

Alameda County Highways, Arterials, and Major Roads

FACT SHEET

March 2018



Alameda County Roadways: Critical Connectivity for Every Mode



Highways, arterials, and major roads are important connectors for both goods and people making local and regional trips. Many of these roads serve multiple users, including bicycles, pedestrians, cars, public transit, freight trucks, and emergency vehicles. They connect communities to employment and activity centers and other important destinations.

IMPORTANCE OF HIGHWAYS, ARTERIALS, AND MAJOR ROADS

Support all transportation modes: Alameda County's roadway network provides critical connectivity for cyclists, pedestrians, transit riders, trucks, and cars.

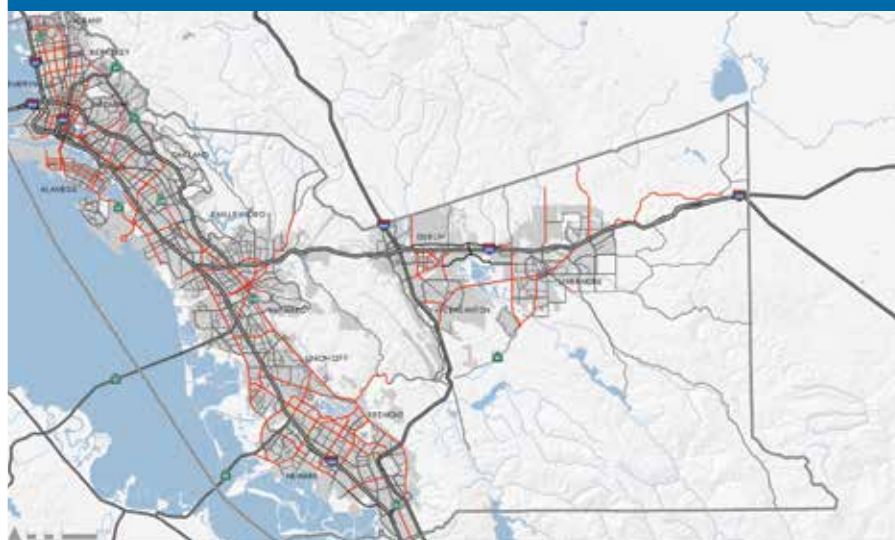
Provide direct access to housing, employment, and activity centers:

Arterials and major roads are the critical link between the regional and local transportation networks. They provide connections to home, work, and almost every other destination.

Support growth of jobs and housing: Highways, arterials, and major roads support existing land uses and can provide opportunities to support planned land uses.

Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should have a complete, continuous, and connected network available.

ALAMEDA COUNTY TRANSPORTATION NETWORK



At-a-Glance:



3,978 total miles of roadways in Alameda County include:

- 70 miles on 11 highways
- 1,200 miles of arterials and 2,700 miles of major local roads

Alameda County Highway Inventory

Highways	State Route	Cities	Direction	Highway Miles	Peak Daily Volume	AM Congested Miles* (morning peak)	PM Congested Miles* (afternoon peak)
Ashby	SR-13	Berkeley	E/W	3.8	30,500 at Domingo Ave	-	-
Doolittle Dr, Otis Dr, Broadway, Encinal Ave, Central Ave, Webster St	SR-61	Alameda	N/S	5.7	41,500 at Alameda-San Leandro Bridge	-	-
42nd St		Oakland	E/W	0.4	21,800 at I-880	-	8.5
Niles Canyon, Thornton Ave, Fremont Ave, Peralta Ave, Mowry Ave	SR-84	Fremont/Pleasanton Livermore/ Unincorporated County	E/W	21.9	71,000 at Thornton Ave/ Paseo Padre Pkwy	4.4	4.4
SR-92	SR-92	Hayward	E/W	3.4	48,000 at Santa Clara St	-	-
Davis St	SR-112	San Leandro	E/W	1.8	55,000 at I-880	-	-
San Pablo Ave	SR-123	Albany/Berkeley Emeryville/Oakland	N/S	5.2	27,500 at Alameda/ Contra Costa Line	-	1.7
International Blvd/ East 14th	SR-185	Oakland/San Leandro Hayward	N/S	9.7	25,500 at 44th Ave	0.3	0.3
Mission Blvd	SR-238	Hayward/Union City Fremont	N/S	29.3	32,500 at SR-84	-	-
Mission Blvd	SR-262	Fremont	E/W	1.6	78,000 at I-680	-	-
Webster/Posey Tube	SR-260	Alameda/Oakland	N/S	1.4	30,000 on entire route	-	-

* Directional miles of LOS-F as defined in Alameda CTC 2016 LOS Monitoring Report page 18.



ARTERIALS AND MAJOR ROADS

Alameda CTC has a designated Congestion Management Program network which evaluates roadway performance every two years. This information is reported in charts and graphs as part of this fact sheet.



LOCAL ROADS

Local jurisdictions and agencies monitor a network of more than 8,000 miles of neighborhood and local roads and report on their condition annually.

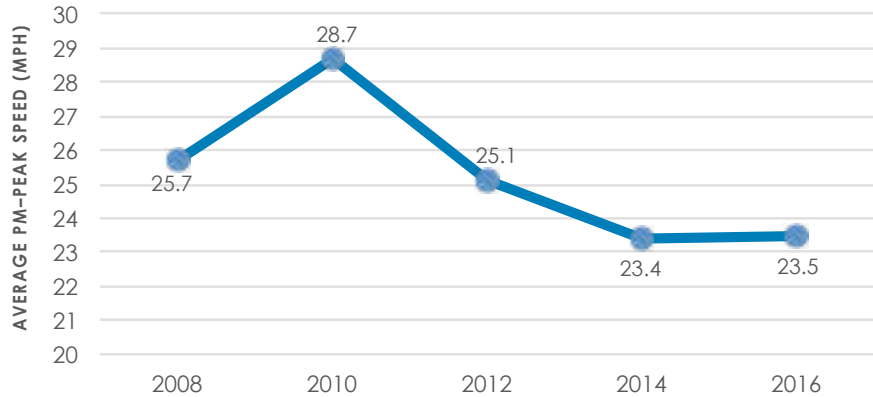
Arterial and Road Performance

The improving regional economy, more employment, and lower gas prices have resulted in higher travel demand across the network. This demand has manifested on highways, arterials, and local roads in slower speeds for autos and transit. Pavement conditions have remained stable despite the increased use, showing expanded maintenance performed by local jurisdictions.

Declining auto travel speeds on arterials



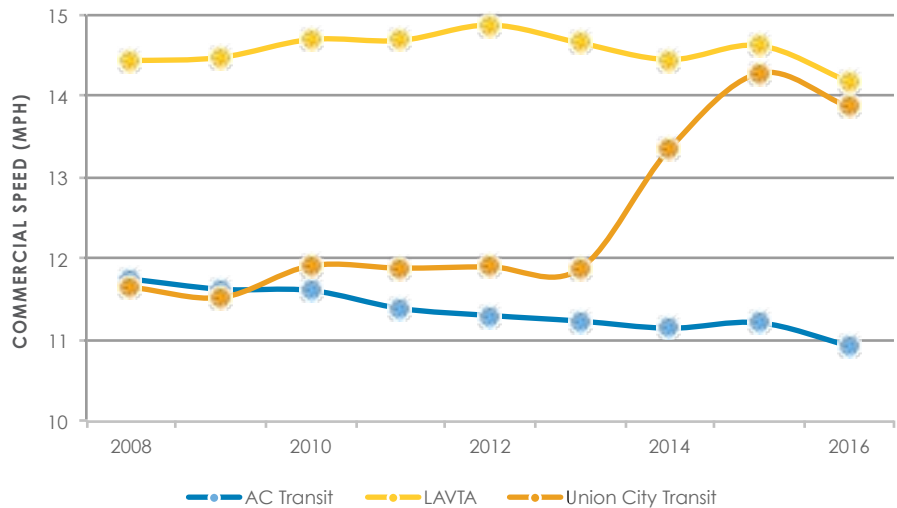
Afternoon auto travel speeds have fallen 18 percent since the end of the recession. In 2016, auto speeds leveled off. However, the number of congested roadway segments have more than doubled since 2014 from seven to 16.



Transit speeds falling



All operators saw speeds drop in 2016, however AC Transit, which operates across most of the county has seen speeds steadily decline since 2008, largely the result of road congestion. Bus operator commercial speeds reflect the built environment, the nature of service, and road congestion.

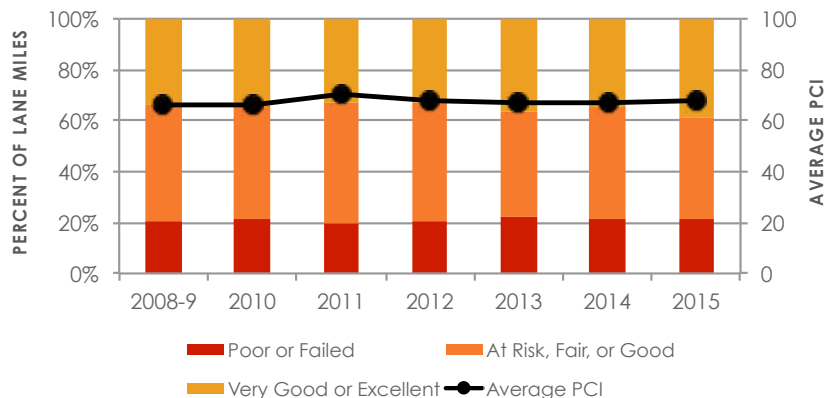


Higher speeds on LAVTA reflect a less dense operating area, and the speed spike for Union City Transit between 2013 and 2015 reflects service restructuring.

Local road conditions stable




Pavement conditions in Alameda County remained fairly constant over the last decade. The percentage of miles rated very good has increased 4 percent year over year since the initial delivery of Measure BB funds and currently sits at nearly 40 percent, the highest mark seen in the last decade.



Challenges and Opportunities for Major Roads

Highways, arterials, and major roads serve a unique role as a connector between the regional and local transportation systems and directly link to local land uses (commercial and residential corridors). They must facilitate throughput for all modes and support local land use.

Traffic Volume: 

40 percent of daily trips in Alameda County carried by 1,200 miles of arterials



CHALLENGES

Demand for roadway use is rising: Regional economic and population growth have increased demand for goods and services and a variety of users, including cars, transit, bikes, and trucks are competing to access the same roads.

Trip Diversion: As congestion on freeways worsens, more trips divert onto adjacent arterials and local roads. The proliferation of wayfinding apps has exacerbated this problem, opening more local roads to cut-through traffic.

Pavement Conditions: 

Pavement rated "very good" on 40 percent of all roadways in Alameda County



Pavement rated "fair" Average pavement (PCI rating 68 of 100)



OPPORTUNITIES

Complete streets: Every city in Alameda County has adopted complete streets policies, which ensure that all projects, including basic street repaving, will look for opportunities to improve biking, walking, and transit.

Multimodal Arterial Plan: The Countywide Multimodal Arterial Plan provides a roadmap for a future with improved mobility for all modes on a continuous and connected network which can increase the efficiency and throughput of the entire transportation system.

Reducing conflict through design: Thoughtful facility design, operation, and maintenance can increase efficiency by reducing auto and transit delay and improve safety for all modes by reducing the severity of collisions. This promotes public health and creates vibrant local communities.

Advanced technologies: Emerging technologies can improve the operational efficiency of roadways while also supporting alternative modes and vulnerable users.



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Data sources: 2016 Alameda Countywide Multimodal Arterial Plan, Countywide Travel Demand Model, 2008-2016 LOS Monitoring Reports, 2016 Performance Report, Alameda CTC; 2015 Pavement Condition Index, Metropolitan Transportation Commission.