



City of Alameda

2019 ANNUAL REPORT ON TRANSPORTATION

Published: January 2020



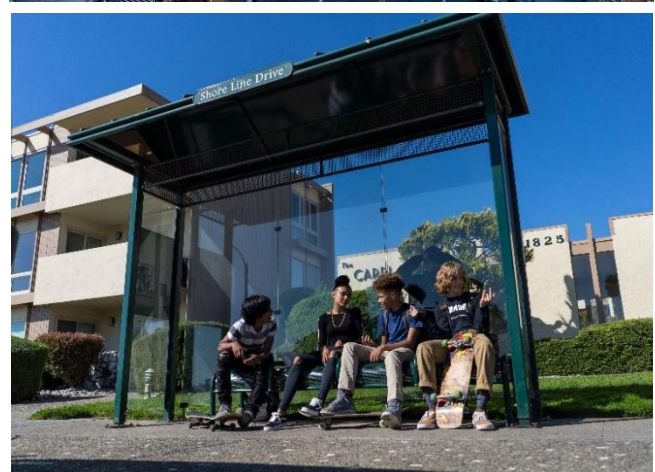
Introduction

The *Transportation Choices Plan*, which was approved by City Council in January 2018, requires an annual review of progress toward meeting the City's transportation improvement needs. The *2018 Annual Report*, which identified priorities for the next two years, was approved by the Transportation Commission in February 2019 and by the City Council in April 2019. City staff provided status reports to the Transportation Commission in May and September of 2019, which gave a snapshot of work in progress or completed.

The goals of the *Transportation Choices Plan* are to reduce solo driving and increase the share of other modes with primary objectives of safety, equity and reducing greenhouse gases. This *2019 Annual Report* provides a status of work completed in 2019 towards achieving these goals and an update of priority transportation projects, plans and programs for 2020 along with expected milestones. As stated in the *Transportation Choices Plan*, the plan is intended to be a living document, which means it will be adapted and modified over time to address the ever-changing nature of transportation. Thus, the purpose of this *2019 Annual Report* is to both monitor progress and also to highlight 2020 priorities given the emerging trends and community desires.

In 2019, the City adopted the *Climate Action and Resiliency Plan* (CARP). CARP's greenhouse gas (GHG) emission reduction goals depend on implementing the Transportation Choices

Plan, since 70 percent of GHG emissions in Alameda are expected to come from the transportation sector. A separate CARP Annual Report also has been prepared.




Quick Transportation Facts

All the below transportation indicators show positive trends in Alameda for walking, bicycling, taking transit and car sharing and purchasing electric vehicles in 2019.

Bus Ridership – AC Transit

Overall average boardings for AC Transit bus lines operating in the City of Alameda are stable **averaging 18,000 boardings on a typical weekday**, and have been assisted by providing free bus passes to community members and by promoting Line 19 in conjunction with AC Transit, Alameda TMA and community members primarily from the Community Action for a Sustainable Alameda (see inset and Table 1).

RIDE THE Alameda BART Shuttle



Ride **AC Transit Line 19** to BART at least once a week for one month!

- Super convenient
- Quick direct line through Alameda
- Use your EasyPass or Clipper Card
- Catch BART in both directions

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Ride with a Bus Buddy!
Volunteers from Community Action for a Sustainable Alameda (CASA) are ready to ride with you. Contact AlamedabusBuddy@gmail.com

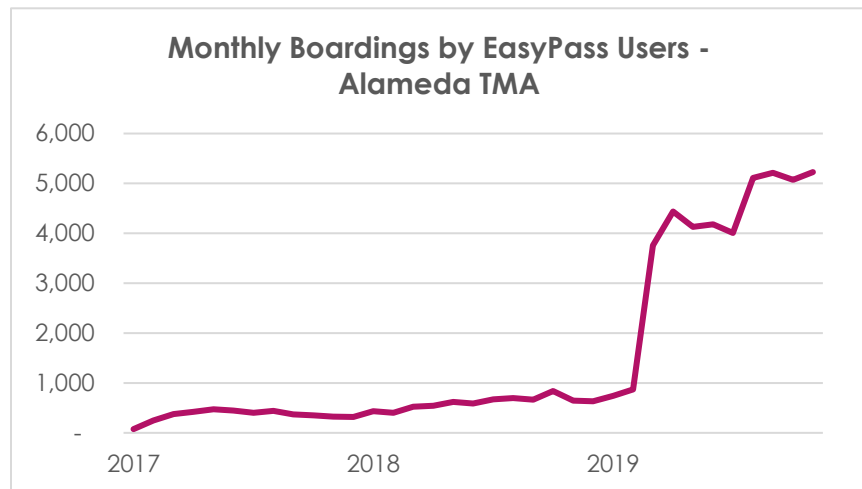
Table 1: Weekday Boardings by Line Operating in the City of Alameda

Line	Summer 2018	Summer 2019	% Change
19	886	775	-12.5%
20	2,635	2,718	3.1%
21	1,712	1,680	-1.9%
51A	8,121	8,390	3.3%
96	1,296	1,243	-4.1%
O	1,842	1,828	-0.8%
OX	622	581	-6.6%
W	520	576	10.8%
356	9	14	55.6%
631 (Spring)	153	181	18.3%
663 (Spring)	67	60	-10.0%
687 (Spring)	200	209	4.4%
851	122	119	-2.5%
Alameda	17,765	17,924	0.9%
AC Transit	149,432	152,339	1.9%

Source: AC Transit – bus operator

EasyPasses – Bulk Rate Bus Passes

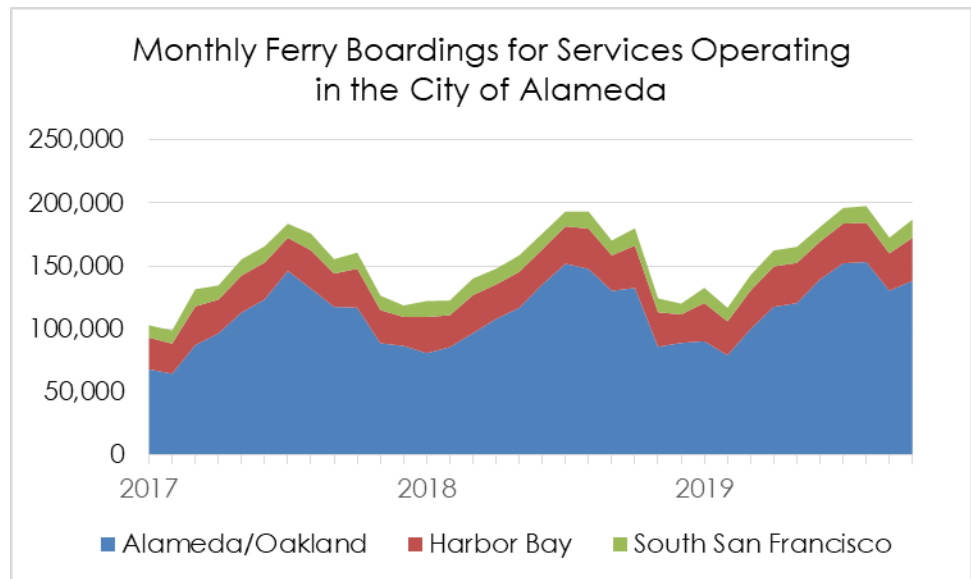
The City is expanding AC Transit's EasyPass program for discounted bus passes in coordination with the Alameda Transportation Management Association (Alameda TMA) and Alameda Point Collaborative. As of November 2019, the Alameda TMA EasyPass contract with AC Transit is **averaging almost 200 users, 199 weekday**



boardings and 116 weekend boardings. In 2019, participation increased as new users were added to the Alameda TMA program mainly from the Alameda Point existing tenants who pay transportation fees to reduce solo driving (see inset). The Alameda Housing Authority also has been adding to the number of EasyPasses that they provide their residents with the assistance of City paratransit monies from Measures B and BB totaling 20 users, 22 average weekday boardings and 15 average weekend boardings.

Ferry Ridership

In 2019, ferry ridership averaged **over 5,200 boardings on a typical weekday**, and increased for the Alameda/Oakland and Harbor Bay services by 3 and 5.6 percent, respectively, and declined for the South San Francisco service, which operates out of the Main Street ferry terminal, by 1.1 percent (see inset).



Alameda Loop Shuttle Ridership

In October 2017, two new shuttle buses began running with a 30-minute frequency – as opposed to the previous one-hour frequency – and a rebranded service began with bike racks and wheelchair lifts every Tuesday, Wednesday and Thursday. The ridership has grown from over 50 weekday boardings in 2018 to **over 70 weekday boardings in 2019**. The average cost of the shuttle is \$12 per trip, which is under the required maximum of \$20 per trip specified by Alameda CTC.



Bikeway Mileage

In 2019, the City constructed 1.9 miles of new bike lanes, and upgraded 0.6 miles of standard bike lanes to buffered bike lanes, through a combination of new projects and restriping projects as part of the city's annual repaving program (Table 2).



Table 2: Miles of Bikeways

Year	Total Miles of Bikeways	Class I (Multi-use Path)	Class II (Bike Lane)	Class III (Bike Route)	Class IV (Protected Bike Lane)	Upgrade (Standard Bike Lane to Buffered Bike Lane)
As of 2017	44.2	16.1	15.6	10.3	2.2	0
Added in 2018	1.4	0.7	0.4	0.3	0	0.2
Added in 2019	1.9	0	1.9	0	0	0.6
Totals	47.5	16.7	17.9	10.6	2.2	0.8

Electric Vehicles

Alamedans continue to purchase electric vehicles (EV) at an increasing rate as shown below with the charger permits issued and the EVs that have received rebates (Table 3). EV charger permits issued by the City's Permit Center are as follows:

- 2017: 15 residential
- 2018: 72 residential and 2 commercial
- 2019 (1st 11 months): 92 residential and 5 commercial



Table 3: California Clean Vehicle Rebate Statistics for Alameda

Year	BEV	PHEV	FCEV	Yearly total	Cumulative total
2011	22	0	0	22	22
2012	18	26	0	44	66
2013	54	55	0	109	175
2014	87	80	0	167	342
2015	145	61	0	206	548
2016	93	50	1	144	692
2017	108	52	3	163	855
2018	178	79	4	261	1116
2019 (thru Sept.)	108	43	0	151	1267
Total	813	446	8	1267	

Source: <https://cleanvehiclerebate.org/eng/rebate-statistics> - California Air Resources Board Clean Vehicle Rebate Project

BEV: All-battery electric vehicle; PHEV: Plug-in hybrid electric vehicle (electricity and gasoline); FCEV: Fuel-cell electric vehicle

Emergency Alerts

In any large emergency, from a major road closure to an earthquake, communicating to the public about transportation options is essential. For the AC Alert emergency response system, more people in Alameda have subscribed as the City transitions from the Nixle system, which has been rolled over to the new AC Alert system and has a total of 9,000 Alameda subscribers. The total number of Alameda subscribers to AC Alert are as follows:

- January 2019: 1,400 Alameda subscribers to AC Alert
- August 2019: 2,150 Alameda subscribers to AC Alert
- November 2019: 4,266 Alameda subscribers to AC Alert

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



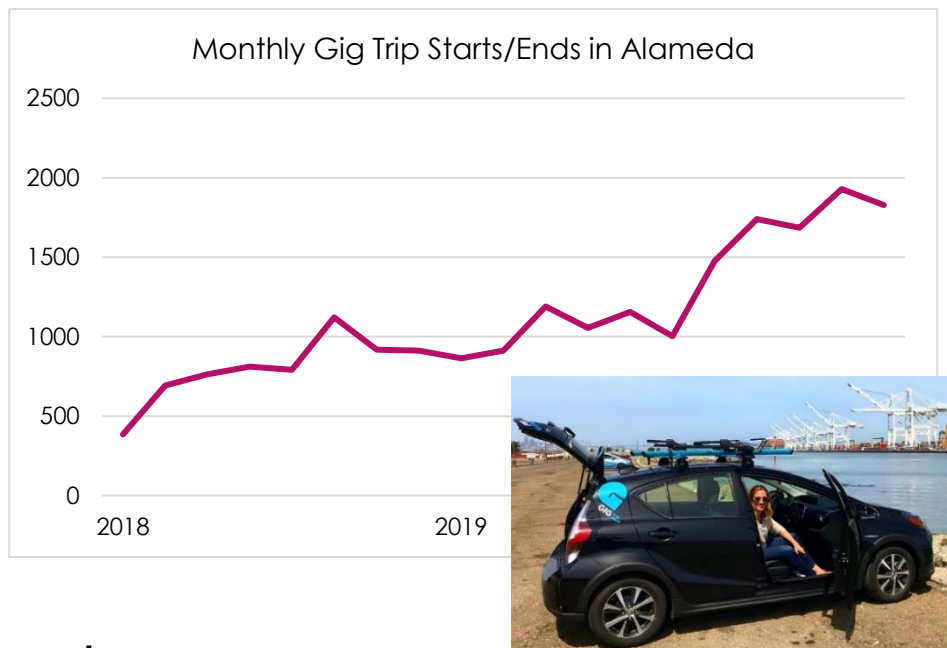
Furthermore, for Alameda's Community Emergency Response Team (CERT) program, the Fire Department added 52 new members in 2019 with a total of 362 active CERT members who are trained to provide emergency assistance to their families and neighbors.

Getaround Usage

- Members in Alameda: 2,087 (as of August 2019)
- Average monthly trips: 119 (in 2019 – first six months)
- Average daily trips: 4 (in 2019 – first six months)

Gig Usage

In May 2018, the City began a partnership with Gig Car Share to operate up to 35 vehicles in Alameda. Usage has grown to **about 67 trips each day** that begin or end in Alameda. The number of active members in Alameda has grown to 340.



Pedestrian Improvements

In 2019, the City of Alameda prioritized safety enhancements for people walking as follows:

- New all-way stop signs: 1 at Santa Clara Avenue/Willow Street
- New striped crosswalks: 14 striped crosswalks
- New flashing lights at crosswalks: 1 crossing Sherman Street at Jean Sweeney Park
- Repainted/refreshed stop signs, legends or crosswalks at intersections: 290
- Enhanced pedestrian crossings such as painted bulb-outs, daylighting, advance stop bars, advance yield markings or signage: 25



Taxi Subsidy Programs

The City of Alameda – through Mastick Senior Center – provides discounted taxi services for older adults and people with disabilities for trips within Alameda County. The taxi program usage has dropped from providing over 200 monthly trips in 2018 to only providing an average of 140 monthly trips in the last few months of the year causing trips to average \$30 per trip.

2019 Accomplishments and 2020 Next Steps

The purpose of this 2019 Annual Report is to highlight 2019 accomplishments and to revisit – and in some case – revise priorities for 2020 given the emerging trends in transportation and community desires. With the hiring of a traffic engineer, a senior engineer and two part-time transportation planners in 2019, City staff will be better able to expedite high priority transportation projects and programs in 2020. City staff also continue to look for additional funding, and is monitoring the ability to increase local monies such as through a potential infrastructure bond or a potential tax on Uber/Lyft type services similar to the ballot measure that passed in San Francisco.

Maintenance of Streets, Roads and Sidewalks

Maintenance of the City's existing assets is a critical component in meeting the City's transportation needs today and into the future. In 2020, the City of Alameda will continue to invest in the maintenance and improvement of the existing transportation network. The City plans to accomplish the following:

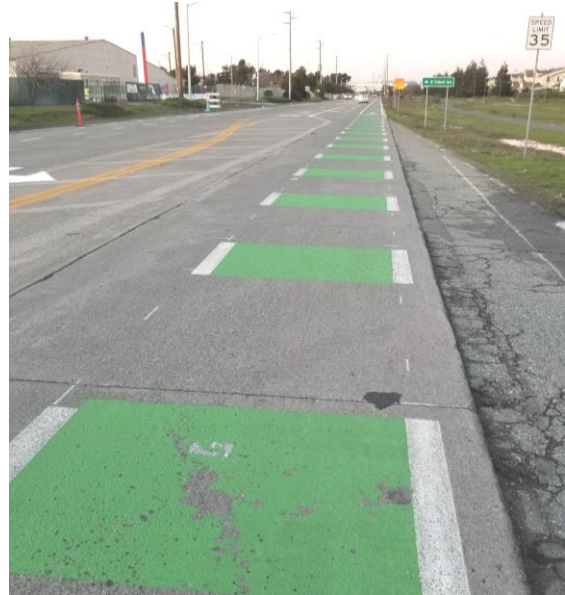
- Maintain and rehabilitate approximately 13 miles of streets and trails,
- Mitigate and repair over 2,500 trip and fall hazards on City sidewalks due to uplift from City street trees,
- Refresh traffic striping including stop signs, legends and crosswalks at 500 intersections throughout the City,
- Install two new traffic signals on Harbor Bay Road at A Street and Penumbra,
- Upgrade signal controllers at 8 signals to improve functionality and reliability,
- Install 50 bicycle racks throughout the city, and
- Replace up to 6 bus shelters, install up to 10 bus benches and improve ADA compliance at bus stops.

2019 Accomplishments: In March, the Transportation Commission received a presentation on the three-year paving plan, which performs maintenance and rehabilitation on about three miles of streets in 2019 (see inset). The following striping improvements were designed and completed:

- Pacific Avenue (Main Street to Fourth Street): Repaved and restriped the roadway as is with a three-lane road and buffered bike lanes planned for 2020, and provided daylighting at intersections,
- Santa Clara Avenue (Grand Street to Oak Street): Crack-sealed the pavement, added bike lanes, daylighting at intersections, high visibility crosswalks and a new stop sign at Willow Street,



- Broadway (Buena Vista Avenue to Blanding Avenue): Repaved and re-established bike lanes with minor enhancements,
- Fernside Blvd (High Street to Thompson Avenue, Central Avenue to Encinal Avenue): Restriped to add buffered bike lanes similar to the restriped section by Thompson Avenue with additional daylighting,
- Main Street (Pacific Avenue to the Main Street Ferry Terminal): Provided a road diet from four- to three-lane road with bike lanes (see inset),
- Miller Sweeney Bridge: Joint project with Alameda County and Oakland to restripe and add bike lanes on the bridge and to extend bike lanes and sharrows onto Tilden Way to the Blanding/Fernside intersection. This project was designed in 2019; and
- Bicycle Parking: City staff prepared work plans for new bike racks to be installed along and near Park Street, as the first phase of rack installation for the two-year period. Staff also prepared a grant application for the purchase of electronic shared-use bicycle lockers to provide 36 new bike parking spaces serving two ferry terminals (SeaPlane Lagoon and Harbor Bay) and City Hall.



2020 Next Steps:

- Maintenance: Public Works staff will continue to execute Capital Projects that maintain the City's transportation infrastructure including paving, traffic signal modernization and upgrades, streetlight maintenance and LED conversion, sidewalk repairs and street-side drainage improvements.
- Pacific Avenue: Restripe to three lanes and bike lanes.
- Miller Sweeney Bridge: Restriping is expected to be completed in the first half of 2020.
- Bicycle Parking: Install 17 new bicycle racks along and near Park Street in early 2020. Prepare second phase of rack installation. Install new electronic shared-use bicycle lockers at SeaPlane Lagoon Ferry Terminal, and, if grant is successful, at Harbor Bay Ferry Terminal and City Hall.

Bus Service and Facility Improvements

Short-term - Alameda Point/Alameda Landing Service – Line 96 Express

In partnership with AC Transit, Alameda Point property owners, the Alameda TMA and the West Alameda TMA, implement frequent AC Transit bus service between Alameda Point's Site A/Seaplane Lagoon ferry terminal, Alameda Landing and Downtown Oakland.



2019 Accomplishments: Coordinated with AC Transit staff, the Site A/Alameda Point development and the Alameda Landing development to increase the frequency of Line 96 as part of the new development Transportation Demand Management (TDM) requirements instead of a private shuttle, and to alter the route of the new Line 96 service runs to provide a more direct service between Alameda Point/Seaplane Lagoon ferry terminal, Alameda Landing and downtown Oakland/BART. AC Transit held public hearings on July 31 in Alameda and on August 7 at AC Transit with AC Transit Board approval on September 11.

2020 Next Steps: AC Transit is expected to adjust the route and increase the frequency of Line 96 by August 2020, which is timed with "Day One" occupancy of Alameda Point's Site A and depends on TDM fee contributions from both Alameda Point and Alameda Landing. This new run – Line 96 Express – also is expected to layover at the Seaplane Lagoon ferry terminal, which will provide ferry riders with a bus connection every 30 minutes. A marketing campaign similar to Line 19 will be used to promote Line 96 Express (see inset).

A graphic for the "RIDE THE Alameda BART Shuttle" campaign. It features a yellow header with the title, a photo of a bus, and a list of benefits. The text includes: "Ride AC Transit Line 19 to BART at least once a week for one month!", "Super convenient", "Quick direct line through Alameda", "Use your EasyPass or Clipper Card", and "Catch BART in both directions". The AC Transit logo and website "actransit.org" are at the bottom.

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Alameda BART Shuttle

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Long-term – Comprehensive Operations Analysis (COA)

2019 Accomplishments: AC Transit began a COA to improve and expand AC Transit services in Alameda. As new residential and commercial developments create new transit-oriented mixed-use neighborhoods in Alameda Point and other areas, Alameda's transit network must expand to serve these growing areas to facilitate citywide seamless travel both on and off the island. The Transportation Commission reviewed draft goals for the COA in November.

2020 Next Steps: The City Council will be asked to endorse draft COA goals in January. The next phases of planning involve analyzing existing conditions, preparing a market analysis and developing service alternative proposals to be incorporated into a draft and then final COA with expected completion in fall 2021.



EasyPass Program Expansion

Expand the citywide EasyPass program to include additional projects in Northern Waterfront, Alameda Landing, Alameda Point and other areas.



2019 Accomplishments: The Alameda TMA began providing the existing tenant employees in Alameda Point with free bus passes, which the tenants pay for out of transportation fees to reduce solo driving. The City and Alameda Housing Authority (AHA) established a partnership for qualifying residents to obtain free bus passes at their facilities such as Anne B Diamant Plaza using Measures B/BB paratransit monies from Alameda. City staff also coordinated with Alameda Point Collaborative (APC) and the Alameda TMA to allow for APC to obtain bulk rate bus passes from Alameda TMA using the City's Measure B/BB paratransit monies. In July, the City Council approved a new hotel at the Park Street/Clement Avenue intersection, which is required to purchase EasyPasses for their employees. Island High School students transitioned from the City's Measure B/BB subsidy to the Alameda CTC program for free bus passes.

2020 Next Steps: Coordinating with AHA and the Alameda TMA to allow for AHA to obtain bulk rate bus passes from Alameda TMA using the City's Measure B/BB paratransit monies similar to APC. Through the City's Measure B/BB paratransit program as stated below, City staff is recommending increasing the number of EasyPasses for AHA and expanding to Jack Capon Villa residents and Mastick Senior Center members. Coordinating with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments.

Paratransit Program Changes

2019 Accomplishments: The City of Alameda paratransit program includes the following to address the mobility challenges of older adults and people with disabilities:

- Discounted taxi services including scholarships
- Free Alameda Loop Shuttle (www.AlamedaLoopShuttle.com)
- Group trips: Mastick, Leisure Club and a Skilled Nursing Facility picnic
- Free AC Transit bus passes for Alameda Point Collaborative and Alameda Housing Authority low-income residents
- Advertisement for a door-through-door transportation service – LIFE Eldercare
- One-time capital investments such as bus shelters and Cross Alameda Trail
- Customer service, materials and part-time staff



2020 Next Steps: Recommend terminating the taxi subsidy program, increasing the scholarships for free AC Transit bus passes to AHA qualifying residents, Jack Capon Villa residents and Mastick Senior Center members, and supplementing door-through-door transportation providers that already serve Alameda. The reason for the termination is

that over the last several years, the taxi service level of service and reliability have continued to decrease, resulting in higher per-ride costs averaging \$30. City staff considered but is not recommending Uber/Lyft type services due to labor and accessibility issues and the lack of finger printing for drivers. These programs are funded by Paratransit Measures B/BB transportation sales tax dollars.

Ferry Service and Facility Improvements

Seaplane Lagoon Ferry Passenger Terminal

Begin construction in 2019. Complete construction 2020.

2019 Accomplishments: With all federal, state and city permits in place, construction of the Seaplane Lagoon Ferry Terminal commenced in July. The Groundbreaking Ceremony was in September. Completed improvements on the waterside include the float, the gangway and the canopy structure. On the landside, the parking lot is taking shape with compaction of the aggregate base, trenching for the storm drain and bioretention basin and installation of electric poles.

2020 Next Steps: Construction is anticipated to be completed in March 2020. WETA is expected to begin ferry service at Seaplane Lagoon ferry terminal in August 2020. Seaplane service will operate to San Francisco's ferry building every 30 minutes during the peak commute period under an Operating Agreement and License Agreement approved by WETA and the City in December. WETA will use surplus carryover funds in the near term for the service while Regional Measure 3 funds remain unavailable. AC Transit is expected to operate Line 96 Express bus service to/from the Seaplane Lagoon ferry terminal every 30 minutes. Walkways and separated bicycle lanes will extend to the Terminal from the foot of West Atlantic.



Ferry Service Expansion

Secure funding for additional ferry services to San Francisco and to Oakland beginning in 2020 in the event that Regional Measure 3 funds are delayed due to lawsuits.

2019 Accomplishments:

Regional Measure 3: A judge dismissed a lawsuit in April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase. The case has been granted calendar preference for 2020.

Small Vessel Study: WETA approved a Small Vessel Study with potential pilot projects.

Hovercraft Feasibility Study: WETA began a Hovercraft Study to consider operating hovercraft on the San Francisco Bay. Hovercrafts have the potential to make current trips faster and more direct due to their reduced wakes and dredging needs.

2020 Next Steps: A 2020 judgment of Regional Measure 3 is possible yet the Court of Appeals may not be the final word. City staff will participate in WETA's Hovercraft Study.



Parking Management Plan

Staff is working with parking experts to develop a parking management plan for Alameda Point, which will be extended to the ferry terminals, and also will improve citywide parking enforcement efforts.

2019 Accomplishments: In September, the City Council provided direction on a preferred approach to improving the parking enforcement program, which requires more full-time and part-time City employees. In November, City Council endorsed an interim staffing plan for parking enforcement.

2020 Next Steps: Seek City Council approval for a parking enforcement budget and the City staff classifications, and recruit parking enforcement staff. Finalize and implement the parking management plan.

Active Transportation Plan (Update to Bicycle and Pedestrian Plans)

This effort will update the City's 2010 Bicycle Plan and 2009 Pedestrian Master Plan into one new Active Transportation Plan (ATP) working in consultation with the community and the Transportation Commission. The plan will be brought to City Council for adoption.

2019 Accomplishments: The City initiated this project by writing a Request for Proposals to develop an ATP, which was issued in April. The City Council awarded the consultant contract to Toole Design in July, and included the development of a Vision Zero Action Plan as part of the contract, which is described below. After the ATP kick-off in August, the consultant and city staff developed a Public Engagement Plan, Equity



Framework, project logo and website. Existing data and existing conditions maps were assembled. The City held the first ATP Open House in November, which was successful with over 150 adults and children in attendance. City staff also attended 10 events and meetings to solicit input on walking and biking in Alameda. A statistically-significant community survey on walking and biking attitudes was developed and conducted. Web-based maps were developed and promoted to solicit more input from the public. City staff invited individuals to be part of the Community Advisory Group and held its first meeting in November.

2020 Next Steps: Staff will develop a final draft Plan for consideration of the Transportation Commission and City Council. This work includes assembling all community input; developing the network, program and policy recommendations; prioritizing recommendations, and drafting the Plan. Staff will continue to solicit public input. The Plan is expected to be adopted by City Council at the end of 2020.

Vision Zero Action Plan

Prepare a Vision Zero Plan in consultation with community and Transportation Commission for City Council adoption.

2019 Accomplishments: In response to the April 2019 RFP for development of an ATP as stated above, the City selected Toole Design, in part because this team recommended a separate Vision Zero Plan. In November, the City Council approved a Vision Zero Policy that makes safety the primary goal of the City's transportation system, with the goal of eliminating fatalities and serious injuries among all transportation system users. The policy requires the City to convene a multidisciplinary Vision Zero Task Force tasked with developing a Vision Zero Action Plan. This plan will use traffic collision analysis and community input to prioritize projects that will have the greatest impact on reducing traffic deaths and severe injuries to zero. The Vision Zero Policy also requires the City to improve standards and designs. In July, the City Council adopted a "daylighting" ordinance that improves visibility at intersections by allowing the City to remove parking within 20 feet of a crosswalk, or end of curb return, on arterials and collectors without being subject to appeal.

2020 Next Steps: Working with the Vision Zero Task Force and Toole Design, staff will develop a Vision Zero Action Plan for adoption by the Transportation Commission and City Council by early 2021. Staff also will seek Transportation Commission and City Council support for updated policies and standards related to bike lanes, motor vehicle lane widths, street widths, bulb-outs and crosswalks.



Corridor Safety and Traffic Calming

Cross Alameda Trail



Source: Bike Walk Alameda

1. **West End:** Complete construction and open trail for public use from Seaplane Lagoon in Alameda Point to Jean Sweeney Park. **2019:** The City is leading major construction activities on Ralph Appezzato Parkway/Atlantic Avenue between Main Street and Constitution Way, which began in February - web page: www.alamedaca.gov/cat. The Site A developer is constructing the Cross Alameda Trail between Main Street and the Seaplane Lagoon. **2020:** Construction is expected to be completed in February 2020 for the City-constructed segment and in spring 2020 for the Site A portion.
2. **Grant for Lighting:** Secure grant funding to install lighting along trail from Main Street to Webster Street. **2019:** Eden Housing, with City support, submitted an Affordable Housing Sustainable Communities grant in February, which included trail lighting. The grant was deemed eligible, yet was not successful. **2020:** The City will continue to monitor possible funding sources for the trail lighting.
3. **Jean Sweeney at Sherman:** Construct improvements at east end of Jean Sweeney Park Sherman Street crossing, including enhanced mid-block pedestrian and bicycle crossings. **2019:** Bicycle/pedestrian safety improvements, including a rectangular rapid flashing beacon and new bike crossing, were installed in July 2019 (see inset). **2020:** Coordinate with the Del Monte project to construct the traffic signal at Sherman Street/Clement Avenue.
4. **Acquire Right-of-Way:** Acquire right-of-way between Sherman Street and Entrance Road to extend Clement Avenue. Secure supplemental private and regional funding for segment construction. **2019:** This acquisition is no longer needed. In late 2019, a new developer purchased the rights to develop the Del Monte project, which includes building this new segment of Clement Avenue. **2020:** Construction on the road will begin in 2020. During construction, a pathway along the waterfront will be preserved for walking and biking, as is feasible.



5. **Clement Avenue between Grand Street and Broadway:**

The project constructs the Cross Alameda Trail in the street right-of-way. **2019:** The City staff/consultant team analyzed alternative concepts, conducted a survey in May and held a workshop in June. In July,



the Transportation Commission endorsed the recommended design for a protected two-way bikeway, sidewalk and intersection improvements including “sharrow” shared lane markings in the eastbound motor vehicle travel lane (see inset). In September, the City Council approved the concept along with the “sharrows.” In November, City staff and key stakeholders began reviewing 30 percent design drawings. **2020:** Completion of the environmental document and final design is expected in 2020. Construction is expected in 2021.

6. **Clement Avenue/Tilden Way:** Develop final design for City Council approval and begin construction for this segment. **2019:** The City's eminent domain process continued to finalize the acquisition of the land from Union Pacific. An environmental consultant developed the Phase II Soils and Groundwater memo, which includes remediation recommendations. The City began working with the Department of Toxic Substances Control (DTSC), which will evaluate and approve the soil remediation approach. **2020:** Staff will hire a consultant to develop the concept plan with public engagement; secure an approved soils remediation plan from DTSC; and strive to finalize acquisition of the property.

Main Street Safety Improvements

Complete Main Street traffic calming and bike lane safety improvements between the ferry terminal and Pacific Avenue in 2019. Secure grant funding to widen and improve the Main Street west-side multi-use trail between Pacific Avenue and West Atlantic Avenue, and improve intersections.

2019 Accomplishments: The Main Street restriping was awarded by City Council in June, and was completed in November. The City's joint application with Eden Housing for an Affordable Housing Sustainable Communities grant, which included the west-side multi-use trail and the intersection improvements, was not successful.

2020 Next Steps: Staff is looking at traffic signal retiming along Main Street to better accommodate ferry riders driving to/from the ferry. Funding for the path widening and intersection improvements will most likely come from future development of Alameda Point.

Central Avenue Safety Improvements

The project improves safety for all modes with a center two-way left turn lane, a bikeway, higher visibility pedestrian crossings, accessible on-street parking, bus stop enhancements, a traffic signal at Third Street and a realigned intersection at Pacific Avenue/Main Street.

2019 Accomplishments: Approval of the two-way bikeway extension between Paden School and McKay Avenue by the Transportation Commission in January and by the City Council in March. In August, the California Transportation Commission approved the federal allocation of monies for preliminary engineering. In September, Caltrans authorized the preliminary engineering funds. In November, the City Council approved the consultant contract amendment for pre-construction work. In December, staff/consultant team completed a final draft of the Caltrans required Project Initiation Document (PID), and initiated the next phase of preliminary engineering.

2020 Next Steps: Caltrans approval of PID and seek Transportation Commission and City Council approval for the Webster Street area concept and the California Environmental Quality Act (CEQA) clearance for the entire corridor in spring 2020. Completion of the National Environmental Policy Act (NEPA) is expected in 2021. Final design and construction are expected in 2022.



Encinal Avenue Safety Improvements

City staff is supporting this Caltrans project to restripe and improve State Route 61 (Encinal Avenue) between Sherman Street/Central Avenue and Broadway. City staff requested Caltrans to restripe Encinal Avenue from four lanes to three lanes with bike lanes and to retain existing on-street parking. The Federal Highway Administration shows that these “road diets” reduce collisions up to 40 percent and reduce speeds up to 3 miles per hour.

2019 Accomplishments: Caltrans analyzed the traffic impacts of a four to three lane street conversion, which would include bike lanes.

2020 Next Steps: Caltrans is expected to complete environmental clearance and final design with construction expected in 2021.



Otis Drive Safety Improvements

Safety concerns between Westline Drive and Willow Street include high speeds, long crossings for pedestrians, and a lack of bicycle facilities.

2019 Accomplishments: In January and March, City staff and the consultant team held two workshops to discuss a draft concept, and presented the project as an informational item to the Transportation Commission in February. In May, the Transportation Commission approved the Otis Drive concept with three motor vehicle travel lanes and Class II bike lanes. In June, the City Council approved the concept except with a Class IV parking protected bikeway by Rittler Park. In November, City staff and key stakeholders began reviewing 65 percent design drawings.



2020 Next Steps: Complete final design and construction.

Traffic Calming

Traffic calming is an integral part of the recently adopted Vision Zero Policy focusing on education, enforcement and engineering to improve traffic safety for all users. Recognizing City Council's recent direction and calls from the public to improve traffic safety, the City Manager's office has convened a multi-disciplinary Vision Zero Implementation Group including Public Works, Police and Transportation Planning.

2019 Accomplishments: City Council approved a Traffic Calming project as part of the 2019-2021 Capital Budget with \$500,000 in funding to allow staff to more quickly implement improvements at specific locations throughout the City. In July, City Council amended the Municipal Code to prioritize safety over on-street parking near intersections and City staff developed an updated policy for improving visibility at intersections through daylighting. Beginning in 2019, all paving projects will evaluate intersection daylighting as a required component of the project.

As part of its Vision Zero efforts, the City also took immediate steps to increase street safety around schools following several collisions involving school children during the fall of 2019. In November, the Police Department issued over 400 traffic citations, mostly around schools during drop-off and pick-up hours. In December, Public Works staff implemented



short-term safety improvements for 15 locations at and near schools where children were involved in collisions.

2020 Next Steps: Public Works, Police and the Transportation Planning are evaluating specific intersections and corridors for safety improvements based on Vision Zero analyses. Intersections and corridors will be prioritized based on an intersections' history of reported collisions, police citations, pedestrian and bicycle safety considerations, public input and the location's relationship with existing transportation plans and improvements.

Following the immediate and short-term response to the school-related incidents in fall of 2019, the Vision Zero Implementation Group intends to transition to a proactive approach for mid-term traffic calming improvements. Staff is developing a list of the Top 20 intersections with potential for relatively inexpensive but effective improvements such as lane narrowing, rectangular rapid flashing beacons, high-visibility pavement treatments, curb extensions and restricted traffic movements. Staff intends to spend the entire Traffic Calming capital budget funding on improvements constructed in 2020.

Long-Term traffic calming improvements which will likely require significant additional funding will be considered and prioritized as part of the Active Transportation Plan development.

West End Bicycle and Pedestrian Crossing Feasibility and Design Study Funds

Secure outside funding for detailed Feasibility Study, including an estimate of projected usage.

2019 Accomplishments: Staff secured funding to create a travel demand model to determine bicycling and walking demand for four west-side estuary crossing options; consultant work began in September. Staff secured funding for a detailed bridge feasibility study, which also began in September and will determine whether a bridge meeting the Coast Guard navigational requirements is feasible, and a realistic cost to construct and maintain a bridge. Both studies are being led by Alameda CTC; the first of two Technical Advisory Committee (TAC) meetings was held in December. City staff continued to collaborate with Oakland staff and key stakeholders on bridge landing options on the Oakland side of the estuary. On the Alameda side, the Planning Board approved the Alameda Landing development plan with various easements that can accommodate a future bridge. Staff coordinated with the Oakland A's on a gondola feasibility study to analyze the ability to connect a gondola system between west Alameda and Jack London Square. The A's are reviewing the final draft study. While staff provided input to Schiller Bikes, a private company working to start a pilot shared water bike service on the Estuary, this project has not gotten off the ground.

2020 Next Steps: Both feasibility studies will be completed in spring 2020, after a second and final TAC meeting. The City will continue to work with the City of Oakland staff and other key stakeholders, such as the Port, on the preferred bridge alignment and landing design options; and to pursue funding with regional stakeholders for a Project Study Report, dependent on the results of the feasibility study.

Miller-Sweeney Bridge - Lifeline Bridge and Near Term Bicycle Improvements

In partnership with Alameda County, secure regional funding for rehabilitation or replacement of the Alameda County-owned Miller-Sweeney Bridge to meet a “lifeline” standard to withstand a major earthquake that provides access for all modes with special consideration to bus queue jump lanes and separated bikeways and walkways, and complete re-striping of Miller-Sweeney Bridge and approaches to add bicycle lanes.

2019 Accomplishments: Coordinated with County staff to prepare a grant application to repair or replace the bridge. In March, the Transportation Commission approved a re-striping concept for Miller-Sweeney Bridge to add bicycle lanes. The concept design was updated to lengthen the bicycle lanes into Alameda and to provide a curb cut for those who prefer to ride on the sidewalk.

2020 Next Steps: City staff in consultation with County staff will continue to work together for grant opportunities to prepare a Project Study Report for seismic upgrades. Alameda County to restripe the Miller-Sweeney Bridge to add bicycle lanes in spring 2020.

Emergency Preparedness and Resilience

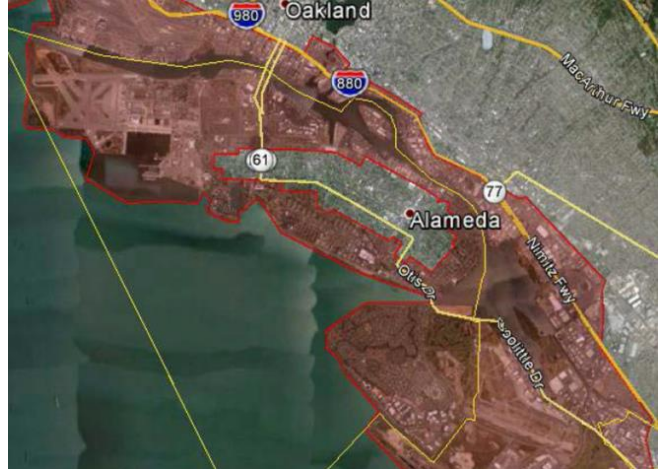
Emergency preparedness priorities for transportation staff include:

- **Emergency Plan:** Refining the Transportation Annex of the City's Emergency Operation Plan and participating in regionally-sponsored trainings (**2019 and 2020**).
- **Fruitvale Rail Bridge Hazard Removal:** In **2019**, staff worked with the United States Army Corps of Engineers (Army Corps) to address the public safety hazard posed by the abandoned, Army Corps owned, rail bridge in that it is likely that the structure would collapse from a seismic event (see inset). In **2020**, the next steps include adding a provision in the upcoming Water Resources Development Act federal legislation to authorize the removal of the former rail bridge by the Army Corps. City staff considered retrofitting the bridge; however, the construction,



operation and maintenance costs of this former rail bridge exceed the City's financial abilities.

- **Adaptation:** For the Doolittle Drive and Tubes projects, coordinating with key stakeholders - Caltrans, Port of Oakland, East Bay Regional Park District and Oakland – to refine project concepts and cost estimates **(2019 and 2020)**.
- **Tsunamis:** In **2019**, staff provided awareness about tsunamis by launching an initial outreach effort in fall 2019 with maximum inundation depicted in the inset. In **2020**, staff will continue tsunami awareness on an on-going basis as part of an “all-hazard” approach to emergency preparedness. The next step is for the City to become a designated Tsunami Ready Community by the National Weather Service, as shown here:



<https://www.weather.gov/tsunamiready/communities>, which will be possible with the City's planned on-going mitigation, preparedness and response steps.

For more information on disaster preparedness including training with Alameda's Community Emergency Response Team (CERT) program, please refer to the following City web page: <https://www.alamedaca.gov/Departments/Fire-Department/Disaster-Preparedness>

Electric Vehicles

Though adoption of electric vehicles (EVs) is secondary to mode shift due to the health, safety and congestion benefits of mode shift strategies, adoption of EVs remains an integral part of reducing greenhouse gas (GHG) emissions in Alameda. Alameda Municipal Power (AMP), which is Alameda's city-owned electric utility, will be 100 percent clean energy starting January 1, 2020, thereby increasing the impact of transitioning to EVs for people who charge their EVs in Alameda.



2019 Accomplishments: AMP and City staff pursued the following programs to implement the City's Climate Action and Resiliency Plan and to support transportation electrification and reduce GHGs in Alameda:

- Electrify the City fleet;
- Raise EV awareness and educate the community with workshops, presentations, distributed materials and tabling at events like the Classic Car Show's new EV Alley;
- Improve EV charging throughout Alameda including 12 fast chargers at Target parking lot;
- Streamline the EV charger permit process; and

- Provide financial incentives for EV purchase and use through rebates, rate discounts and free fast charging at the AMP Service Center.

For more information, community members are directed to the City EV page at <https://www.alamedaca.gov/ElectricVehicles> or AMPs EV page at: <https://www.alamedamp.com/179/Public-Charging-Stations>

2020 Next Steps: AMP and City staff will continue with efforts to raise awareness, provide financial incentives, electrify the City fleet, provide more EV charging stations including at the Seaplane Lagoon ferry terminal and streamline the EV charger permit process. Staff also are looking at the potential to provide incentives for e-bikes, and will continue to include e-bikes in EV outreach efforts. AMP is considering offering rebates for the purchase of used EVs and electric forklifts as well as time of use rates for EV owners.

Citywide Transportation Management Association

This TCP project focuses on establishing a combined Transportation Management Association (TMA) to administer Transportation Demand Management (TDM) programs throughout the city to ensure that more of the TDM fees are used for transportation services rather than administration.

2019 Accomplishments: This effort is underway with steps already being taken to establish the Alameda TMA as the citywide entity. Currently, the Alameda TMA includes the Northern Waterfront and Alameda Point existing tenants. Alameda Landing's TMA Board voted to join the Alameda TMA in December, and Alameda Point's Site A developers also are on track to join the Alameda TMA.

2020 Next Steps: Alameda Landing and Site A tenants and homeowner associations are expected to join the Alameda TMA as voting members by June 2020 to correspond with "Day One" of Site A. Alameda Landing's TMA will dissolve and will eliminate the Alameda Landing shuttle. Instead, the Alameda Landing development will provide free AC Transit bus passes to their residents and employees, and will contribute to increased frequencies of AC Transit's Line 96. The Site A development also will provide free bus passes to their residents and employees, and contributions to Line 96. This public-private partnership approach with AC Transit is expected to benefit the entire west end of Alameda and not only these new developments, and will take advantage of bulk rate bus passes through AC Transit's EasyPass program through an existing EasyPass contract between the Alameda TMA and AC Transit.

Carpool Enhancements

City staff will be prioritizing ways to make carpooling a more attractive transportation option due to the I-880 Express Lanes that are opening in summer 2020, AC Transit's Transbay lines being close to capacity and the evolving and more expansive ride sharing service options.

2019 Accomplishments: No Actions.

2020 Next Steps: City staff will continue to distribute information on how to sign up for the new toll tag needed for the upcoming I-880 Express Lanes - <https://www.bayareafastrak.org/en/signup/signup.shtml>

City staff also will make progress on two Transportation Choices Plan projects related to

carpooling:

Casual Carpool Additional Pickup Locations - Analyze the potential to expand casual carpool in Alameda. (Project #14)

Constitution Way Carpool Lane - Initiate a concept, outreach and implementation plan to create a carpool queue jump at the Constitution Way/Mariner Square Drive intersection. (Project #15)

New Developments – Alameda Point

Alameda Point includes a combination of developer and city led projects that will redevelop and reconstruct a significant portion of the transportation infrastructure within the former Navy base.

2019 Accomplishments: Significant progress was made on the initial phase of the Site A redevelopment project. All existing buildings were demolished and new underground utilities installed. Construction commenced on the Seaplane Lagoon ferry terminal. Furthermore, 65 percent design plans have been completed for the initial phases of the City led Adaptive Reuse Infrastructure project, which will reconstruct portions of West Midway Avenue, Tower Avenue, Saratoga Street and Pan Am Way as complete streets including the first installations of protected intersections within Alameda.



2020 Next Steps: Phase 1 of the Site A redevelopment project will be completed in 2020, and will include the reopening of Atlantic Way west of Main Street with a separated Class 1 bike facility connecting to the new ferry terminal and new pedestrian facilities. Protected bike lanes also will be opened on portions of Orion Way and Pan Am Way leading to other destinations within Alameda Point. Staff is coordinating with the developer to maintain continuous vehicular, bicycle and pedestrian access through Alameda Point during planned future phases of construction. Design of the City led Adaptive Reuse Infrastructure project will be completed with construction expected to begin in early 2021.

Transportation Choices Plan

Project and Program Tracking

Near-Term Completion (1-3 Years) Projects and Programs

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
1	Alameda Shuttle Exploration	High	Coordinated with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements.	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.
2	Bicycle Master Plan and Design Guidelines Update and Vision Zero Safety Policy/Plan	High	Council awarded a consultant contract to Toole Design in July 2019 for an Active Transportation Plan to update the Bicycle and Pedestrian Plans, and to develop a Vision Zero Action Plan. The consultant began work in August, focusing on public engagement and existing conditions.	Develop and adopt Active Transportation Plan in 2020 and Vision Zero Plan in 2021.
3	Bus Stop Improvements	High	Replaced benches on Willow St. at Shore Line Dr. and on Island Dr. at the Park and Ride lot. Notified adjacent properties of potential to switch the westbound Line 19 bus stop to the far side of Buena Vista Ave. at Grand St.	Install benches and replace up to six bus shelters. Improve safety at bus stops, including ADA compliance. Add signs stating "right turn only – buses exempt" in existing right-turn lanes before far side bus stops.
4	EasyPass Expansion	High	The Alameda TMA began providing the existing tenant employees in Alameda Point with free bus passes, which the tenants pay for out of transportation fees to reduce solo driving. Alameda TMA's EasyPass contract has expanded to almost 200 users, 199 weekday boardings and 116 weekend boardings, which also includes Alameda Point Collaborative using the City's Measure B/BB paratransit monies. Alameda Housing Authority (AHA) also receives these paratransit monies, which provide free bus passes to 20 residents who are averaging 22 weekday boardings and 15 weekend boardings. In July, the City Council approved a new hotel at Park Street/Clement Avenue, which is required to purchase EasyPasses for their employees. Island High School students transitioned from City's Measure B/BB subsidy to the Alameda CTC program for free bus passes.	Coordinate with AHA, Jack Capon Villa, Mastick Senior Center and the Alameda TMA for bulk rate bus passes from Alameda TMA using the City's Measure B/BB paratransit monies similar to APC. Through the City's Measure B/BB paratransit monies, City staff is recommending increasing the number of EasyPasses for AHA qualifying residents and expanding to Jack Capon Villa residents and Mastick Senior Center members. Coordinate with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments.

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
5	Harbor Bay Ferry Terminal Access and Parking Management Improvements	High	Worked with parking experts to develop a parking management plan for Alameda Point, which is recommended to be replicated to the Harbor Bay ferry terminal.	Finalize parking management plan, which will include parking management for the Harbor Bay ferry terminal.
6	Main Street Ferry Terminal Access and Parking Management Improvements	High	The Main Street restriping from four to three lanes with bike lanes was awarded by City Council in June, and was completed in November 2019. Staff worked with parking experts to develop a parking management plan for Alameda Point, which includes the Main Street ferry terminal.	Improve signal timing along Main Street to better accommodate ferry riders driving to/from the ferry. Finalize and implement parking management plan. Develop design for near-term improvements to parking areas, and secure local and BCDC approval for those improvements. Work with WETA on replacing the existing Main Street ferry terminal float, and strategize for long-term terminal, parking and open space improvements.
7	Parking Management	High	Worked with parking experts to develop a parking management plan for Alameda Point, which also includes improved citywide enforcement and fees. In September, the City Council provided direction on a preferred approach to improving the parking enforcement program, which requires more full-time and part-time City employees. In November, City Council endorsed an interim staffing plan for parking enforcement.	Seek City Council approval for a parking enforcement budget and the City staff classifications, and recruit parking enforcement staff. Increase parking fees, where appropriate, to meet the 85 percent occupancy standard per 2014 City Council direction. Implement the parking management plan. Install a minimum of 50 additional bike parking spaces by June 2021.
8	Parking Policies for New Development	High	Staff is researching best practices.	Ongoing.
9	Pedestrian Master Plan and Design Guidelines Update	High	City Council awarded a consultant contract to Toole Design in July 2019 for an Active Transportation Plan to update the Bicycle and Pedestrian Plans, and to develop a Vision Zero Action Plan. The consultant began work in August, focusing on public engagement and existing conditions.	Develop and adopt Active Transportation Plan in 2020 and Vision Zero Plan in 2021.
10	Transit Signal Priority	High	City staff worked to finalize the Park Street signal upgrades.	Activate Park Street signal upgrades. Provide transit signal priorities such as in Central Avenue project (#30A).

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
11	Transportation Awareness Campaign	High	<p>Promoted AC Transit's Line 19 as a pilot program in conjunction with AC Transit, Alameda TMA and community members primarily from the Community Action for a Sustainable Alameda.</p> <p>Created nine posters of well-known and well respected Alamedans riding their bikes, walking and taking transit that are displayed in the City Council chambers.</p> <p>Met quarterly with the Transportation Awareness Advisory Group.</p> <p>Participated in Bike to Work and School Day on May 9th, and International Walk and Roll Day in October.</p> <p>Completed a total of 20 City and grant funded bicycle safety education classes reaching over 2000 kids, teens and adults.</p> <p>Promoted Clipper card awareness through brochures, Alameda Unified School District and sign-ups at Mastick.</p>	<p>Continue Line 19 and Clipper card promotions, quarterly Transportation Awareness Advisory Group meetings and bicycle safety education classes and workshops.</p> <p>Ongoing updates to City web site, press releases, social media posts and presentations on transportation projects and programs.</p> <p>Expand on existing awareness campaigns to reduce solo driving and to shift to other modes.</p>
12	Transportation Partnerships with Existing Businesses and Residences	High	<p>Worked with Exelixis to provide ferry service to Harbor Bay terminal for its employees. Worked with Google to not use the High Street bridge. Distributed a community advisory on tsunami meetings in September (boating community) and October (citywide) and targeted critical care facilities to ensure responsiveness. Worked with Friends of the Alameda Animal Shelter on emergency response for animals.</p>	<p>Continue outreach on carshare, bicycling, walking, Vision Zero, Clipper cards, electric vehicles and emergency response, and partner on EasyPass with key stakeholders.</p>
13	Bike Share	Medium	<p>The Lime Bikes program ran from October 2017 to March 2019. City staff explored other bike share and e-scooter options.</p>	<p>Develop electric shared-use dockless bike and scooter permit program.</p>
14	Casual Carpool Additional Pickup Locations	Medium	<p>No actions.</p>	<p>Analyze the potential to expand casual carpool in Alameda.</p>
15	Constitution Way Carpool Lane	Medium	<p>No actions.</p>	<p>Initiate a concept, outreach and implementation plan to create a carpool queue jump at the Constitution Way/Mariner Square Drive intersection.</p>

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
16	Estuary Water Shuttle Crossing and WETA Ferries to Oakland	Medium	<p>Small Vessel Study: WETA approved a Small Vessel Study with potential pilot projects in the future.</p> <p>Hovercraft Study: WETA began a Hovercraft Study to consider operating hovercraft, which have the potential to make trips faster due to their reduced wakes and dredging needs.</p> <p>Alameda Landing: Staff worked with Alameda Landing developer to ensure the future dock is ADA accessible and will be flexible enough to serve expected water shuttle vessel types.</p>	<p>Participate in WETA's Hovercraft study, WETA Board meetings and ongoing coordination efforts.</p> <p>WETA service between Main Street and Jack London Square to run as direct service to Oakland in the AM and direct service from Oakland in the PM to benefit Alamedans commuting to Oakland.</p> <p>Construct dock at Alameda Landing (by private developer).</p> <p>Secure funding for pilot water shuttle program between Alameda Landing and Jack London Square.</p> <p>Coordinate with Active Transportation Plan for potential bus lane and bikeway along Westline Drive.</p>
17	Westline Drive Bus Lane	Medium	No actions.	Recommend terminating the taxi subsidy program for seniors and people with disabilities, increasing the scholarships for free AC Transit bus passes to Alameda Housing Authority residents, Jack Capon Villa residents and Mastick Senior Center members, and supplementing door-through-door transportation providers that already serve Alameda. City staff considered but is not recommending Uber/Lyft type services due to labor and accessibility issues and the lack of finger printing.
18	Shared Ride Service for Seniors and People with Disabilities (City's Paratransit Measures B/BB transportation sales tax dollars)	Medium	City staff continued to explore the potential to serve seniors and people with disabilities using Uber and Lyft shared services as part of the City's Measure B/BB paratransit monies.	

Mid-Term Completion (3-8 Years) Projects and Programs Summary

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
19	Alameda Point Bus Rapid Transit Service	High	Coordinated with AC Transit staff as part of a planning effort for citywide service improvements. The bus lane project is on hold until the service plan is developed.	On hold until completion of the citywide Comprehensive Operations Analysis so as to better understand the bus service needs for Alameda Point.
20	Bicycle and Pedestrian Corridor Improvements	High	<p>Blanding Avenue: Completed bike lanes (#20D)</p> <p>Miller-Sweeney Bridge Restriping: The Transportation Commission endorsed re-striping concept for Miller-Sweeney Bridge to add bicycle lanes was refined and reviewed by Alameda County and Oakland staff.</p> <p>Cross Alameda Trail: In February, the City began constructing the segment between Main Street and Constitution Way. The Site A developer is constructing between Main Street and the Seaplane Lagoon.</p> <p>Jean Sweeney/Sherman: Bike/pedestrian safety improvements, including a rectangular rapid flashing beacon, were installed in July.</p> <p>Posey Tube Improvements: The City tentatively supported the inclusion of a new Webster Tube pathway as part of the Oakland-Alameda Access Project (OAAP) EIR, and Alameda CTC developed more detailed design.</p>	<p>Restripe Miller-Sweeney Bridge to improve bike safety (#20G).</p> <p>Finalize Oakland-Alameda Access Project concept for bike/pedestrian crossing improvements (#20J).</p> <p>Complete construction of Cross Alameda Trail between Seaplane Lagoon and Jean Sweeney Park. (#20K).</p>
21	Citywide Safe Routes to School Audits and Improvements	High	Completed a total of 20 City and grant funded bicycle safety education classes, which reached over 2000 kids, teens and adults. The City participated in a School Safety Assessment of Edison Elementary, with the Countywide Safe Routes to Schools program. The City began updating School Route maps for five schools. Staff assessed the locations, including near schools, where collisions occurred involving youth walking or biking, and began making improvements.	Continue expanded bicycle safety education classes and workshops using City funds. Fund a project manager to lead the annual Bike Festival event (held in May) that provides bike safety education to children in Alameda. Via Safe Routes to Schools program, prepare audit for Ruby Bridges and Earhart schools. Update Safe Routes to Schools maps for remaining schools.
22	Crosstown Express Bus Service	High	Coordinated with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements, and created citywide AC Transit goals for the City of Alameda to help formulate a proposal on how to proceed.	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
23	Increase Frequency and Span of Service for Ferry Service	High	<p>Small Vessel Study: WETA approved a Small Vessel Study with pilot projects.</p> <p>Exelixis Service: In Harbor Bay, the WETA Board and City Council approved a one-year extension of the Tideline Marine Group private charter ferry service for Exelixis employees, which has averaged 12 round trip passengers per day.</p> <p>Hovercraft Study: WETA began a Hovercraft Study to consider operating hovercraft, which have the potential to make trips faster and more direct due to reduced wakes and dredging needs.</p>	A 2020 judgment of Regional Measure 3 is possible yet the Court of Appeals may not be the final word. City staff will participate in the Hovercraft Study and other ongoing WETA coordination.
24	Increase Frequency and Span of Service for Local Bus Routes	High	<p>Line 96 Express: Coordinated with AC Transit, Alameda Point's Site A and Alameda Landing to increase frequency to 15 minutes at Alameda Point's Site A and Alameda Landing. For the Line 96 Express, AC Transit held public hearings on July 31 in Alameda and on August 7 at AC Transit with AC Transit Board approval on September 11.</p> <p>Comprehensive Operations Analysis: Coordinated with AC Transit on long-term citywide service improvements. The Transportation Commission reviewed the draft COA goals in November.</p>	<p>Line 96 Express: AC Transit is expected to adjust the route and increase the frequency of Line 96 by August, which is timed with "Day One" occupancy of Site A and depends on TDM fees from Alameda Point and Alameda Landing. This new run – Line 96 Express – is expected to layover at the Seaplane Lagoon ferry terminal, which will provide ferry riders with a bus connection every 30 minutes.</p> <p>Comprehensive Operations Analysis: Staff is asking City Council to endorse draft COA goals in January. The next steps involve analyzing existing conditions, preparing a market analysis and developing service alternative proposals to be incorporated into a draft and then final COA with expected completion in fall 2021.</p>
25	Increase Frequency and Span of Service for Transbay Bus Service	High	For Regional Measure 3, a judge dismissed a lawsuit in April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase. The first bus into the reopened Salesforce Transit Center was on August 11 – Line O from Alameda.	Increased Transbay frequencies are expected if Regional Measure 3 monies can be used pending a lawsuit, which could be settled in 2020.
26	Miller-Sweeney Multimodal Lifeline Bridge	High	<p>Lifeline: Coordinated with County staff to prepare a grant application to repair or replace the bridge.</p> <p>Rail Bridge: Worked with the Army Corps to address the public safety hazard posed by the abandoned, Army Corps owned, rail bridge in that it is likely that the structure would collapse from a seismic event.</p>	<p>Lifeline: Submit grant application to replace or retrofit the Miller-Sweeney Bridge.</p> <p>Rail Bridge: Add a provision in the upcoming federal Water Resources Development Act legislation to authorize the removal of the former rail bridge by the Army Corps. City staff considered retrofitting the bridge; however, the construction, operation and maintenance costs exceed the City's financial abilities.</p>

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
27	New Seaplane Lagoon (SPL) Ferry Terminal & Service	High	<p>Seaplane Lagoon Ferry Terminal: With all federal, state and city permits in place, construction of the Seaplane Lagoon Ferry Terminal commenced in July. The Groundbreaking Ceremony was in September. Completed improvements on the waterside include the float, the gangway and the canopy structure. On the landside, the parking lot is taking shape with compaction of the aggregate base, trenching for the storm drain and bioretention basin and installation of electric poles.</p> <p>Seaplane Lagoon Ferry Service: With Regional Measure 3, a judge dismissed a lawsuit in April that claimed the bridge toll hikes were taxes requiring two-thirds voter approval, and it is now in the appeals phase. The case has been granted calendar preference for 2020.</p>	Construction is anticipated to be completed in March 2020. WETA is expected to begin ferry service at Seaplane Lagoon ferry terminal in August 2020. Seaplane service will operate to San Francisco's ferry building every 30 minutes during the peak commute period under an Operating Agreement and License Agreement approved by WETA and the City in December 2019. WETA will use surplus carryover funds in the near term for the service while Regional Measure 3 funds remain unavailable. AC Transit is expected to operate Line 96 Express bus service to/from the Seaplane Lagoon ferry terminal every 30 minutes.
28	Regional Transit Hub Connector Bus Service	High	Coordinated with AC Transit staff as part of a planning effort for Alameda Point and citywide service improvements, and created citywide AC Transit goals to help formulate a proposal on how to proceed.	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.
29	TDM Ordinance Update	High	Staff is researching best practices.	TBD.

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
30	Vision Zero Safety Improvements and Traffic Calming	High	<p>Central (#30A): Approval of the two-way bikeway extension between Paden School and McKay Ave. by the Transportation Commission in January and by the City Council in March. In August, the California Transportation Commission approved the federal allocation of monies for preliminary engineering. In September, Caltrans authorized the preliminary engineering funds. In November, the City Council approved the consultant contract amendment for pre-construction work. In December, staff/consultant team completed a final draft of the Caltrans required Project Initiation Document (PID), and initiated the next phase of preliminary engineering.</p> <p>Encinal (#30A extension): Due to a City staff request, Caltrans analyzed the traffic impacts of a four to three lane street conversion with bike lanes and on-street parking.</p> <p>Clement (#30B): Analyzed alternative concepts, conducted a survey in May and held a workshop in June. Approval of the two-way bikeway concept by the Transportation Commission in July and by the City Council in September. In November, City staff and key stakeholders began reviewing 30 percent design drawings.</p> <p>Tilden/Clement (#30B): Eminent domain proceedings continued. A Phase II Soils Analysis was completed. The City began working with the regulatory agency that will approve a soil remediation plan.</p> <p>Main Street (#30D): Bike lanes completed in November.</p> <p>Otis (#30E): In January and March, staff/consultant team held two workshops to discuss a draft concept, and presented the project as an informational item to the Transportation Commission in February. In May, the Transportation Commission approved the concept with three motor vehicle travel lanes and Class II bike lanes. In June, the City Council approved the concept except with a Class IV parking protected bikeway by Rittler Park. In November, City staff and key stakeholders began reviewing 65 percent design drawings.</p> <p>Stargell (#30F): Monitored grant funding.</p> <p>Lincoln Ave (#30G): Staff/consultant finalized the design for Pacific Ave. between Main St. and Fourth St. to convert it to a three-lane street with bike lanes. Staff/consultant reviewed a citywide collision analysis and potential improvements for Lincoln Ave.</p>	<p>Central: Caltrans approval of PID and seek Transportation Commission and City Council approval for the Webster Street area concept and the California Environmental Quality Act (CEQA) clearance for the entire corridor in spring 2020. Completion of the National Environmental Policy Act (NEPA) is expected in 2021. Final design and construction are expected in 2022.</p> <p>Encinal: Caltrans is expected to complete environmental clearance and final design with construction in 2021.</p> <p>Clement: Complete environmental review and design with construction scheduled for 2021.</p> <p>Tilden/Clement: Acquire right of way, secure regulatory approval of a remediation plan, and approve concept plan.</p> <p>Main Street: Implement signal retiming.</p> <p>Otis: Complete design and construction.</p> <p>Stargell: Apply for grant funds to construct bicycle and pedestrian trail and bus queue jump lanes between Fifth Street and Main Street.</p> <p>Lincoln Avenue/Pacific Avenue: Install bike lanes and restripe between Main Street and Fourth Street.</p>

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
31	Bikes in Buses through Webster/Posey Tubes	Medium	No actions.	No actions.
32	Citywide Transportation Management Association	Medium	Worked with the Alameda Housing Authority and Alameda Point Collaborative to add as members. Participated in ongoing coordination efforts and meetings. Collaborated on expansion to include Alameda Landing tenants and homeowner associations (HOA) and Alameda Point's Site A.	Expand Alameda TMA to include: <ul style="list-style-type: none"> • Alameda Landing tenants/HOAs • Alameda Point's Site A • Alameda Housing Authority • Jack Capon Villa • Mastick Senior Center • Hotel at Park St/Clement Ave.
33	Faster Line 51A Bus Service	Medium	Coordinated with AC Transit staff as part of a planning effort for citywide service improvements, and created citywide AC Transit goals to help formulate a proposal on how to proceed.	Coordinate on AC Transit's Comprehensive Operations Analysis. Identify and secure funding sources.
34	New Technologies and Innovations	Medium	<p>Electric Vehicles (EV): City staff formed an inter-departmental EV Working Group. Alameda Municipal Power (AMP) staff provided EV charger rebates, improved EV charging in Alameda including 12 fast chargers at the Target parking lot and participated in outreach efforts to encourage EV adoption including tabling at events such as the Class Car Show's new EV Alley, distributing materials including customer inserts, and presenting to the Transportation Awareness Advisory Group in August and the Chamber of Commerce and Transportation Commission in November. Staff also worked on streamlining the EV charging permit process.</p> <p>Gig Car Share: City staff received City Council approval to extend Gig Car Share to spring 2020 as part of 2018 Annual Report.</p>	<p>Continue with electric vehicle adoption efforts to raise awareness, provide financial incentives, electrify the City fleet, provide more EV charging stations including at the Seaplane Lagoon ferry terminal and streamline the EV charging permit process with City Council adoption of an ordinance expected in early 2020. AMP will consider rebates for used EV purchases, forklifts and low-income residents as well as time of use rates to EV customers.</p> <p>Consider providing incentives for e-bikes, and continue including e-bikes in outreach efforts.</p> <p>Extend Gig Car Share agreement to spring 2023 and continue evaluation.</p> <p>Develop electric shared-use dockless bike and scooter permit program.</p>

Long-Term Completion (8+ Years) Projects and Programs Summary

TCP	Projects & Programs	Priority	2019 Accomplishments	2020 Next Steps
35	BART to Alameda	n/a	BART and Capitol Corridor are partnering to advance a New Transbay Rail Crossing that will provide rail service between the East Bay and downtown San Francisco. Now in the early planning, the project will evaluate a 21-county megaregion for demand through 2050, and will define a project to meet future demand that supports the regional economy and preserves quality of life. The project will double the transbay capacity of BART, reduce train and station crowding, make the rail system more flexible and resilient, offer new connections to passenger rail systems, and serve new markets in East Bay communities and in San Francisco. This multi-billion dollar project will involve extensive engagement with the public, advocates and partnering transportation agencies. No decisions on location, scale, funding or operator have been made.	BART intends to begin work in 2020 on the New Crossing study.
36	Comprehensive Congestion Management, (Citywide EasyPass, Increase Bus Frequency to 15-minute, Congestion Pricing)	n/a	No actions.	No actions.
37	New Transit/Bike/ Pedestrian Lifeline Tube	n/a	A more detailed concept and cross section was developed, as part of the Estuary Crossing travel demand study.	No actions.
38	Webster/Posey Multimodal Lifeline Tubes	n/a	No actions.	No actions.
39	West End Bicycle/ Pedestrian Crossing	n/a	Funding secured and consultant initiated work for a travel demand study for four bike/ped estuary crossing options, and also for a detailed feasibility study for a bike/ped bridge. City staff began meeting regularly with City of Oakland staff to develop support for the bridge and to discuss designs for the Oakland-side bridge landing.	Finalize travel demand and feasibility studies, to determine projected usage of four crossing options, plus determine feasibility of constructing a bridge and cost. Secure conceptual approval by Oakland for an Oakland landing. Pursue funding for next phase Project Study Report and position project to be eligible to receive construction funding in future.