



CITY OF ALAMEDA

# TRANSPORTATION PLANS

2023 ANNUAL REPORT &  
2024 WORK PLAN



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## BOOK 03

# STATUS REPORT ON TRANSPORTATION

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

eliminate traffic deaths and severe injuries; create safe, comfortable, and accessible ways for people of all ages and all abilities to get around Alameda by walking and biking; and reduce solo driving and increase other modes while improving safety and equity and reducing greenhouse gases. The Climate Action and Resiliency Plan (CARP, 2019) includes goals to reduce vehicle miles traveled (VMT) and increase the share of electric vehicles, which are reported in CARP's annual report.

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

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- GENERAL PLAN MOBILITY ELEMENT

## + TOP ACCOMPLISHMENTS IN 2023



# 01

### PREPARED FOR ESTUARY WATER SHUTTLE SERVICE

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

# 02

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

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

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



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



Riders with their passes!

# 03

## CITY COUNCIL APPROVED MAJOR STREET REDESIGNS

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

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

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

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



# 04

## SAFETY & MAINTENANCE UPGRADES: PAVEMENT, STRIPING, & SIDEWALKS

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


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



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

# 05 FATAL CRASH RESPONSE AND VISION ZERO PUBLIC INFORMATION

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



## Vision Zero Public Information

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



## + WHAT TO LOOK FOR IN 2024



Cyclists enjoying the Cross Alameda Trail along Clement Ave

### 01 CROSS ALAMEDA TRAIL CONSTRUCTION

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

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

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

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

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

### 02

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

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

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

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

### 03 COMPLETE STREETS ON ALAMEDA POINT

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



### 04 NEIGHBORHOOD GREENWAYS

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



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

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

# + 2023 TRANSPORTATION FACTS

## TRAFFIC SAFETY



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



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



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

## MOTOR VEHICLE TRENDS

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

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

SEE THE VISION ZERO ANNUAL REPORT FOR DETAILED INFORMATION

## BIKEWAYS

# 3.3 MILES OF BIKEWAY

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



SEE THE ACTIVE TRANSPORTATION ANNUAL REPORT FOR DETAILED INFORMATION.



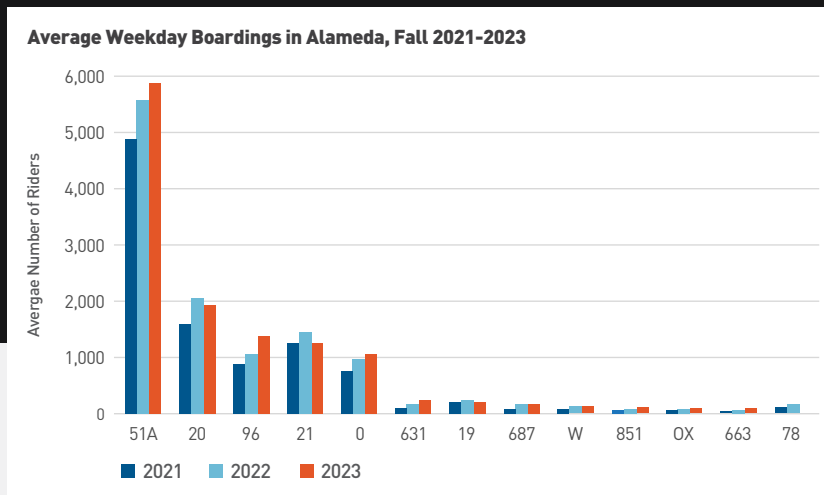


## AC TRANSIT BUS SERVICES

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

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

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



## SAN FRANCISCO BAY FERRY SERVICE

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

## PAVEMENT CONDITION

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

## COMMUNITY ENGAGEMENT

### 2023 OUTREACH EFFORTS:

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

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

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

**41,000 unique pageviews** on 36 webpages

**15 Mastick Senior Center events** to help seniors access transportation options

**4 adult bicycle safety education courses**

### TOP 10 WEBPAGES WITH MOST UNIQUE PAGEVIEWS IN 2023:

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



## + 2023 ACCOMPLISHMENTS & 2024 PLAN

### Policy Documents Key:

**S** City Council Strategic Plan (2023)

**AT** Active Transportation Plan (2022)

**TC** Transportation Choices Plan (2018)

**CI** Capital Improvement Plan (2023)

**VZ** Vision Zero Action Plan (2021)




**General Plan (2021) items are not marked, though many actions are also included in that plan.**

### CITYWIDE PLANNING EFFORTS



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

# TRANSPORTATION PROGRAMS

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

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

## PUBLIC TRANSPORTATION

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



Oakland-Alameda Estuary Water Shuttle

## PUBLIC TRANSPORTATION

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

# CAPITAL PROJECT PLANNING & DESIGN

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

## CAPITAL PROJECT PLANNING & DESIGN

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





# CAPITAL PROJECT CONSTRUCTION

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

## CAPITAL PROJECT CONSTRUCTION

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

## CAPITAL PROJECT CONSTRUCTION

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

## OTHER AGENCY & DEVELOPER-LED TRANSPORTATION PROJECTS

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

## + STAFFING, FUNDING, & GRANT PRIORITIES

### FUNDING AND STAFFING RESOURCES

Alameda's transportation work is funded by a variety of sources. The most significant and stable sources have been from Measures B and BB transportation sales taxes and the Vehicle Registration Fee (VRF). These are combined with competitive grants and General Funds to pay for maintenance, capital projects, programs, and staffing.

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

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

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

#### Public Works: Transportation Engineering Staffing (5.25 FTE)

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

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

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

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

## + 2024 GRANT APPLICATION PRIORITIES

To conserve staff resources and focus on adopted plan goals, staff identified possible capital projects and programs for grant funding and scored them against criteria to create the below table of priority projects for grant proposals in 2024. The considered projects and programs included those that are in the planning phase and are ready to accept additional funds in the near term, and unfunded transportation projects and programs from adopted plans. Projects were then scored based on how well a project meets each of the adopted General Plan Mobility Element goals, plus whether any funding has been allocated to date. Only projects scoring a ten or higher are included on the list. The applications that are ultimately submitted will depend on how well the projects match the available funding sources, and lower scoring projects may be submitted if they are a particularly good fit for a funding source.

PROJECT	DESCRIPTION
<b>Alameda Point: New Transportation Infrastructure</b>	Reconstruct roadways with complete streets in Alameda Point, including Main St and Adaptive Reuse Area, as City invests in new utility infrastructure and builds climate resiliency
<b>Estuary Water Shuttle</b>	Operate a pilot water shuttle between West Alameda and Jack London Square, and other points, with public and private partners
<b>Fernside Blvd Traffic Calming &amp; Bikeways Project</b>	Build long-term option (TBD in 2024) for entire corridor, from Tilden Way to San Jose Ave
<b>Fruitvale Railroad Bridge Hazard Removal [Army Corps project]</b>	United States Army Corps of Engineers (Army Corps) to prepare disposition study (an analysis of the economic utility of the bridge) to inform their decision on use, transfer, or demolition of structure. [City to support the Army Corps in finding funding, as needed]
<b>Grand Street Improvements North of Encinal Ave</b>	Design and build Grand Street improvements, with cycle-tracks, from Encinal Ave to Clement Ave
<b>Lighting along Cross Alameda Trail on RAMP</b>	Add lighting along bicycle and pedestrian pathways, from Main St to Wilma Chan Way
<b>Lincoln/Marshall/Pacific Ave Corridor Safety Improvement</b>	Major safety improvements for three miles of this corridor from Broadway to Main
<b>Neighborhood Greenways</b>	Neighborhood Greenway implementation, as outlined in the Active Transportation Plan
<b>Oakland-Alameda Estuary Bridge</b>	New bicycle/pedestrian connection across the estuary. Work with partner agencies to secure funding for waterway study and environmental phase, to be led by the identified public agency (TBD).
<b>Resurfacing Streets</b>	Secure additional funding to support expanded complete street and green infrastructure elements of street repaving projects
<b>Roundabouts</b>	Implement highest scoring roundabouts
<b>Safe Routes to School Access Improvements</b>	Implement Safe Routes to School Access Improvements at locations with new School Safety Assessments
<b>Safety Improvements at High Crash Intersections</b>	Upgrade and improve locations identified as high crash intersections in the Vision Zero Action Plan; could include roundabouts, signal upgrades, and/or other upgrades
<b>Stargell Ave Safety Improvements</b>	From Main St to Fifth St, add walking/biking trail and potential roundabouts
<b>Street Re-designs for Park/Oak and Webster Streets</b>	Evaluate, design, and construct initial phase improvements for all modes and business districts, per Active Transportation Plan and Commercial Streets program.
<b>Westline Dr/8th St Bus Queue Jump Lane and Bikeways</b>	Add bus queue jump lanes, new bikeways and shared-use trails between Otis St and Central Ave.