

# Transportation Commission

July 25, 2018

Item 6A

## Review Quarterly Report on Activities Related to Transportation Policies and Plans

### BACKGROUND

Alameda Municipal Code (AMC) Section 2-8.1 states that the Transportation Commission (TC) “shall monitor, via quarterly staff reports, implementation of approved transportation plans and policies.”

### DISCUSSION

The below progress report lists various work tasks completed or being worked on by staff from January to June 2018.

#### ***Multimodal***

**Climate Plan Update:** The City has hired a consultant, Eastern Research Group, to assist in the update of its 2008 Climate Action Plan. The consultant began work in May 2018. **Next Steps:** There are three Community Workshops planned for the Climate Plan Update. The first Community Workshop will summarize progress to date and discuss possible goals for greenhouse gas reduction and increasing resilience to climate change impacts such as increased flooding. It will take place from 6:30-8pm at the following locations: Harrison Center (September 24), Harbor Bay Isle Homeowners Association (September 25), and the Officer's Club on Alameda Point (September 26). For more information see <https://alamedaca.gov/go-green/climate-protection>

**Emergency Plan Update:** City transportation staff are assisting the Fire Department with the Emergency Plan Update, which will include route detours and a transportation annex. **Next Steps:** In conjunction with Alameda County, Caltrans, Police and AC Transit, the transportation working group will finalize these transportation updates as part of the Emergency Plan Update.

**Transportation Choices Plan:** In January 2015, the City Council directed staff to prepare a comprehensive citywide transportation planning and implementation effort. During this 24-month citywide planning effort, the City identified opportunities for strategic transportation investment and coordination with transit operators to provide Alamedans with enhanced transportation options while reducing congestion, carbon footprint and air pollution. In May 2016, staff and the consultant team – CDM Smith – obtained comments from the TC on the draft existing conditions and goals memorandum. In November 2016, staff and CDM Smith obtained comments from the TC on the draft strategies memorandum. In September 2017, staff the CDM Smith obtained comments on the Draft Plan. In January 2018, the City Council approved the Plan. **Next Steps:** Staff is implementing several of the projects in the Plan, and the applicable

project numbers are listed in the project descriptions shown in this quarterly report. Project web page: <https://alamedaca.gov/transportation-choices-plan>

**Transportation Awareness Campaign (Transportation Choices Plan Project #11 – Transportation Awareness Campaign):** The purpose of the campaign will be to provide information on transportation options, and to publicize incentives and programs for students, employees, visitors and commuters. This campaign will highlight the benefits of modes other than driving alone. **Next Steps:** City staff is developing a consultant work scope to be released in late 2018. Staff will be attending social marketing training in fall 2018.

### ***Bicycle and Pedestrian***

**Bicycle and Pedestrian Plan Update (Transportation Choices Plan Projects #2 and 9 – Plan and Design Guidelines Update/Vision Zero Safety Policy/Plan):** Staff are developing a schedule for the plan updates, which will begin in 2018.

**Bicycle/Pedestrian Bridge (Transportation Choices Plan Project #39 – West End Bicycle/Pedestrian Crossing):** Following the recommendations in the 2009 Estuary Crossing Study and more recent Council direction, staff are pursuing a new bicycle/pedestrian bridge for the west end of the island (as well as exploring a possible new transit/bike/pedestrian lifeline tube (**Transportation Choices Plan Project #37**)). Over the past year, staff explored several possible alignments for a future bridge, with input from key stakeholders, including Oakland, the Port of Oakland, Caltrans and Bike Walk Alameda. Staff are now working with the developers of Alameda Landing and the Shipways projects on pursuing the preservation of easements in these top two alignment locations. Staff are seeking funding for a detailed feasibility study for both projects (#37 and #39), to move the projects forward. As well, the recently approved Caltrans District 4 Bicycle Plan includes a new separated (bike/ped) crossing in this location as a Top Tier Project. **Next Steps:** Staff will continue to work on the preservation of easements, plus begin meeting with possible funders and develop a milestone schedule for the funding and implementation of the project.

**Bicycle Safety Education (Transportation Choices Plan Project #11 – Transportation Awareness Campaign):** A multi-faceted bicycle education program was included as a non-infrastructure component of the Jean Sweeney Cross Alameda Trail Active Transportation Program grant totaling \$123,000 plus an \$18,000 local match, for a grand total of \$141,000. The two-year effort, begun in August 2017, is funding on-bike bicycle safety education at four schools near the trail, citywide bike safety education classes for all ages, and education programs targeted to low-income, homeless and formerly homeless youth. Bike East Bay and Cycles of Change, under the prime consultant Alta Planning + Design, are providing the direct services. Activities to date include: (1) every student at Wood Middle School, ASTI (high school), and Maya Lin and Haight elementary schools, received on-bike bicycle safety education in the 2017/18 school year – a total of 1140 students; (2) several adult education classes and family cycle workshops were taught from January through June 2018; upcoming classes are posted here: <https://bikeeastbay.org/alamedabikeed>. **Next Steps:** The bicycle safety education events, targeting low-income youth, will start with two programs in August 2018: one at the Boys & Girls Club and one at the Alameda Point Collaborative. The in-school programs will be taught again

in all four schools in the 2018/19 school year. Bike safety classes and workshops will continue to be offered.

**Bicycle Share Program (Transportation Choices Plan Project #13 – Bike Share):** The City implemented a six-month pilot dockless bike share program with LimeBike, starting in October 2017. During these six months, over 50,000 bike share trips were taken. In February and April 2018, staff thoroughly evaluated the pilot program, and brought a recommendation to the Transportation Commission and City Council to continue the program, with refinements, and to release a Request for Proposals (RFP) for a 2-year contract for a post-pilot dockless bike share provider. Staff released the RFP for a Dockless Bikeshare Provider in early May, and received two proposals by the deadline. After a thorough evaluation of the proposals and interviews with both providers by a diverse panel of City staff, key stakeholders and community members, including members of the Transportation Commission and the Commission on Disability, the top ranked provider was Lime (formerly called LimeBike). A final decision has not been made yet to contract with Lime, pending approval by the City Manager and the need to reach agreement on the contract terms. Negotiations are underway. The City has posted detailed information, including the LimeBike monthly reports, information on how to report problems and feedback, and FAQs here: <https://alamedaca.gov/bikeshare>. **Next Steps:** Select a provider for the post-pilot provider, enter into an agreement, and continue to monitor the program.

**Cross Alameda Trail – Main Street to Constitution Way (Transportation Choices Plan Project #20K – Bicycle and Pedestrian Corridor Improvements):** The project will develop an almost one-mile segment of the Cross Alameda Trail (CAT) along Ralph Appezzato Memorial Parkway (RAMP) and Atlantic Avenue, connecting to the Jean Sweeney segment of the CAT on the eastern end. It includes a separated multi-use path and two-way separated bicycle lanes for people on bicycles, plus a walking path and sidewalk for people walking. The formerly separate project for the CAT RAMP segment (Main Street to Webster Street) and the CAT Gap (Webster Street to Constitution Way) segment have been combined into one project. Substantial work was completed in this period on combining the plans, preparing 95% PS&E, and providing City review, through the permit process. The project is funded from a Measure B/VRF Bike/Pedestrian Funds grant totaling \$793,000, Federal Transit Administration monies totaling \$787,440, Measure B/BB local discretionary and paratransit funds, Construction Improvement Tax funds, Citywide Developer Fees, Transportation Development Act funds, and Transportation Fund for Clean Air funds. Due to the addition of the CAT Gap segment to the original project and soil remediation needs, costs are higher than originally anticipated, and additional local funding sources will need to be committed, on top of several additional small grants which were successful. **Next Steps:** Put project out to bid in August 2018, secure all needed funding, award construction contract in October 2018. Begin construction by November 2018. Project web page: <https://alamedaca.gov/public-works/cross-alameda-trail>

**Cross Alameda Trail – Jean Sweeney Park (Transportation Choices Plan Project #20K – Bicycle and Pedestrian Corridor Improvements):** The Alameda Recreation and Parks Department was the lead agency in charge of designing and constructing the Cross Alameda Trail through Jean Sweeney Park. Construction began in summer 2017 and was completed in early 2018. **Next Steps:** Due to the construction of the Jean Sweeney Park immediately adjacent to the trail, the trail will be open to the public in October 2018. Project web page: <https://alamedaca.gov/recreation/projects/cross-alameda-trail-jean-sweeney-open-space-park>

**Cross Alameda Trail – Jean Sweeney Park Interim Crossings at Sherman Street (Transportation Choices Plan Project #20K – Bicycle and Pedestrian Corridor Improvements):** The Jean Sweeney section of the Cross Alameda Trail was intended to connect at Sherman Street in the east, to a re-constructed Clement Avenue intersection, to be built by the Del Monte project. As this development project has been delayed, staff saw the need to develop an interim solution for access for people walking and biking between the trail and the public right of way. Staff utilized a bicycle/pedestrian engineering firm to plan and design the improvements. Two new crossings are being designed: a new mid-block pedestrian crossing with enhanced lighting (Rapid Rectangular Flashing Beacon) and a new mid-block bicycle crossing, with a two-phase turn box, to connect bicyclists during left in and out of the trail to Sherman Street. The intention is for the improvements to be in place when this segment of the Cross Alameda Trail opens in October 2018.

**Next Steps:** Engineering plans will be developed, project will be put out to bid and constructed by fall 2018.

**Estuary Water Crossing (Transportation Choices Plan Project #16 – Estuary Water Shuttle Crossing and WETA Ferries to Oakland):** Staff are actively working with WETA, private boat operators and developers on pursuing water shuttle options for people to cross the estuary, including with bicycles. Staff have begun working with Catellus on design of the public dock that will be built at Alameda Landing, to ensure it can support the desired future water shuttle options. Staff continued to explore funding options for boats and operations. **Next Steps:** Staff will continue to work with WETA, including by engaging in WETA's Small Boat Study, which is just underway and will address the estuary crossings. Staff will also continue working to develop the water shuttle landing locations, operator options and funding.

### ***Traffic Calming / Safety Improvement Projects – Vision Zero***

**Central Avenue Safety Improvement Project (Transportation Choices Plan Project #30A – Traffic Calming/Vision Zero Safety):** In November 2015, the TC approved the recommended concept. In February 2016, the City Council approved the recommended concept, and requested more analysis on the Webster Street/Central Avenue area once the design and construction is funded. In December 2016, the City won an ATP grant for \$7.3 million of the \$12 million project. In April 2017, the City won an Alameda CTC grant totaling \$3.5 million, which fully funds the construction when accounting for the local match requirements of the two federal/state monies. Staff has begun the next phase of the project, which includes additional outreach for the Webster Street/Central Avenue area to determine potential alternatives for further consideration. Staff hired a consultant for this next phase, which is expected to be completed by April 2019 with a final project initiation document that is required by Caltrans. **Next Steps:** A community workshop on potential alternatives for further consideration is scheduled for fall 2018. Project web page: <https://alamedaca.gov/public-works/central-avenue-complete-street>

**Clement Avenue Safety Improvement Project (Transportation Choices Plan Project #30B – Traffic Calming/Vision Zero Safety):** This project creates a complete street and constructs a major portion of the Cross Alameda Trail while ensuring that this designated truck route is in a state of good repair. In May 2015, the TC approved the Class II bicycle lane concept alternative

as well as railroad track removal. In late 2016, the City added a durable temporary patch over the railroad tracks to keep pedestrians, bicyclists, motorcyclists and scooter riders from slipping on or getting wheels caught in the tracks. In April 2017, the City won an Alameda CTC grant totaling \$5 million, which fully funds the project when accounting for the local match requirements of the federal/state monies. In summer 2018, staff began the next phase of the project, which is when the federal/state grant monies became available, with a request to Caltrans for a field review. **Next Steps:** The next step for this phase is the Caltrans field review and to hire a consultant team for further outreach, environmental review and design. Project web page: <https://alamedaca.gov/public-works/clement-avenue-complete-street>

**Clement Avenue/Tilden Way Project (Transportation Choices Plan Project #30B – Traffic Calming/Vision Zero Safety):** This gateway project in Northern Waterfront includes acquisition of Union Pacific property at the eastern terminus of Clement Avenue and on Tilden Way to the Miller-Sweeney Bridge, which the City is currently negotiating. Once purchased, Clement Avenue could be extended to create a complete street. The City will consider facilities for bicyclists and pedestrians so as to complete the proposed Cross Alameda Trail as well as to improve the truck and bus routes so as to facilitate on/off island access. In April 2017, the City won an Alameda CTC grant totaling \$8.4 million, which fully funds the project when accounting for the local match requirements of the Measure BB monies. **Next Steps:** Staff had a Phase I environmental assessment completed and is actively pursuing right-of-way acquisition. In fall 2018, staff will release an RFP to hire a consultant to begin the next phase of the project, which includes planning, outreach, environmental review, and concept design, to be completed by fall 2019. Project web page: <https://alamedaca.gov/public-works/clement-ave-extensiontilden-way>

**Otis Drive Traffic Calming and Safety Improvement Project (Transportation Choices Plan Project #30E – Traffic Calming/Vision Zero Safety):** This project will address the multimodal needs of Otis Drive between Willow Street and Westline Drive. The goals of the project include increasing safety by reducing driving speeds within the 25 miles per hour limit, improve intersection visibility and safety for pedestrians, add bicycle facilities to connect with existing bike lanes on Westline Drive and Grand Street, maintain/improve transit access and operations, and incorporate green infrastructure and stormwater management best practices. Funds for the project were included in the 2017-2019 Capital Budget for planning, design and construction through Measure B/BB Local Streets and Roads and local Developer Impact Fees. **Next Steps:** City staff is in the process of contracting with a consulting team, with an anticipated start in mid-September 2018. The consulting team will assist the City in developing design concepts, preparing materials for and facilitating public outreach and stakeholder meetings and obtaining concept approvals. This phase of the project is expected to be completed in the fall of 2019.

**Park Street Corridor Signal Upgrade Project (Transportation Choices Plan Project #10 – Transit Signal Priority):** Staff conducted an outreach meeting for this project on March 5, 2015 to obtain public interest of traffic signal upgrades along Park Street between Blanding Avenue and Encinal Avenue. Staff has completed the design for the traffic signal upgrades along Park Street between Blanding Avenue and Encinal Avenue after the Council approval in January 2016. Staff received support from the public and the members of the Downtown Alameda Business District (DABA). Construction began in mid-2018. **Next Steps:** City staff will complete and close-out construction phase.

## ***Transit***

### **Alameda Shuttle (Transportation Choices Plan Project #1 – Alameda Shuttle Exploration):**

The project will consider an Alameda-wide bus service that would provide convenient connections for trips within the City as well as for service to the BART stations and the ferry terminals. City staff has hired a consultant – Wendy Silvani – who is working with community members to define a potential Alameda-wide bus service. **Next Steps:** A meeting with the stakeholders, consultant, City staff and AC Transit will be convened later in the summer 2018 to refine the key priorities, concepts, routes and implementation.

### **Appezato Parkway Dedicated Bus Lanes (Transportation Choices Plan Project #19 – Alameda Point Bus Rapid Transit Service):**

The project includes dedicated bus lanes, bus stops, signal modifications for transit priority, curb and gutter, median curb, sidewalk and curb ramp installations, signing/stripping, storm drain basins, landscaping/irrigation, lighting improvements and roadway/intersection modifications. The project is a named project in Measure BB for a total of \$9 million according to the Measure BB Transportation Expenditure Plan. Out of these monies, an estimated \$1,350,000 will be needed for outreach, environmental review and design. **Next Steps:** Staff will begin planning, outreach, environmental review, permits and design. The next step is to hire a consultant team.

### **Bench Installation (Transportation Choices Plan Project #3 – Bus Stop Improvements):**

City staff purchased ten benches with paratransit Measure B/BB monies. High priority locations for bench installations include bus stops with higher boardings, Alameda Loop Shuttle stops, geographic equity, community requests, layover locations, ease of installation and existing bench repairs that are needed. **Next Steps:** The City can start installing them once we have AC Transit and internal City approvals as well as adjacent property owner approvals, when applicable.

### **Discounted Bus Passes (Transportation Choices Plan Project #4 – EasyPass Expansion):**

In April 2018, Island High School celebrated the start of a free bus pass pilot program for its 120 students in partnership with the City of Alameda and paid for by the City's Measure B and BB monies. The City initiated efforts at this school to best support these high school students and their opportunities to succeed. **Next Steps:** The City has requested that the Alameda County Transportation Commission's Student Transit Pass Program include Island High School if the program expands in July 2019, and City staff is monitoring the status of this request. City staff also is working with the Alameda Housing Authority to provide free bus passes for seniors, which will be paid for by the City's paratransit Measure B/BB monies.

### **Harbor Bay Ferry Terminal Access (Transportation Choices Plan Project #5 – Harbor Bay Ferry Terminal Access and Parking Management):**

In mid-2016, the TC and the City Council approved in concept the residential parking permit program for the Homeowner Associations (HOAs) adjacent to the ferry terminal. In August 2016, AC Transit improved Line 21 so that each morning ferry to San Francisco has a connecting bus service to the ferry and each afternoon/evening ferry from San Francisco has a connecting bus service from the ferry. In September 2016, staff began marketing alternative modes of transportation at the ferry terminal, including Line 21 and existing bicycle access. In December 2016, the adjacent HOAs – Columbia and Headlands – voted on the residential parking permit program concept and the City Council revised the residential parking permit program ordinance to enable HOAs to request

these programs. In February 2017, City Council adopted the Columbia and Headlands HOA resolutions authorizing residential permit parking on these public streets. On August 1, 2017, the new parking restrictions in the Columbia and Headlands neighborhoods took effect. The spillover parking in the adjacent neighborhoods is no longer an option for ferry riders and the two-hour parking restrictions are enforced along Adelpian Way. City staff in conjunction with WETA and HOA staff, publicized the parking changes via press releases, neighborhood barricades, email alerts, face-to-face contact, flyers and the following FAQ: <https://alamedaca.gov/ferryparkingfaq>. City staff requested TC review of the ferry access analysis at the September 2017 meeting, and requested City Council review on December 5, 2017. **Next Steps:** City, WETA and HOA staff is monitoring the parking changes and the reliability of AC Transit Line 21.

**Main Street and Seaplane Lagoon Ferry Terminal Access and Service (Transportation Choices Plan Project #6 – Main Street Ferry Terminal Access and Parking Management):**

Staff is looking into ways to close the bikeway gap on Main Street, to fund a bus feeder service to/from the ferry terminal and to improve parking. In October 2016, City and AC Transit staff submitted an unsuccessful grant application to the Alameda CTC for the Cross Town Express Bus, which would run between the Main Street ferry terminal and Fruitvale BART. **Next Steps:** The City, WETA and AC Transit are working together on short- and long-term solutions for ferry access to the west end, which also includes the proposed Seaplane Lagoon ferry terminal, and covers parking and curb management, bus service and bikeway improvements. City staff will bring this west end ferry access item along with a proposal for future ferry service in the west end to plan appropriately for the Seaplane Lagoon ferry terminal service that is scheduled to begin in early 2020.

**Seaplane Lagoon Ferry Terminal (Transportation Choices Plan Project #27 – New Seaplane Lagoon Ferry Terminal and Service):**

In March 2016, the TC commented on the Seaplane Lagoon Ferry Terminal Strategy and Plan. In April 2016, the City Council approved the Seaplane Lagoon Ferry Terminal Plan, adopted a CEQA Addendum and approved a Memorandum of Understanding with the Water Emergency Transportation Authority (WETA) for future ferry service. In mid-2016, the City's consultant, HT Harvey, began preparing permit applications for in-water work with the U.S. Army Corps of Engineers, and other agencies. Design efforts for the ferry terminal were placed on hold in October 2016 due to the delay in the close of Site A. In March 2018, the City transferred the first phase property to developers of Site A and hired architecture and engineering firm, Marcy Wong Donn Logan (MWDL) to complete the water and landside drawings. Drawings for the float component of the ferry terminal are at 100% completion and other waterside and landside improvements are at 30% completion. All waterside elements have been approved by both the Historic Advisory Board and the Planning Board for a Certificate of Approval and Design Review, respectively. Initial cost estimates indicate a \$3.5 million funding gap. As part of the City's mid-cycle budget, a \$2.0 million allocation was approved. Staff and the design team have reduced the project scope to just the essential functional components of the ferry terminal **Next Steps:** Updated landside drawings are at 30% complete and are scheduled for Planning Board Design Review approval on July 23rd. Once approved, permit applications will be submitted to the Bay Conservation Development Commission (BCDC) for approval. Staff will update the Ferry Terminal Plan for Council approval and also will seek additional funding from WETA in September to close the funding gap in order to procure the float so that the project can meet the in-water construction

window (June-November 2019) and complete the project in the first quarter 2020. City staff also will provide a status briefing to the Transportation Commission at the next meeting in September.

**Paratransit Program (Transportation Choices Plan Project #18 – Shared Ride Services for Seniors and People with Disabilities):** With the City's paratransit coordinator – Victoria Williams – as the lead, the following progress is as follows:

- **Medical Return Trip Improvement Program (MRTIP):** Provides an average of 31 trips per month in 2018, which is up from 25 trips per month in 2017.
- **Premium Taxi Program:** Provides an average of 147 trips per month in 2018, which is up from 104 trips per month in 2017.
- **Alameda Loop Shuttle Program:** Provides an average of 546 trips per month in 2018, which is up from 467 in 2017.
- **Alameda Point Collaborative Easy Pass Program:** Provides an average of 3,188 trips per month in January to March 2018, which is up from 2017 with an average of almost 3,000 boardings per month. This program allows APC residents who are seniors or people with disabilities to have free bus passes.

**Next Steps:** Advertising free Alameda Loop Shuttle Service through new cross street banner, posting new shuttle stop signs and times tables at shuttle stops. Continuing to advertise monthly in Alameda Sun, providing presentations to groups and distributing Alameda Loop Shuttle Schedules at Shuttle stop locations. In process of creating Taxi Program Brochure. Project web page: [www.AlamedaLoopShuttle.com](http://www.AlamedaLoopShuttle.com)

### ***Transportation Demand Management***

**Alameda Transportation Management Association (Transportation Choices Plan Project #12 – Transportation Partnerships with Existing Businesses and Residences):** On June 21, 2017, new developments in Northern Waterfront and Alameda Point launched a new organization – the Alameda Transportation Management Association (Alameda TMA) – charged with creating more transportation choices and implementing transportation services in Alameda. The Alameda TMA launched a web site: <http://alamedatma.org/>. In spring 2018, the Alameda TMA and the City Council approved new transportation programs and fees for the existing tenants at Alameda Point to be launched in December 2018, which will include free AC Transit bus passes for the Alameda Point employees. The City Council also approved a pass through of the existing tenant fees and the special taxes of property owners in Alameda Point to the Alameda TMA so that they can then implement the associated transportation services such as the distribution of free bus passes to employees. **Next Steps:** City staff and Alameda TMA are working together to obtain the transportation fees and taxes, provide a pass through of the monies to the Alameda TMA and then provide free bus passes to the Alameda Point employees by December 2018. There is the potential for other interested parties or geographic areas within the City to join the Alameda TMA in the future to create more cost efficiencies and streamlined transportation services citywide.

**Carshare (Transportation Choices Plan Project #34 – New Technologies and Innovations):** On May 1, 2018, the Alameda City Council approved an agreement with Gig Car Share to have up to 50 Gig Car Share vehicles on the main island of Alameda. Starting May 17, up to 35 Gig Car Share vehicles were launched on the main island of Alameda, to be used for one-way trips



between the main island of Alameda, core East Bay communities, and two San Francisco locations. Carsharing not only reduces driving costs for individuals and businesses, it increases access to vehicles, including for lower income individuals. Carsharing reduces vehicle purchases and vehicle miles traveled, with each vehicle removing 7-11 privately owned vehicles off the street. Car share vehicles also tend to be less polluting and more fuel efficient than typical personal vehicles and have more safety features that help avoid or reduce the impact of collisions. The June report from Gig shows that the average response time is 15 seconds to answer a call to Member Care, an average of 24 vehicles per day have been in service in Alameda and there were two times when the car sat idle for over 72 hours. **Next Steps:** City staff is monitoring the progress with monthly and quarterly reports from Gig, and will evaluate the pilot in early 2019 with a recommendation on whether to extend, modify or terminate the program to the Transportation Commission and City Council in spring 2019.

**Parking Management (Transportation Choices Plan Project #7 – Parking Management):** In 2014, the City Council approved an 85 percent occupancy goal to free up one-two available parking spaces per block in Alameda’s business districts. The City Council also approved the upgrade of Alameda’s single space meters, approved signage improvements (including Variable Messaging Signage at the Civic Center Parking Structure to display real-time occupancy and to better guide on-street parkers to the off-street parking supply), and refreshed curb painting for time restricted zones in the downtown commercial districts. Public Works has executed these items and is working on further improvements to paid parking management to ensure the 85 percent occupancy goal is met. **Next Steps:** Following the June 2017 City Council contract approval, Public Works is now beginning the upgrade of the single space meter housings and locks. Additionally, staff is evaluating progress on the City Council’s 2014 occupancy goals and executing the improvements approved in the FY2017-2019 Capital Budget.

## Countywide Transportation Projects

**Oakland Alameda Access Project (formerly called the “Broadway/Jackson” Project):** This project, led by the Alameda CTC, includes improvements to the Jackson Street on-ramp and off-ramp, Sixth Street, Webster Tube entrance from 5<sup>th</sup> & Broadway, and pedestrian and bicycle improvements to the Webster and Posey Tubes and to adjacent streets in Alameda and Oakland, plus elimination of the Broadway off-ramp. Staff is actively engaging with staff from Alameda CTC, Caltrans and the City of Oakland to pursue a mutually beneficial multimodal circulation project in and around the Broadway/Jackson interchanges. The project is in the environmental phase. There is \$75 million from Measure B/BB funds that are available to help fund this project once the final project alternative is approved. Alameda CTC staff presented a progress report to the TC at the March 22, 2017 meeting. Project web page: <https://www.alamedactc.org/oakland-alamedaproject>. **Next Steps:** Staff will continue to work with Alameda CTC on the project impacts and benefits to Alameda. Alameda CTC has been invited to present an update to the City Council and Transportation Commission in September 2018.

**I-880/29th Avenue/23rd Avenue Interchange Improvement Project in Oakland:** The City of Alameda, Caltrans, the City of Oakland and the Alameda CTC have developed a project to implement operational and safety improvements along I-880 between 23rd and 29th Avenues in Oakland. The Alameda CTC has been managing this project. The construction phase of the

project began in 2014. Alameda CTC and Caltrans provided an update to the TC in March 2014 and in November 2016, respectively. **Next Steps:** Construction completion is expected in 2019.

**Miller-Sweeney Bridge Replacement (Transportation Choices Plan Project #20G and 26: Miller-Sweeney Multimodal Interim Improvements and Lifeline Bridge:** City staff is coordinating with County staff on next steps for interim and long-term improvements to the Miller-Sweeney Bridge. **Next Steps:** City and County staff will be meeting and also will be in a training on the Highway Bridge Program to better understand how to proceed with potential funding opportunities.

#### BUDGET CONSIDERATIONS/FISCAL IMPACT

The City Council has approved the funding for staff efforts required for the above activities.

#### RECOMMENDATION

This item is for discussion purposes only.

Respectfully submitted,

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