



CITY OF ALAMEDA

TRANSPORTATION PLANS


2022 ANNUAL REPORT & 2023 WORK PLAN

EXECUTIVE SUMMARY

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1. EXECUTIVE SUMMARY

This Annual Report highlights City of Alameda transportation accomplishments from 2022 and priorities for 2023. It fulfills General Plan Mobility Element requirements for annual public reviews of the transportation system and serves as an annual report for the Transportation Choices Plan (TCP, 2018) and the Vision Zero Action Plan (2021). The Vision Zero Action Plan seeks to eliminate traffic deaths and severe injuries by 2035. The Transportation Choices Plan aims to reduce solo driving and increase other modes while improving safety and equity, and reducing greenhouse gases. The General Plan Mobility Element includes these goals and speaks to providing for the mobility needs of all Alameda community members. 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.

 **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.”**

-- GENERAL PLAN MOBILITY ELEMENT



► **2022 Accomplishments**

CITYWIDE TRANSPORTATION PLANNING

- The City Council adopted the Active Transportation Plan, which created a long-range vision for walking and bicycling in Alameda, as well as an eight-year infrastructure and programs strategy.
- The Transportation Commission and Planning Board endorsed new Street Classifications as an update to the 2021 General Plan (adopted by City Council in January 2023).
- Finalized the Citywide Roundabout Screening Analysis.
- Revised and sought approval for the Smart City Master Plan; City Council voted to remove transportation elements.
- Adopted General Plan Housing Element update and implemented zoning amendments to accommodate required growth along transit corridors and near key services and employment centers to minimize transportation impacts of future development.

TRANSPORTATION PROGRAMS

- Improved parking management by re-starting metered, two-hour parking in Commercial Streets program areas; launching the Alameda Parking Enforcement Service under Public Works; creating a comprehensive parking webpage; and writing the Ferry Terminal Parking Pricing Strategy.
- Provided bicycling safety education to children (in school), teens, families, and adults via contracts with two non-profits: Cycles of Change and Bike East Bay.
- Developed a proposed infrastructure rapid response program after fatal and severe crashes.
- Provided Vision Zero training to all Police Department shift lineups, and provided High Injury Corridor map to all officers.
- Focused traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.
- 17 transportation grants were submitted, totalling over \$71 million in requests (includes multiple applications for the same project). As of January 2023, \$5.9 million in funding has been awarded for 6 projects, with 4 projects still under consideration for over \$18 million in funding. The six awards are:
 - » [Central Ave Safety Project](#): roundabout at Central/4th/Ballena [\$2,325,000]
 - » [Bay Farm Island Flood Protection and Coastal Resilience Project](#): designs for the Veterans Court seawall and Lagoon System 1 outfall and long-term adaptation strategy for the Bay Farm Island shoreline [\$1,500,000]
 - » Green Stormwater Bioretention Areas Project: green infrastructure for resurfacing or street projects at various locations TBD [\$1,500,000]
 - » [Oakland-Alameda Estuary Adaptation Project](#) planning grant [\$425,000]
 - » Grand Street sidewalk gap [\$50,000]
 - » [Grand Street Paving and Safety project](#): matching funds [\$76,000]



PUBLIC TRANSPORTATION

- Transitioned the Alameda Loop Shuttle, a part of the City's [paratransit](#) program, which was underutilized and less cost-effective, to more participants using the free AC Transit bus pass and Uber/Lyft concierge programs.
- AC Transit extended the [pilot Line 78](#) to end the pilot period in August 2023 rather than 2022.
- Developed a partnership with the Water Emergency Transit Authority (WETA), private developers, and business associations to plan for and fund a pilot water shuttle across the Oakland Estuary.

CAPITAL PROJECT PLANNING & DESIGN

- Based on Council-approved concepts, finalized construction drawings for the [Central Avenue Safety Improvement](#) project, so construction can commence in mid-2023.
- Engaged with the community and created the concept for the [Clement Ave Extension/Tilden Way](#), which will create a complete street along the abandoned railroad right-of-way along Tilden Way and the eastern terminus of Clement Avenue, and form part of the Cross Alameda Trail.
- For the Cross Alameda Trail from [Constitution Way to Main Street](#), completed design on crossing improvements at all signalized intersections along the corridor between Main Street and Constitution Way.
- For the Cross Alameda Trail on [Clement Ave](#) from Grand Street to Broadway, completed design for two-way, separated bicycle lanes; restriped auto travel lanes; high visibility crosswalks; and daylighted intersections.
- Developed draft construction plans for four north/south trails to connect to the Jean Sweeney Open Space Park and Cross Alameda Trail.
- City Council approved the final concept for the [Grand Street Resurfacing and Safety Improvements](#) project, which adds safety features such as flashing beacons, high visibility crosswalks, one-way separated bike lanes, and adjusted auto lane striping on Grand from Encinal to Shore Line.
- Conducted public engagement and drafted a concept for the [Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement](#) project, which will include major safety improvements for three miles of this corridor from Broadway to Main.
- The Transportation Commission endorsed the [Mecartney Road / Island Drive Improvement Project](#), which aims to improve this key Bay Farm intersection, bringing it up to current best practice standards for safety, adjacent bus stops and path crossings.

- Hired consultants for and launched the Project Initiation Document phase services for the [Oakland Alameda Estuary Bridge project](#).
- Approved Development Plan and Tentative Map for former Pennzoil site at Grand Street and Clement Avenue which will complete the Clement Street Extension and close a key gap in the Cross Alameda Trail.

CAPITAL PROJECT CONSTRUCTION

- Finished the [High Injury Corridor Daylighting Project](#) on Tiers 1 and 2 High Injury Corridors, increasing safety and visibility by painting red curbs at intersections.
- Completed [pavement resurfacing](#), striping, signage, safety, and visibility improvements on 11 corridors per the resurfacing schedule. This included upgraded crosswalks, new daylighting, and traffic calming at intersections like Shore Line and Grand, and Shore Line and South Shore.
- Implemented Leading Pedestrian Interval (LPI) at all traffic signals with the technical capacity. Updated signal timing to have pedestrian WALK signals granted according to the [Signalized Intersection Equity Policy](#) (2021).
- Commenced construction on the Alameda Point Adaptive Reuse project, including construction of complete streets with bicycle and pedestrian facilities: Pan Am, West Tower, Saratoga, and West Midway.
- Developers completed the Del Monte section of the Clement Street Extension and Cross Alameda Trail from Sherman Street to Entrance Road.
- Caltrans completed Crosswalk Safety Enhancements at six intersections along Route 61 by adding new Rectangular Rapid Flashing Beacons.

► 2022 Transportation Facts

SAFETY

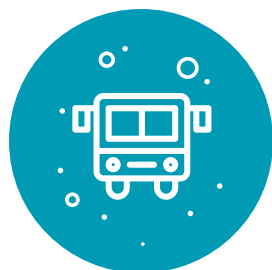


- In 2022, two people died and 13 were seriously injured in traffic collisions on Alameda streets. Compared to the last couple of years, this represents a decrease in fatalities but an increase in serious injuries, specifically among people in motor vehicles.
- In 2022, safety improvements were made at over 113 intersections, nearly 70% of which were on High Injury Corridors. Improvements included rapid flashing beacons, curb extensions, new/upgraded crosswalk markings, and daylighting. An additional set of intersections received signal upgrades like Leading Pedestrian Intervals (now installed at 68 of 89 signals).
- As of 2021, the City's rate of traffic fatalities + severe injuries per 100,000 population was 51% lower than the rate in Alameda County and 66% lower than the California rate.
- In 2022, 76% of APD traffic enforcement stops were on High Injury Corridors, with officers prioritizing efforts on dangerous streets.

BIKEWAYS

Alameda added 1.7 miles of bikeways in 2022. The City now has 53.6 miles of bikeways, including 22 miles of low-stress facilities.





PUBLIC TRANSIT

Bus ridership continued increasing in 2022, and average daily boardings on AC Transit bus lines serving Alameda were 60% higher than in 2020. However, 2022 ridership on these lines was still 45% lower than in 2019, before the pandemic began.

The Alameda Free AC Transit Bus Pass Pilot Program, which serves people with disabilities and low-income people age 65+, had **199 active users taking over 5,900 trips per month by the end of 2022.**

Across its system, WETA's ferry service has achieved 65% of pre-pandemic weekday ridership and 100% pre-pandemic weekend ridership. Ferry ridership on Alameda routes increased 103% over the course of 2022, led by the Seaplane Lagoon terminal.



MOTOR VEHICLE TRENDS

Alameda had 8% fewer registered motor vehicles in 2022 compared to 2017.

Car share usage on Getaround and Gig Car Share increased 45%-60% in 2022 compared to 2021, which had seen a dip in usage.

Alameda County traffic increased: average daily **Vehicle Miles Traveled (VMT) was 7% higher across the County** in 2022 compared to 2019. Despite that, **average traffic delays still were 53% lower than in 2019.**

Bay Bridge motor vehicle volume was 9% lower in 2022 than 2019.

As of 2021, the City's Pavement Condition Index is at the high end of "fair condition," slightly above the Bay Area average and significantly better than the bordering cities of Oakland and San Leandro.



OUTREACH & STAFFING

In 2022, the transportation team organized 14 public events; sent 54 electronic mailings with 83,300 delivered and a 44% unique open rate; and gave at least 78 presentations to City Council, City boards and commissions, community organizations, and ad-hoc committees.

2022 transportation positions were just over 8 FTE in total, but a transportation engineer position remained vacant despite a recruitment effort due to a regional shortage of transportation engineers.

► 2023 Work Plan

CITYWIDE TRANSPORTATION PLANNING

- Complete ADA Self-Evaluation and Transition Plan for public facilities and public right of way.
- Begin Tsunami Evacuation Plan.
- Develop performance metrics and goals for the transportation network.

TRANSPORTATION PROGRAMS

Vision Zero

- Fund and begin implementing the Rapid Response after Fatal Crashes program.
- Create traffic engineering project checklists to use during design and implementation that include specific safety and equity considerations.
- Implement a limited Vision Zero public safety campaign.
- Support the Alameda Unified School District as it works to adopt a policy that supports traffic safety education and Safe Routes to Schools-supportive infrastructure.
- Continue focusing traffic enforcement on moving violations associated with severe and fatal crashes, and along high injury corridors, in school zones, and near areas with concentrations of restaurant and bar establishments.

Safe Routes to Schools and Pedestrian/Bicyclist Safety Education

- Continue offering in-school bicycle safety education as well as classes and workshops for the general public.
- Continue collaborating with Safe Routes to Schools partners on program implementation.
- Support annual Bike Festival.
- Begin Crossing Guard program evaluation.



Trails Maintenance

- Complete a citywide trails inventory, prioritize segments for maintenance, seek funding, and continue maintenance.

Parking Management Program

- Begin paid parking at Seaplane Lagoon and Harbor Bay Ferry Terminals
- Gather on-street and surface lot parking occupancy data and make at least one rate adjustment to achieve 85% occupancy.
- Improve security in the Civic Center Parking Structure.
- Update the Business District Parking Permit Program.
- Improve curb management & ADA parking on Park & Webster St.



PUBLIC TRANSPORTATION

Bus/AC Transit

- Participate in development of, and support, the AC Transit Recovery Plan.
- Continue the new AC Transit bus pass and Uber/Lyft concierge programs for the City's [Paratransit program](#).
- Support AC Transit's Line 78 evaluation and determination; participate in WETA's Line 78 outreach plan.
- Coordinate Alameda TMA and AC Transit efforts to expand Line 96 and to increase frequency of Line 19 with support from the Alameda TMA.
- Evaluate bus stop bench coverage, plan locations for new bus benches, and begin installation.

Ferry/Water Shuttle/WETA

- Participate in and support the WETA 2050 Business Plan development.
- Pending grant and other funding availability for the Estuary Water Shuttle, plan for service to start by early 2024, to be administered by WETA.
- Begin discussions with WETA regarding timing of termination of City subsidy for Harbor Bay ferry operations.
- WETA to begin construction on the Main Street ferry terminal refurbishment late in the year.

Train/BART

- Participate in and support the [Link 21](#) Train Service Planning (BART, Capital Corridor).

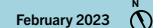
CAPITAL PROJECT PLANNING & DESIGN

- Seek City Council approval of final concept and begin design for the [Clement Ave Extension/Tilden Way](#) (part of the Cross Alameda Trail).
- Develop plans for red curbs on Tier 3 High Injury Corridors as part of the [High Injury Corridor Daylighting Project](#).
- Seek City Council approval of final concept for the [Lincoln/Marshall/Pacific Avenue Corridor Safety Improvement](#).
- Complete a final Project Initiation Document (PID) for the [Oakland Alameda Bicycle and Pedestrian Bridge](#) with adoption expected in early 2024.
- Begin evaluation of near and long-term street designs options for Park Street and Webster Street Safety Improvement.
- Develop Neighborhood Greenway Design and Implementation Guide and start transitioning existing Slow Streets to Neighborhood Greenways.
- Design [Pavement Management & Safety Improvements](#) to be constructed 2024.
- Further develop the [Stargell Avenue Improvements](#).
- Coordinate with Caltrans on its design of Broadway/Otis/Doolittle Resurfacing and Safety Improvements, as part of State Route 61.
- Support development of construction documents for Alameda CTC's [Oakland Alameda Access Project](#).

CAPITAL PROJECT CONSTRUCTION

- Begin construction on [Central Avenue Safety Improvements](#).
- Cross Alameda Trail:
 - » Construct [Clement Safety Improvements](#) from Grand to Broadway
 - » Implement signal upgrades at all intersections along Ralph Appezato Memorial Parkway from [Constitution Way to Main Street](#)
 - » Finalize construction plans and construct four new Jean Sweeney Open Space Park Trail Connectors, connecting to the park and the Cross Alameda Trail.
- Construct flashing beacons & striping improvements at Lincoln/Walnut.
- Complete plans and commence construction on Highway Safety Improvement Program-funded signal and pedestrian improvements at Santa Clara Avenue at Grand Street; Otis Drive at Willow Street; Otis Drive at Park Street; and Fernside Boulevard at San Jose Avenue.
- Complete design and commence construction on the [Grand Street Resurfacing and Safety Improvements](#).
- Update striping, including new color curb zones, on Park Street and Webster Street.
- [Safe Routes to School Infrastructure](#): develop construction plans for improvements at schools that have completed School Safety Assessments and construct first phase of improvements.
- Continue construction on Alameda Point Adaptive Reuse project.
- Support Caltrans' construction of Encinal Ave Pavement Resurfacing and Safety Improvement





► 2023 Grant Application Priorities

In order 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 2023. 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 other (lower scoring) projects may be submitted, if they are a particularly good fit for a funding source.

PROJECT	DESCRIPTION	PHASE
Alameda Point: New Transportation Infrastructure	Reconstruct roadways with complete streets in Alameda Point, including Main Street and Adaptive Reuse Area, as City invests in new utility infrastructure and builds climate resiliency	Design; Plans, Specifications & Estimates (PS&E) and Construction
Estuary Water Shuttle	Operate a pilot water shuttle between West Alameda and Jack London Square, and other points, with public and private partners	Operations
Fruitvale Railroad Bridge Hazard Removal [Army Corps project]	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]	Planning
Lincoln/Marshall/ Pacific Ave Corridor Safety Improvement	Major safety improvements for three miles of this corridor from Broadway to Main [unfunded portions]	PS&E and Construction
Neighborhood Greenways	Neighborhood Greenway implementation, as outlined in the Active Transportation Plan	Design, PS&E and Construction
Oakland-Alameda Estuary Bridge	New bicycle/pedestrian connection across the estuary. Work with other partner agencies to secure funding for environmental phase, to be led by a public agency that is yet to be determined.	Project Approval and Environmental Document (PA&ED)
Resurfacing Streets	Secure additional funding to support expanded complete street and green infrastructure elements of street repaving projects	PS&E and Construction
Roundabouts	Implement highest scoring roundabouts	Design, PS&E and Construction
Safe Routes to School Access Improvements	Implement Safe Routes to School Access Improvements at locations with new School Safety Assessments	Design, PS&E and Construction
Safety Improvements at High Crash Intersections	Upgrade and improve locations identified as high crash intersections in the Vision Zero Action Plan; could include roundabouts, signal upgrades, and/or other upgrades	Design, PS&E and Construction
Stargell Ave Safety Improvements	From Main St to Fifth St, add walking/biking trail and potential roundabouts	Design, PS&E and Construction
Street Re-designs for Park/Oak and Webster Streets	Evaluate, design, and construct initial phase improvements for all modes and business districts, per Active Transportation Plan and Commercial Streets program.	Design, PS&E and Construction
Westline Drive/8th St Bus Queue Jump Lane and Bikeways	Add bus queue jump lanes, new bikeways and shared-use trails between Otis St and Central Ave.	Design, PS&E and Construction

