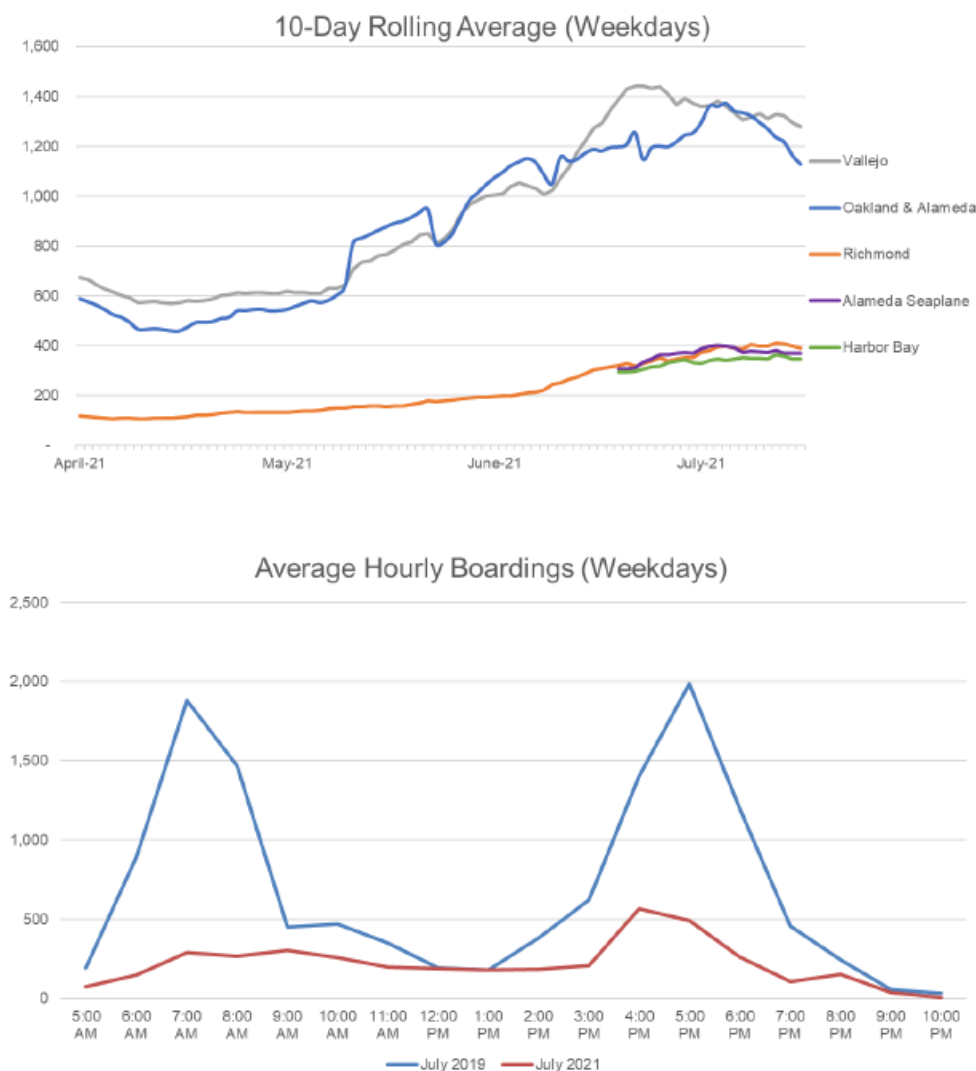
AC Transit Official Mobile App. Navigating the vibrant East Bay communities is easy, convenient and reliable when using the AC Transit Official Mobile App. Riders can plan, ride and connect with AC Transit using the custom app with features like real-time arrival predictions, contactless mobile fare payment, and direct access to customer service: <https://www.actransit.org/app>



Ferry – WETA

In WETA's latest Monthly Ridership and Recovery Report, WETA stated that their "Pandemic Recovery Plan began on July 1, 2021 with the enhancement of the Vallejo, Oakland & Alameda, and Richmond routes, the restart of the suspended Harbor Bay route, and the launch of the new Alameda Seaplane route. The following weekend marked also the relaunch of weekend service on the Vallejo, Oakland & Alameda, and Richmond routes. The Plan also lowered fares across the WETA system....Total ridership grew steadily from April to June before increasingly significantly in July as WETA launched the Pandemic Recovery Plan. Ridership growth slowed later in the month due to impacts of the COVID Delta Variant." Figure 2 shows the latest WETA ridership trends. For more information, refer to <https://sanfranciscobayferry.com/bestwayback>

Figure 2: WETA Ridership Trends

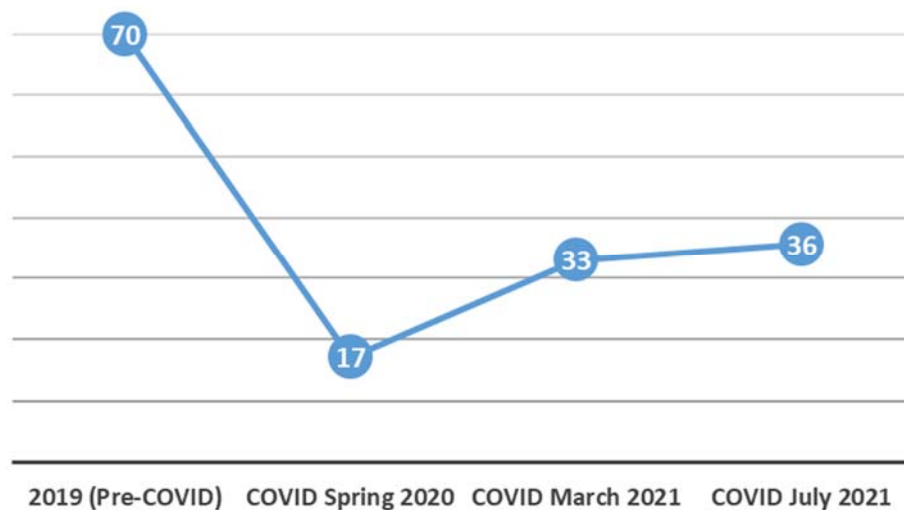


Alameda Loop Shuttle

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 dropped to a low of 17 in spring 2020, and has slowly been increasing to 36 daily boardings, which is its highest ridership since the beginning of the pandemic (Figure 3).



Figure 3: Alameda Loop Shuttle Average Daily Boardings



Bikeways

So far in 2021, Alameda added 1.2 miles of bikeway along Otis Drive and another 0.4 miles on Clement Avenue for a total of 50.3 miles of bikeways across the city (Table 4).

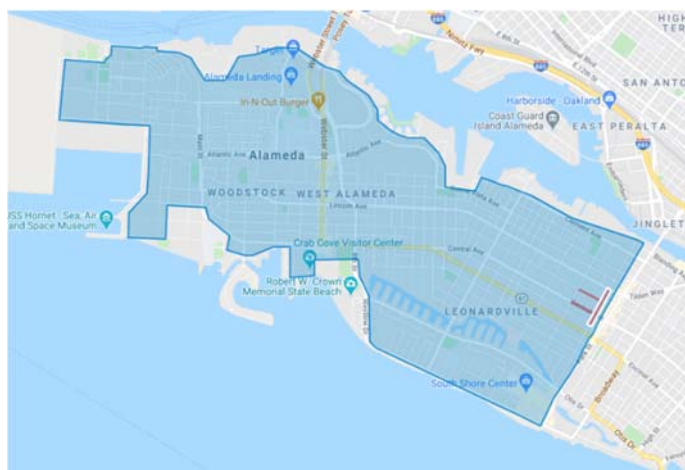
Table 4: Miles of Bikeways

Year	Total Miles of Bikeways	Class I (Multi-use Path)	Class II (Bike Lane)	Class III (Bike Route)	Class IV (Protected Bike Lane)	Upgrade (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 August)	1.6	0	1.0	0.1	0.5	0.1
Totals	50.3	17.6	18.9	10.7	3.1	1.1

Carshare

Gig Car Share

As of June 2021, there were an average of 43 [GIG Car Share](#) trip starts and ends in Alameda each day and a total of over 1,100 Alameda members (Table 5). [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 to operate up to 35 vehicles in Alameda. The 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. In response to demand, Gig introduced multi-day rentals.

Table 5: Gig Car Share Operations Update

	Q2 2021 (April-June)	Q1 2021 (Jan-March)	Q4 2020 (Oct-Dec)	Q3 2020 (July-Sept)
Average trips/day for trips originating and ending in Alameda	43	43	45	60
Avg Gig Trip Rating (5 as highest rating)	4.3	4.4	4.4	4.4
Total number of members based in Alameda	1,173	1,122	1,121	1,069

Getaround

Getaround is starting to return to pre-pandemic levels; however, is currently experiencing issues with signs being removed and cars parking in Getaround parking spaces due to lack of signs (Table 6). Getaround has three shared vehicles in the City of Alameda city-controlled parking lots, and is working to grow in the City of Alameda. Getaround also has seven City of Alameda residents that share their vehicles. This peer-to-peer vehicle service provides drivers access to book and unlock cars shared by people in Alameda.

Table 6: 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
2021	520	64.8	2.2	343	42.8	1.4
2020	1,033	86.1	2.9	699	58.3	1.9
2019	1,316	109.7	3.7	862	71.8	2.4
2018	1,037	86.4	2.9	648	54.0	1.8

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 7). 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 August): 29 residential and 1 commercial
- Total number of charger stations/ports: 450 residential and 169 commercial



Table 7: California Clean Vehicle Rebate Statistics for Alameda

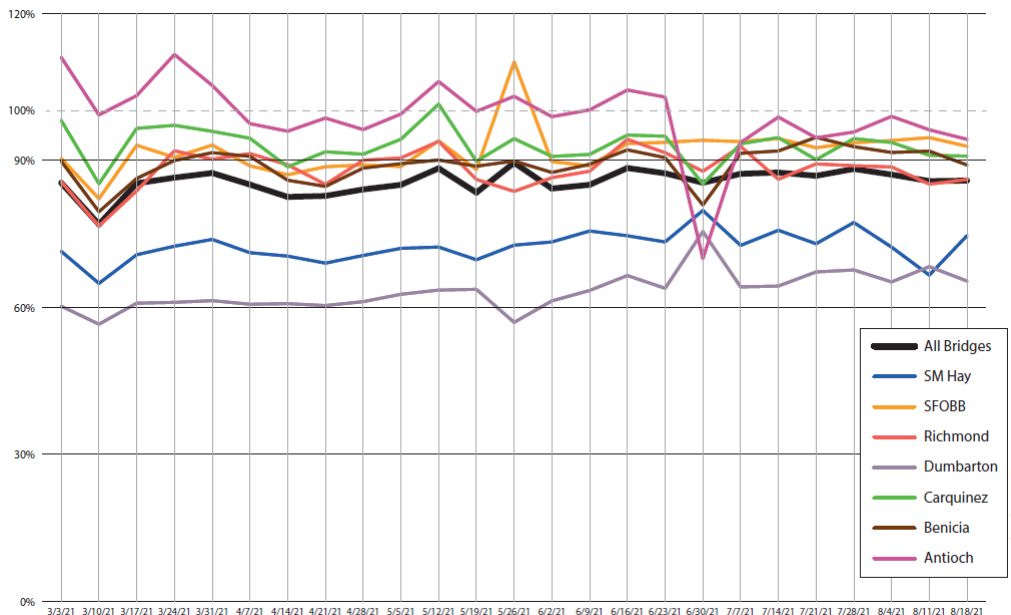
Year	BEV	PHEV	FCEV	Yearly total	Cumulative total
2011	22	0	0	22	22
2012	18	26	1	45	67
2013	54	55	0	109	176
2014	87	80	0	167	343
2015	145	61	0	206	549
2016	93	50	2	145	694
2017	108	52	3	163	857
2018	178	79	4	261	1,118
2019	153	61	2	216	1,334
2020 (thru Nov. 30)	89	35	5	129	1,463
Total	917	489	15	1,421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

For the Bay Area bridges, the two southern bridges – San Mateo/Hayward and Dumbarton – have recovered the least compared to 2019 (Figure 4) with most at 90 percent compared to pre-covid.

Figure 4: Bay Area Bridge Traffic in 2021 Compared to 2019



Source: Caltrans

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 traffic alerts subscription is as follows:

- January 2019: 1,400
- November 2019: 4,266
- November 2020: 12,021
- April 2021: 12,503
- September 2021: 11,124

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

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.

Congresswoman Barbara Lee accepted the Central Avenue roundabout earmark request for \$1.8 million. At this point, the House INVEST Act earmarks are highly unlikely to come to fruition because the Senate-passed infrastructure bill, which is going to be the vehicle for the surface transportation authorization, did not include earmarks and is not expected to be amended. The House could still insist on earmarks or could agree to the Senate version of the bill that does not include earmarks.

State

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

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

[AB 117 \(Boerner Horvath\)](#) creates a pilot program to provide a rebate for the purchase of electric bicycles incentivizing an energy efficient and emission-free mode of transportation. The City of Alameda supports measures that further the implementation of the Climate Action and Resiliency Plan and other City transportation efforts to minimize traffic congestion and reduce greenhouse gas emissions. This bill is currently in the Senate Appropriations Committee on the Suspense File.

[AB 550 \(Chiu\)](#) creates pilot programs to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries. The City of Alameda supports measures to increase safety around our schools and make Alameda safer for pedestrians and bicyclists. This bill was held by the Assembly Appropriations Committee and is now dead.

[AB 773 \(Nazarian\)](#) authorizes local authorities to implement a slow streets program, to close or limit access to vehicular traffic on certain neighborhood local streets. The City of Alameda supports measures that make Alameda safer for pedestrians and bicyclists. This bill was passed by both houses and presented to the Governor for signature.

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 health and safety during the pandemic. *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 as follows:

- **Fortify and Expand:** Park Street will be restriped from four to two lanes between Encinal Avenue and San Jose Avenue. With Alameda CTC grant funding, the striping, bollards and signage 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.
- **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 May-August 2021: In May, six in-street bicycle parking corrals were installed along Park and Webster Streets or the cross streets, the first in-street corrals to be implemented in Alameda. 64 new bicycle parking spaces were created on these commercial corridors.

After extensive public input and staff analysis, at the July Transportation Commission meeting, the Transportation Commission recommended City Council approval of staff's five recommendations, which is expected to go to City Council in October:

- Maintain the striping on Park Street and Webster Street for at least the next two years;
- Redesign the parklet program to meet a higher safety and aesthetic standard;
- Terminate the COVID-era parking regulations and return to pre-COVID parking regulations, with enforcement;
- Maintain the half block closure of Alameda Avenue until the street is repaved, which is anticipated for 2023 or until DABA no longer wishes to manage the space, whichever occurs first; and
- Terminate the citywide temporary use permit and return to individual, permanent use permits.



Slow Streets

In response to the shelter-in-place orders, the City launched Slow Streets Alameda in April 2020. The program grew to 4.7 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 as follows:

- 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)
- Orion Street (West Midway Avenue to Pearl Harbor Road)

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 is conducting an evaluation of the impacts and benefits of the Slow Streets, and is developing recommendations for next steps to bring to the Transportation Commission, Planning Board and City Council in the fall.

Status for May-August 2021: In June, the two-block Orion Slow Street was added to the network. The new speed cushions will be installed by the end of the year. In August, the City held four virtual open houses and issued an online survey to gather input on the future of the Slow Streets, and also collected data on auto traffic and speeds, and the number of people walking and biking on the Slow Streets. Recommendations for the future will be brought to the Transportation Commission and Council later this fall. The five existing Slow Streets are shown in Figure 5.

Figure 5: Slow Streets Alameda



Parking Program

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

Webpage: <https://www.alamedaca.gov/RESIDENTS/Visiting-Alameda/Parking>

2021 Next Steps:

- Seek Council approval of parking program and fund reorganization, as well as budget amendments to re-boot the program after pandemic shut-downs.
- Prepare to hire two new full-time parking enforcement personnel (already approved in the budget).
- Implement paid parking at Seaplane Lagoon ferry terminal in late 2021 or early 2022.
- Update webpage so that all parking-related information can be accessed from one place.

Status for May-August 2021:

- Hired new Senior Transportation Coordinator position that will be tasked, in part, with overseeing the parking program.
- Convened staff working groups to conceive of new parking program structure.

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:** Focus on west/central Alameda in 2021. Grand Street between Shore Line Drive and Encinal Avenue is receiving federal OBAG funding for 2021 paving.
- **Pacific Avenue:** Restripe to three lanes and bike lanes.
- **Bus Shelters:** Install of five replacement bus shelters is expected in early 2021.
- **Miller Sweeney Bridge:** Work with the County to restripe to add bike lanes.
- **Trails:** Pursue grant funding for trail maintenance, including repaving, restriping and widening trails.
- **Bicycle Parking:** Install racks and electronic shared-use bicycle lockers at Harbor Bay Ferry Terminal using grant funds.



Status for May-August 2021:

- **Pavement Maintenance:** The annual street repairs occurred mainly in July with the specific streets shown in Figures 6 and 7. For an explanation on pavement maintenance, please refer to the March 27, 2019 Transportation Commission meeting or for the video click [here](#).
- **Grand Street:** The project will resurface Grand Street between Shore Line Drive and Encinal Avenue. The street will be restriped with bikeways, high visibility crosswalks, a center line and other street safety enhancements. The project also will install new or retrofitted curb ramps, as needed, and will repair curb and gutter areas to ensure proper drainage. Other improvements being considered include bus islands and rectangular rapid flashing beacons at higher collision intersections in the corridor. Construction is anticipated to begin in mid-2022.
- **Pacific Avenue:** Staff decided to delay the installation of buffered bike lanes on Pacific Avenue (Main Street to Marshall Way), to allow time to analyze whether separated bike lanes could safely and effectively be installed here instead and to combine it with a larger corridor safety project that includes Lincoln Avenue east to Broadway.
- **Bus Shelters:** Staff is working to replace five bus shelters, and has completed the ones at Santa Clara Avenue/Walnut Street and Park Street/Otis Drive (see inset photos).
- **Trails:** Staff applied for, and received, an Alameda CTC grant to construct three north/south connector trails to the Cross Alameda Trail, in Jean Sweeney Open Space Park.
- **Bike Parking:** In May, 64 new bicycle parking spaces were installed in the Park and Webster Street business districts, and new shared-use bicycle lockers were installed at the Harbor Bay Ferry Terminal providing an additional 8 new secure parking spaces, for a total of 24 spaces at this terminal. In June, an additional 20 bike parking spaces were added at the Encinal Boat Ramp.

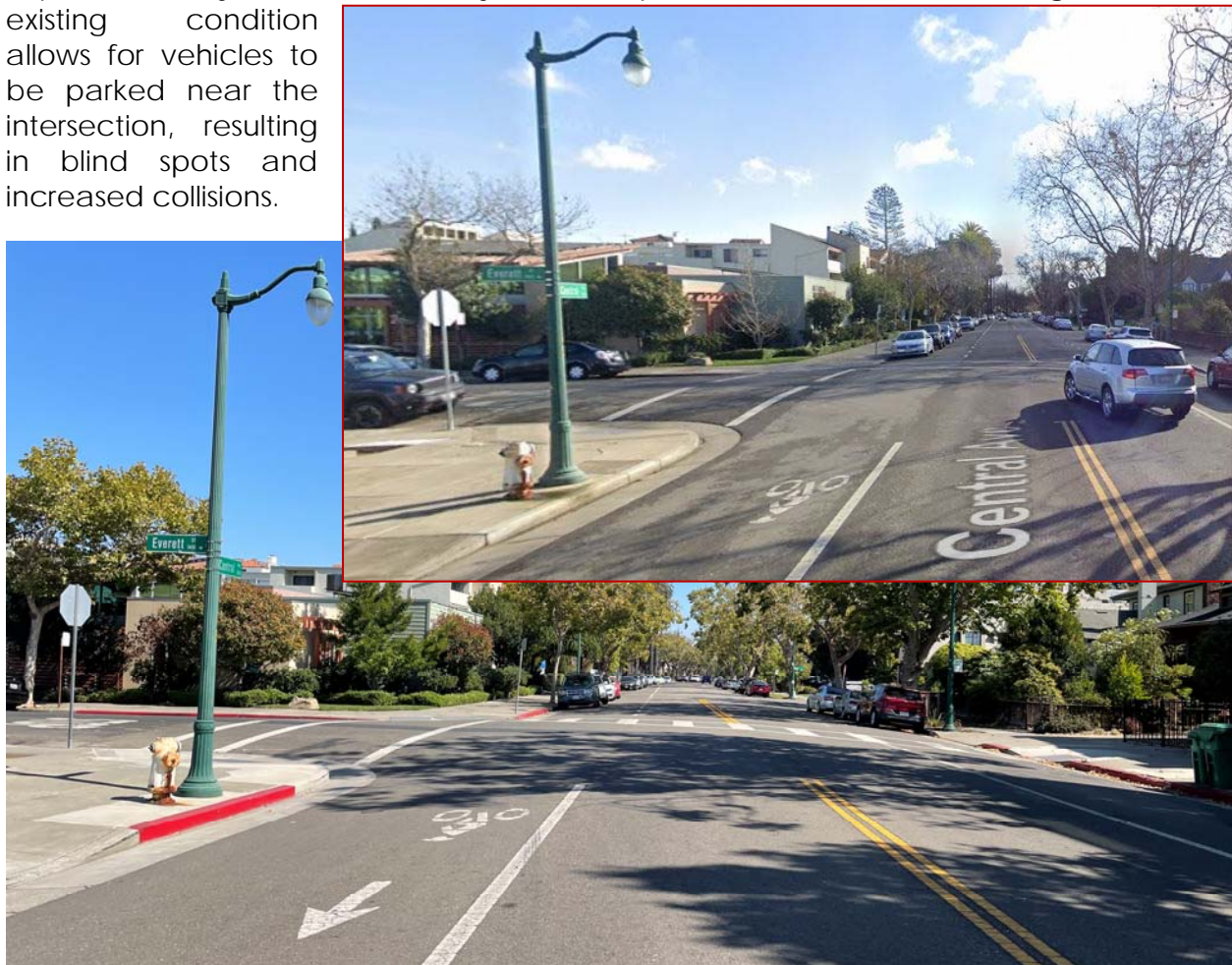
LEGEND

- AC Overlay
- Cape Seal
- Slurry Seal
- Crack Seal
- Dig Out
- Maybe (dependent on available funds)

Street Safety and Vision Zero

The Vision Zero Policy makes safety the highest priority in transportation efforts. The City convenes a 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.¹

2021 Next Steps: Public Works staff is implementing the High Injury Corridor Daylighting Project, which paints red curbs at intersections along the below high-injury corridors to improve visibility for motorists, bicyclists and pedestrians (see inset and Figure 8). The existing condition allows for vehicles to be parked near the intersection, resulting in blind spots and increased collisions.



1. Grand Street, Shore Line Drive to Pacific Avenue (*Status: Done – January 2021*)
2. Central Avenue, (A) Sherman Street to Benton Street and (B) Grand Street to Hansen Avenue (*Status: Done – summer 2021*)
3. Main Street, Navy Way to Pacific Avenue (*Status: Done – summer 2021*)

¹ 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>

4. Otis Drive at South Shore Center (*Status: Done – summer 2021*)
5. Lincoln Avenue, Paru Street to Fountain Street (*Status: Draft Schedule – fall 2021*)
6. Park Street, Shore Line Drive to Blanding Avenue (*Status: Draft Schedule – fall 2021*)
7. Santa Clara Avenue, Park Street to Grove Street (*Status: Draft Schedule – fall 2021*)
8. Webster Street, Central Avenue to Stargell Avenue (*Status: Draft Schedule – fall 2021*)

Status for May-August 2021: The above *red text* and Table 8 shows a summary of the traffic calming work that was completed through August 2021. In addition to the streets mentioned above, Public Works also completed daylighting at:

- Mecartney Road (Marcuse Street to Island Drive);
- Island Drive (Mecartney Road to Catalina Avenue); and
- Dublin Way between Tralee Lane and Ulster Place - midblock crosswalk.

Table 8: Street Safety Improvements

Improvement Type	2020	2021 (Jan- April)	2021 (May- Aug.)
# of intersections with new red curb	57	42	34
# of intersections with existing red curbs refreshed	17	32	1
# of intersections with new curb bulb-outs	5	0	0
# of intersections with new high visibility crosswalks	17	29	0

In May, the City launched its new “Street Safety Concern” category on SeeClickFix, enabling community members to report locations where they have narrowly avoided crashes, feel unsafe crossing intersections, or see speeding. Staff will use street safety reports to supplement crash data and equity indicators to prioritize and design street safety investments. As of September, community members have submitted over 350 reports in locations across the city.

The following updates were sent to the Vision Zero mailing list May through August, and each update includes multiple traffic safety topics in addition to the headline:

- 6/3/2021: Report Your Near-Misses and Street Safety Concerns: <https://content.govdelivery.com/accounts/CAALAMECITY/bulletins/2e2677c>
- 8/3/2021: Take the Action Plan Survey by Friday: <https://content.govdelivery.com/accounts/CAALAMECITY/bulletins/2ea9981>

Webpages:

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

- List of Vision Zero projects in the 2021-2023 capital budget: <https://www.alamedaca.gov/files/assets/public/departments/alameda/transportation/vision-zero/appendix-d-vision-zero-capital-projects-list.pdf>

Caltrans Crosswalk Safety Enhancements:

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

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



Figure 8: High-Injury Corridors and Intersections – All Modes (2009-2018)



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

- **Del Monte Clement Extension:**

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

Status for May-August 2021: The project is in construction with completion expected in December 2021.

- **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 May-August 2021: Pennzoil has completed soil remediation and the Water Board is monitoring the effectiveness of their clean-up effort.

- **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 May-August 2021:

The Alameda Marina developer removed the old train tracks and recently repaved Clement Avenue, adding stop signs and a protected bikeway (see inset photo). Next year, the city will improve the sidewalks, make the pedestrian crossings safer and will extend the Cross Alameda Trail further east to Broadway.



- **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 May-August 2021: The City settled its eminent domain proceedings with the Union Pacific railroad, and in July the property title was transferred to the City. Staff will release a request for proposals to hire a design consultant in 2022.

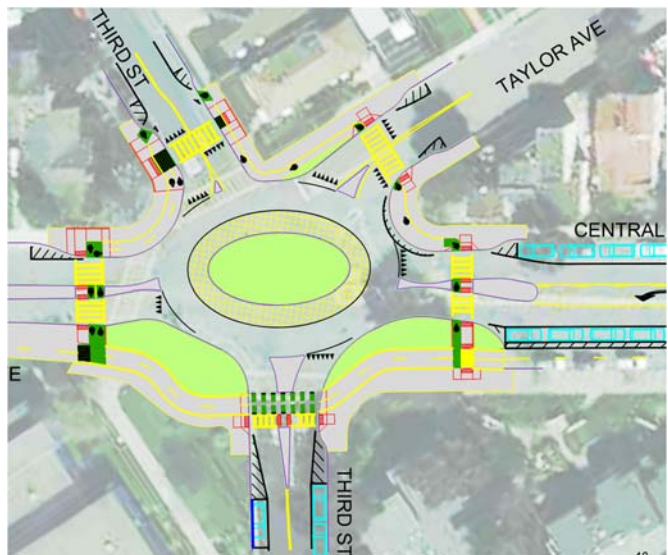
Central Avenue Safety Improvements

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, and completion of final design in 2022. Construction is scheduled for 2023.



Status for May-August 2021: 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 early 2023. 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. The consultant team

prepared and the City staff reviewed a detailed memo on the design constraints at the Sherman Street/Encinal Avenue roundabout that require the project to proceed with the approved slip lane option.

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 May-August 2021: Caltrans is on track to complete design by late 2021, and then to begin construction in early 2022.

Lincoln/Marshall/Pacific Corridor Safety Improvements

City staff is working with its on-call consultant to develop a work scope, schedule and budget for a corridor safety project on Lincoln Avenue/Marshall Way/Pacific Avenue between Broadway and Main Street. The project would prioritize improvements for high crash intersections including Lincoln Avenue/Walnut Street, high injury corridor segments, and school zones. The project is budgeted for \$200,000 in the current fiscal year. The expected deliverables will include:

- Public outreach (late 2021/early 2022)
- 30 percent concept, including traffic analysis (mid 2022)
- 100 percent striping plans for first phase (fall 2022)
- Optional tasks for grant writing

Improvements are expected to be implemented in phases, with construction of the first phase beginning in late 2022. The work scope is expected to consider a road diet along the corridor to prioritize safety for all modes, which has the potential to reduce collisions up to 47 percent when going from four to three lanes with a center turn lane, improved pedestrian crossings and bikeways. Early concepts for this approach were developed as part of the Active Transportation Plan draft recommendations, which are shown here: <https://www.activealameda.org/Recommendations#section-7>. Another potential countermeasure that will be considered are roundabouts, which reduce fatal and severe injury collisions by 80 percent compared to traffic signals or all-way stops, and could be considered where ample space exists such as the Lincoln Avenue/Constitution Way

intersection. Other considerations include opportunities for tree planting, green infrastructure, and on-street disabled parking. The finished concept plan will have the potential to be incorporated into safety improvements for ongoing programs, such as street resurfacing, or to be used to obtain grants.

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 May-August 2021: Construction is now complete on the Otis Drive Project between Westline Drive and Willow Street as of spring 2021. Staff is working on traffic signal improvements at the Otis Drive/Willow Street intersection to reduce delay for through movements and is looking to install additional warning signs at this intersection as well as the Otis Drive/Grand Street intersection in the westbound and southbound approaches. The consultant/City team is developing a before/after study to understand the impacts of the project.

I-880 Oakland Alameda Access Project

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

Webpage:

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

2021 Next Steps: Complete preliminary engineering/environmental in fall 2021, final design in 2024 and construction in late 2027.

Transit Services, Programs and Facilities

[All Aboard Transit](#) is a regional marketing campaign with the Bay Area's transit agencies working together to provide information regarding transit services to restart region.

AC Transit Bus Service

Modified Service

New schedules and route maps are available at actransit.org. All lines have [printable timetables available online](#). AC Transit's complete listing of bus line timetables is available [here](#) or can be requested at the AC Transit Customer Service Center at 1600

Franklin Street in downtown Oakland 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 (58 students enrolled)
- Will C. Wood Middle School (13 applications received; new school - site administrator is in place)

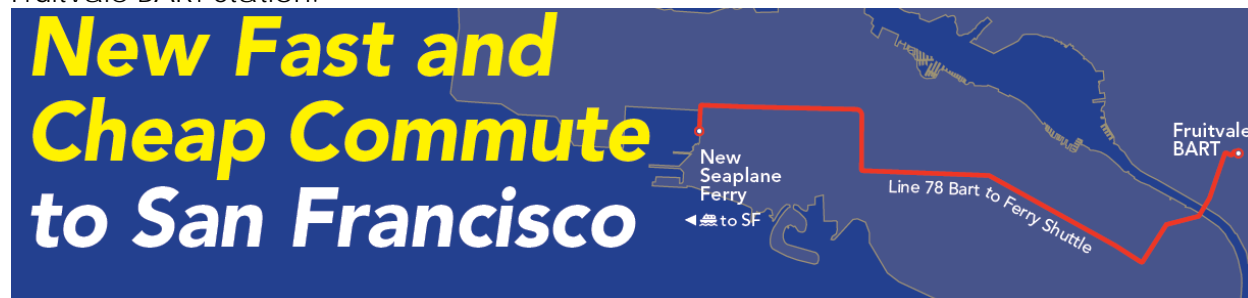
Due to capacity issues, AC Transit has not pursued Alameda High School at this time. For general student awareness about bus options in Alameda, AUSD sent information about the supplementary school bus lines to all AUSD families and staff (12,000 people) on August 20 and September 3.

Pilot Bus Service – Seaplane Shift – Line 78

After AC Transit Board approval on May 26, AC Transit began a yearlong pilot bus service – Line 78 – on August 9, which provides a peak-hour timed bus connection to the new Seaplane Lagoon ferry terminal that operates across the island along Ralph Appezato Memorial Parkway and Santa Clara Avenue and up to the



Fruitvale BART Station.



Riders who use [Clipper](#) and take both Line 78 and the Alameda Seaplane ferry enjoy the benefit of a free ride, thanks to a transfer discount equal to the local bus fare applied to the second leg of the trip. Line 78 is a one-year pilot program and during that time, AC Transit will monitor demand and ridership to help determine the future of this bus line.

For Line 78 schedule information, check [AC Transit's webpage](#). In San Francisco, Muni and BART provide convenient connections to and from the San Francisco ferry terminal. To help plan your trip, use the [AC Transit Official](#) mobile app, which features real-time arrival predictions and direct access to customer service.

According to AC Transit, the resources needed for the Line 78 pilot total 16 daily hours, 5 days per week, 4,080 annual hours, \$140 hourly cost with an annual cost of \$571,200. The Seaplane Lagoon service will require no more than six additional operators, but likely fewer than that depending on how the trips are tied (i.e. interlined) with other service at the Fruitvale BART Station.

Service Recovery Planning – Transit Talks

AC Transit began 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.



WETA Ferry Service and Facilities

Seaplane Shift

As of July 1, the new Alameda Seaplane ferry route launched with an inaugural ride and ribbon cutting ceremony (see inset photos). Alameda now has [three ferry terminals](#) and here's a quick guide for which ferry terminal to use:



- Commute: Alameda Seaplane and Harbor Bay
- MIDDAYS: Main Street
- Weekday evenings: All three terminals
- Weekends: Main Street

The City expects to launch paid parking in the Seaplane Lagoon Ferry Terminal in the coming months.



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. WETA staff prepared a request for proposals for project engineering and design services to design and develop this project for construction, and is requesting WETA Board approval of the contract award to COWI North America, Inc. This project will replace the pier bridge structure and the passenger float, and also will include other improvements and modifications, as needed.

Pandemic Recovery Plan

WETA stated the following in its Monthly Ridership and Recovery Report in September,

"The Oakland & Alameda service has experienced high demand on weekends, especially midday departures from the east bay and late afternoon/early evening trips leaving San Francisco. This high demand not only signals potential future capacity constraints, but has also led to reliability issues in the evenings with several trips departing late in July. In an effort to improve schedule adherence and address service gaps in the

midday period, the schedule will be adjusted to allow for longer periods to load vessels on key trips and an additional weekend crew will be added. This will result in six additional weekend departures for Oakland & Alameda service beginning in September. This additional service will cost \$495,200 annually and is within WETA's FY2022 budget contingency.... Customer feedback has helped staff understand that there is a gap in return midday trips for Seaplane Lagoon riders. With a minor crew modification, an additional San Francisco midday departure will be added to the Seaplane Lagoon schedule."

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.

City Paratransit Program

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

- Free Alameda Loop Shuttle (www.AlamedaLoopShuttle.com). **Status:** Continues to operate as an essential service during the pandemic totaling an average of 36 daily boardings and while maintaining social distancing (see inset).
- 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. **Status:** Canceled due to the pandemic.
- Free AC Transit bus passes for qualifying Mastick Senior Center members, Alameda Point Collaborative residents, Alameda Housing Authority residents and Jack Capon residents. **Status:** A total of 62 free bus passes have been issued to Mastick Senior Center low-income members and a total of 4 are on the waiting list. A total of 167 passes are issued to Alameda Point Collaborative residents.
- Curb-to-curb transportation services through third-party providers for travel assistance or meal delivery. **Status:** The Transportation Commission requested City Council approval of a TNC concierge pilot program on July 28, 2021, which targets low-income Alameda residents who use East Bay Paratransit. This item is on the City Council agenda for September 7.
- Customer service, materials, outreach and promotions as well as staff and consultants to ensure that these programs are effectively managed. **Status:** The new City paratransit coordinator – Kat Kaldis – provides outreach on transportation programs at Mastick Senior Center. She made the following transportation-related contacts: June (41), July (65) and August (92).



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 May-August 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 May-August 2021: In construction as follows:

- Fifth Street: Construction almost is 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: 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

- 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 May-August 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 fall.
- **Bus Service Improvements:** AC Transit has stated a new bus line in August – Line 78 – that is timed with the Seaplane ferry service and travels 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.

Drag Racing on Monarch

The City recently blocked off space to prevent reckless vehicle activity in the large open area at the south end of Monarch, between the lookout tower and Building 25. City staff added concrete "K-rail" barriers and planters to limit traffic to a 40 foot lane in that area, with gated tenant access, and placed three large planters and wheel stops in the open lot between the Alameda Point Gym and the skate park.

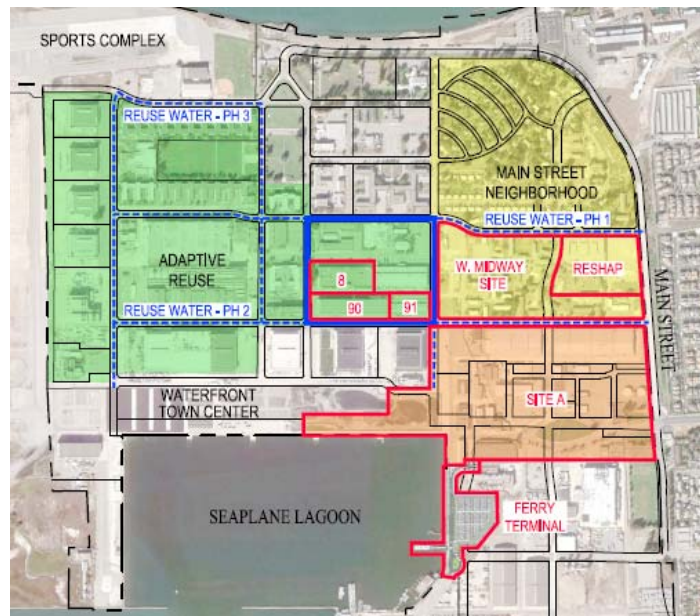
Street Safety and Construction Activities

Alameda welcomed a new Slow Street in June: 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 now in place, Orion Street will have two sets of speed cushions on the long block between Corpus Christi Road and Pearl Harbor Road by the end of 2021. 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 completed 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 May-August 2021: No updates this period, as the plan development was placed on pause while other COVID-19 program priorities were implemented. Staff will re-start this planning effort in fall 2021.

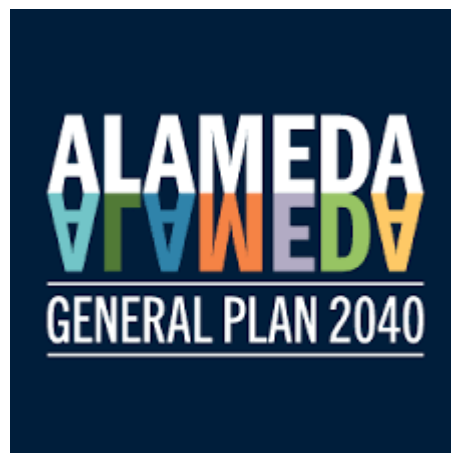


General Plan Update

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: 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 May-August 2021: On July 28, City staff presented a General Plan Update to the Transportation Commission to provide an opportunity for the public and Transportation Commission to review and comment on staff proposed revisions to the March 2021 draft Alameda General Plan 2040. The March 2021 Draft General Plan, draft Environmental Impact Report and existing General Plan are available for review at www.alameda2040.org.



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 May-August 2021:

- The Vision Zero Task Force held its fifth meeting in June, reviewing the full draft Vision Zero Action Plan prior to releasing it to the public on July 12.
- From July 12-August 6, the City sought feedback on the draft Action Plan via an online survey, in-person and virtual public events, and presentations to five City boards and commissions.
- Staff is planning the following schedule:
 - October 27: seek approval from the Transportation Commission
 - December: seek adoption by City Council

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 May-August 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, and the City is now beginning the consultant selection and hiring process.

Smart City Master Plan

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



light operations, enhanced transportation safety measures, better connected City buildings, and economic development 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 May-August 2021: City staff/consultant team prepared a Draft Needs Assessment and Recommendations Memo, and presented it to the key stakeholders and the Chamber of Commerce. A revised draft memo will be presented to the City Council on September 21. The preliminary draft recommendations are intended to guide the City on how best to strategically invest in new technologies.

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 May-August 2021: The feasibility memo that Kittelson prepared lists the top roundabout locations using the screening criteria as well as other locations previously studied in the City, and these combined locations for roundabouts are grouped as follows to better understand how to proceed with next steps:

City Council Approved

- Otis Drive/Grand Street (unfunded)
- Central Avenue/Main Street/Pacific Avenue (funded)
- Central Avenue/Third Street/Taylor Avenue (funded)
- Central Avenue/Fourth Street (unfunded)
- Central Avenue/Sherman Street/Encinal Avenue (unfunded)

Evaluation in Process

- Tilden Way/Blanding Avenue/Fernside Blvd (part of the Clement Avenue Extension/Tilden Way Project (partially or fully funded)
- Mecartney Road/Island Drive (initial recommendation for the Mecartney Road/Island Drive Intersection Improvement project) (partially or fully funded)

Further Evaluation Needed

- Atlantic Avenue/Constitution Way (unfunded)
- Atlantic Avenue/Main Street (unfunded, could be added to the Appezzato Parkway Bus Improvement Project)
- Main Street/Willie Stargell Avenue (unfunded, could be added to the Stargell Avenue Safety Improvement Project)
- Encinal Avenue/Fernside Blvd (unfunded)

The City staff/consultant team presented the findings at the July 28 Transportation Commission, and reached consensus to proceed with an analysis of the remaining arterials and collectors in the City for potential future roundabouts.

Emergency Preparedness

Emergency preparedness priorities for transportation staff include:

- ***Hazard Mitigation and Climate Adaptation Plan:*** Describes the natural and climate hazards that Alameda is vulnerable to and the actions we can take to reduce our risk. City staff is in the process of updating this plan and welcome your input: <https://www.alamedaca.gov/HazardMitigationPlan>
- ***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 (see inset). The next step is for the City to become a designated [Tsunami Ready Community](#) by the National Weather Service, 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:** Coordinated with Caltrans and Port of Oakland. Requested Caltrans to incorporate short-term adaptation measures into their pavement preservation project scheduled for construction in 2024. Requested Port of Oakland to consider the assets beyond their property line for adaptation measures to ensure continued use of State Route 61, San Francisco Bay Trail and restored habitat in the San Leandro Bay, and to apply for a federal BRIC grant.
- **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 June, City staff found out that the grant was not successful, which was a Caltrans Sustainable Communities Planning grant for \$500,000 to conduct outreach, seek concept approval and complete up to 30 percent design drawings of the Northern Shoreline near Posey/Webster Tubes. City staff had a debrief with Caltrans staff, and is collaborating with City of Oakland and Port of Oakland staff on an expanded grant for the entire Oakland-Alameda Estuary, including this area near the Posey/Webster Tubes.

- ***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 submitted in June. State Coastal Conservancy did not approve the application, and only would fund the waterfront public access elements, the Bay Trail Bridge and pier.
- ***Adaptation Working Group:*** Coordinates San Leandro Bay/Oakland-Alameda Estuary flood and adaptation projects to protect and restore water quality, habitat, and adjacent community vitality. The objectives of the Working Group are to:
 - Coordinate efforts
 - Maximize opportunity
 - Achieve better outcomes for the Bay and adjacent communities
 - Be leaders in coordinated adaptation planning and implementation

Status: City staff led the first Working Group meeting in June, scheduled the next meeting for September, drafted a grant application to fund the Working Group's efforts including formalizing a shared vision, needs assessment and organizational structure, and created the following webpage to ensure continued coordination: <https://www.alamedaca.gov/AdaptationWorkingGroup>

Electric Vehicles

While mode shift is our first priority, adoption of electric vehicles (EVs) is an integral part of reducing greenhouse gas (GHG) emissions in Alameda. Transportation accounts for 70% of GHG emissions in Alameda and transitioning to electric, zero emission vehicles can cut our transportation emissions in half. Alameda Municipal Power (AMP), which is Alameda's city-owned electric utility, began providing 100 percent clean energy on January 1, 2020, 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 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.



Status for May-August 2021:

- On June 15, Alameda Municipal Power hosted a virtual workshop on Electric Vehicles 101, which included tips on EV buying, charging and rebates.
- Through June 30, AMP offered extra cash back to customers going electric.
- On July 1, AMP launched an optional time-of-use (TOU) rate plan for electric vehicle (EV) owners, providing opportunities to save on monthly electricity bills by adjusting when vehicles and other high-use appliances are charged. The TOU plan is an opt-in program--customers are not be automatically placed on the new rate. As of July 1, EV customers no longer receive the monthly EV discount, regardless of whether or not they enroll in the TOU rate.
- On July 28, the Transportation Commission requested City Council approval of the draft parking ordinance, which includes requirements for installing EV chargers in all new developments. The proposed standards are modeled on reach code standards developed by the City's own consultants with Peninsula Clean Energy, Silicon Valley Clean Energy, and the Statewide Program's team to establish new construction EV requirements which are more in line with local EV adoption trends, tailored to Alameda's needs while providing flexibility for the builder and keeping construction costs as low as possible. Planning Board will consider recommending approval of the changes on September 27 before proceeding to City Council in October or November.