

**MEMORANDUM**

To | Saravana Suthanthira, Alameda CTC
From | Matthew Ridgway & Francisco Martin, Fehr & Peers, and Victoria Eisen, Eisen|Letunic
Date | November 4, 2014
Project | Alameda Countywide Multimodal Arterial Plan
Subject | Draft Summary of Milestone 1 - Planning Area comments (North, Central & East planning areas)

This memo summarizes comments communicated by jurisdictional and Caltrans staff representing the North, Central and East planning areas at a series of meetings on October 29 and 30, 2014 during “Milestone 1” of the Alameda Countywide Multimodal Arterial Plan planning process. (The meeting with South County staff will occur on November 13, after the ACTAC meeting for whom this memo is written.) This memo begins by listing clarifications to the Plan development process that were discussed at the meetings. It then documents meeting participants’ comments on the project vision; goals; performance measures; and requested data. Please refer to the meeting packet for the materials that were presented. This memo will be updated after November 13, 2014 to incorporate comments from the South County Planning Area and ACTAC.

Clarifications of the process

1. Arterial segments will be defined by uniform cross-sections and in coordination with the CMP network segmentation.
2. For the data request pertaining to arterials, use local definitions of “arterial;” if none, use a network provided by Alameda CTC, which will include roads identified as “minor arterials” and above in the countywide model network.
3. Since local authorities control local land use, the modal priority for each arterial segment will be finalized based on their input.
4. Need to ensure that a portion of the Milestone 3 individual meetings allow for multiple parties so adjacent jurisdictions can strive to ensure continuity across jurisdictional boundaries.

Vision

Participants suggested:

- The introductory sentence is not necessary.
- The vision should be what we want the arterial network to be, rather than what we want it to do.
- Vision is too focused on movement; it should also include the role of arterials in place-making, according to local context; however, it was acknowledged that the Plan needs to balance two competing demands of the countywide arterial system:
 - Countywide and regionwide connectivity
 - Local character
- Consider equity in vision statement.

The revised Vision statement, based on input received until now from the Planning Area meetings, is as follows:

Alameda County will have a network of efficient, safe and equitable arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, while maintaining local contexts.

Goals

Five goals were presented at the meetings. Participants had the following comments:

- Multimodal: Move “based on local context and modal priorities” to beginning of goal. Clarify through goals that all modes are not required to be accommodated on all arterial segments.
- Accessible and Equitable: No suggested changes.
- Connected Across the County and Region: Connect to local typologies.
- Efficient Use of Resources: No suggested changes.
- Safe, Healthy and Clean: Delete clean since greenhouse gasses are invisible (i.e., not dirty). Add vibrant.

The revised goals are as follows:

- **Multimodal:** *Based on local context and modal priorities, the arterial network will provide high-quality, well maintained and reliable facilities for all modes of transportation.*
- **Accessible and Equitable:** *The arterial network will provide access for people of all ages, abilities, incomes and geographies.*
- **Connected Across the County and Region:** *Using locally supported typologies, the arterial network will provide connections for all modes within the county and across the County and Region’s network of streets, highways and transit, bicycle and pedestrian routes that is supportive of local land use.*
- **Efficient Use of Resources:** *Investment in the arterial network will make efficient and effective use of resources to achieve the County’s goals.*
- **Safe, Healthy and Vibrant:** *The arterial network will be designed, built, and managed to reduce the incidence and severity of collisions, promote public health and help create vibrant local communities.*

In addition to the goals are two supportive principles. Participants had the following comments:

- Support Strong Economy by Integrating Land Use Patterns and Local Decision-Making: Emphasize “Support Strong Economy” and remove “by Integrating Land Use Patters and Local Decision-Making”.
- Adaptable and Resilient: No changes

The revised principles are as follows:

- **Support Strong Economy:** *Development of the arterial network will support existing land uses and encourage planned land uses.*
- **Adaptable and Resilient:** *The arterial network will be designed to adapt to changes in travel patterns, travel modes and technology improvements. Investments in the arterial network will enhance its ability to withstand and recover from potentially disruptive events.*

Performance measures

The consultant team will identify preliminary modal priorities for each arterial segment, based on the land use context, existing local and countywide planning documents, and an attempt to allow

continuous facilities for a given mode, where appropriate. During the Milestone 2 phase of the project, each jurisdiction will review these recommended modal priorities, and will determine on which segments the modal priorities will stand and where they will be modified to suit local priorities. Once the modes that will be prioritized on each arterial segment have been finalized, performance measure criteria specific to that set of modes will be applied to the segment. Table 1 in the Vision, Goals and Performance Measures memo presents performance measures for each of the five goals. These measures along with the modal priorities will be used to identify the existing and future deficiencies and recommended arterial network improvements. During the Milestone 3 phase of the project, the consultant team will meet individually with each jurisdiction to tailor this list of improvements to ensure that it is consistent with local capital priorities. Criteria to prioritize recommended improvements have not yet been established, but will be established later in the Arterial Plan development process. Meeting participants commented on the performance measures as follows:

1. Multimodal

- *Add Transit Travel Time and Transit Reliability.*
- *Replace Truck Route Comfort Index with Truck Accessibility.*

2. Accessible and Equitable

- *In the Opportunity for TOD category, consider adding Land Value to Building Value ratio.*

3. Connected Across the County and Region

- *Consider assessment of cut-through traffic on reliever routes.*

4. Efficient Use of Resources

- *Add equity performance measure, such as comparing percent of countywide recommended spending on arterial improvements in communities of concern to percent of countywide population living in these areas.*
- *Consider adding economic benefit to measure increase of property values and sales tax revenue as a result of potential arterial investments.*

5. Safe, Healthy and Vibrant (revised goal)

- *Clarify that collision rates are under existing conditions, not forecast.*
- *Add measure of particulate concentration (PM 2.5).*
- *Add measure of sensitivity to automated vehicles in GHG category.*
- *Add safety measure sensitive to vulnerable areas such as schools and senior centers.*

Data

A second memo outlines the ten pieces of data (2010 or more recent) the consultant team is requesting that all local jurisdictions provide by December 1, 2014. A draft countywide arterial network will be distributed to all jurisdictions the week of November 10 so they know for which roadways data is being requested. In addition, the following data is also requested:

11. *Inventory of ITS infrastructure*
12. *Two staff contacts: for maintenance costs and for data*
13. *Location of senior centers and privately operated schools (for the new safety performance measure)*
14. *Local issues and opportunities to be considered in Plan development*
15. *Sample letter authorizing MTC to release Streetsaver/PCI data to Alameda CTC for each jurisdiction. (Consultant team will distribute form letter.)*
16. *All data preferred in GIS format, whenever possible.*

The consultant team will rely on the following data sources for arterial segments for which local jurisdictions are unable to provide data for:

- INRIX database for congested travel speed data

- The updated Alameda CTC Countywide Travel Demand Model for existing volume and congested speed data
- SWITRS database for collision data
- Aerial imagery for cross-section widths

Attachments:

North, Central and East County Planning Area Meeting Agendas

Alameda CTC Countywide Multimodal Arterial Plan Framework

Alameda Countywide Multimodal Arterial Plan – Draft Vision, Goals and Performance Measures

Memorandum (October 27, 2014)

Alameda Countywide Multimodal Arterial Plan Data Collection Plan Memorandum (October 24, 2014)

North, Central and East County Planning Area Meeting Presentation Slides