

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Multimodal Plans Update

The Future of Transportation in Alameda County

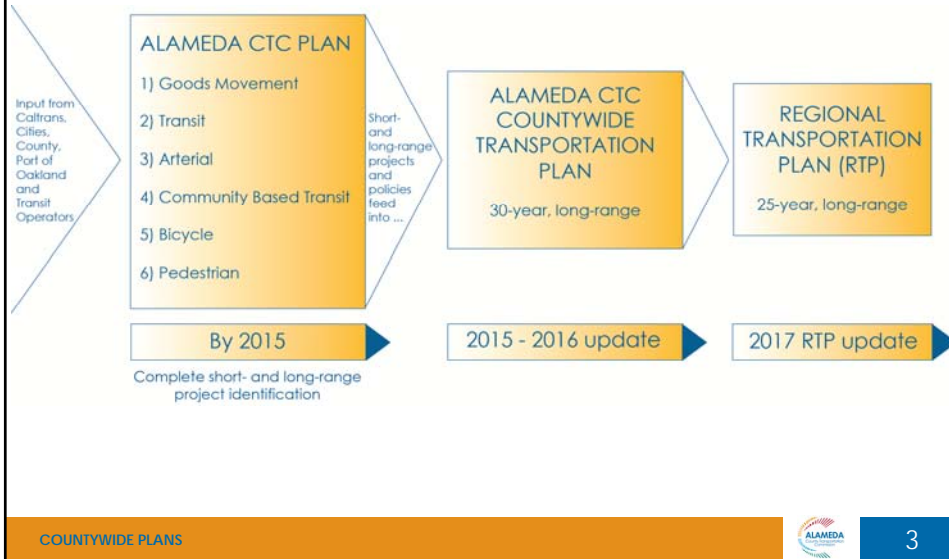


A presentation to the Alameda County Technical Advisory Committee (ACTAC)
 Tess Lengyel, Deputy Director of Planning and Policy
 Matthew Ridgway, Principal – Fehr & Peers
 Rebecca Kohlstrand, Vice President – Parsons Brinckerhoff
 Thursday, September 4, 2014

Six Countywide Plans Inform Long-Range Plans

- Multimodal specific plans
 - Goods Movement Plan
 - Multimodal Arterial Plan
 - Transit Plan
 - Community Based Transportation Plans
 - Bicycle Plan
 - Pedestrian Plan
- Form basis of next CWTP
- Inform Regional Transportation Plan

Countywide Plans Inform Other Plans



Plan Development and Approval

- ACTAC will serve as technical advisory committee for three multimodal planning efforts
- Public and stakeholder outreach and engagement:
 - Individual and small group meetings
 - Goods Movement Roundtables
 - Two rounds of community workshops in 2015
- Commission will make policy decisions, provide overall direction and approve final plans

Current Status

Goods Movement

- Adopted vision, goals and performance measures
- Completed first round of stakeholder outreach with over 25 meetings
- Held first roundtable with over 90 attendees

Multimodal Arterial and Transit Plans

- Present more detailed scope of work and schedule today
- Form a Commission Ad Hoc Committee to advise the Transit Plan



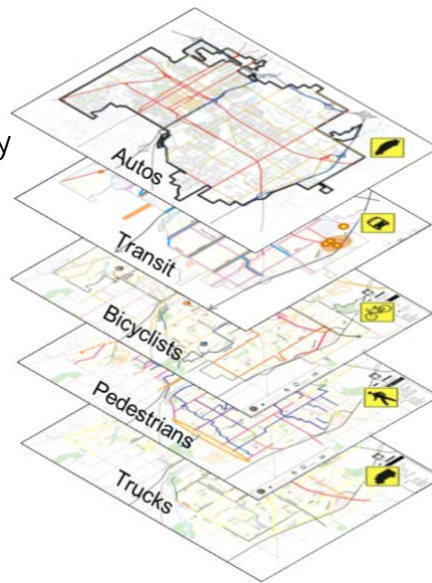
Countywide Multimodal Arterial Plan

Improving multimodal mobility
for better economic, health and environmental outcomes

Matthew Ridgway, Principal
Fehr & Peers

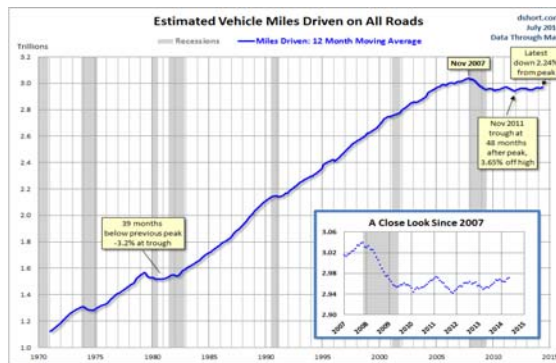
Project Success

- Jurisdiction/partner agency participation and buy-in
- Coordination with:
 - Countywide Transit Plan
 - Goods Movement Plan
- Reliable macro-level analysis

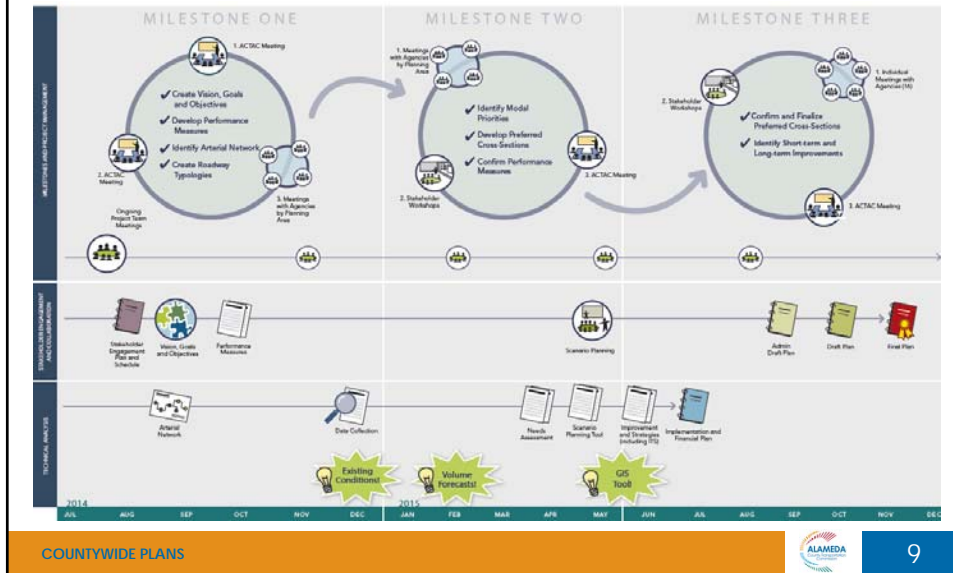


Project Design Framework

- Stakeholder Engagement Plan
- Arterial Network Identification
- Data Collection Plan
- Travel Demand Forecasting White Paper
 - Scenarios
- Roadway Typologies
- GIS Cross-Sectional Tool
 - Proof of Concept



Scope Overview: Countywide Multimodal Arterial Plan



Summary Scope – Milestone #1



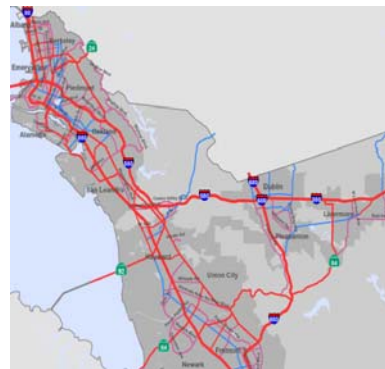
Identifying Roadway Typologies

- Typologies will be descriptive of:
 - Transportation function, modal emphasis
 - Relative scale of local or longer distance travel
 - Land use context
- Typologies will consider the potential for parallel facilities to create a complete street network
- Typologies will be consistent with priority goods movement and transit corridors



Identifying Arterial Network

- Criteria for developing a strata of different street types
- Improving concepts by strata
- Higher level of detail for arterials of countywide significance
 - Short- and long-term improvements



Potential Performance Measures

| FACILITY-SPECIFIC QUANTITATIVE PERFORMANCE MEASURES: | | | | |
|----------------------------------------------------------|----------------------------------|--------------------------------|-------------------------|-----------------------------------------|
| Auto | Transit | Pedestrian | Bicycle | Truck |
| Average Travel Speed or Time | Based on Countywide Transit Plan | Level of Traffic Stress | Level of Traffic Stress | Based on Countywide Goods Movement Plan |
| Travel Demand | | Pedestrian Crossing Assessment | | |
| Capital Cost Effectiveness | | | | |
| Operating Cost Effectiveness | | | | |
| FACILITY-SPECIFIC QUALITATIVE MEASURES: | | | | |
| - Feasibility | | | | |
| - Opportunities for TOD | | | | |
| - Parking strategies | | | | |
| - Economic benefits | | | | |
| - Health benefits | | | | |
| COUNTYWIDE AND SUB-AREA MEASURES: | | | | |
| - VMT/VMT per capita | | | | |
| - Active transportation mode share | | | | |
| - Social equity (investment and impacts of improvements) | | | | |
| - Average travel speeds on truck routes | | | | |
| - Adopted TDM Strategies | | | | |

Summary Scope – Milestone #2



Forecasting Approach

Multiple Travel Demand forecasting scenarios:

1. Business as usual
2. Reduced vehicle miles traveled per capita
3. Autonomous vehicles



Developing Preferred Cross-Sections

- The GIS Cross-Sectional Tool will utilize roadway typology, modal priorities, existing roadway cross-sections and traffic forecasts to identify a set of recommended cross-sections for the Arterial Network
- Consultant team will coordinate with stakeholder agencies to develop the set of preferred cross-sections



Summary Scope – Milestone #3



Short- and Long-Term Improvements

Corridor Improvement Concepts

- Physical (cross-section, longitudinal, intersection)
- Transit and other modes
- Technology, systems, operations, other strategies

Support Programs

- Transportation Demand Management
- Parking
- Climate Initiative Programs





Countywide Transit Plan

The Future of Transportation in Alameda County

Rebecca Kohlstrand, Vice President
Planning and Environmental Manager
Parsons Brinckerhoff

Countywide Transit Plan (CTP) Scope of Work

- Create vision for integrated network of transit services
- Identify policies, performance measures and standards to facilitate prioritization of resources
- Develop integrated transit network to meet near- and long-term needs
- Develop complementary ADA paratransit strategy and general design guidelines
- Build implementation and financial plan
- Prepare Countywide Transit Plan

CTP Approach

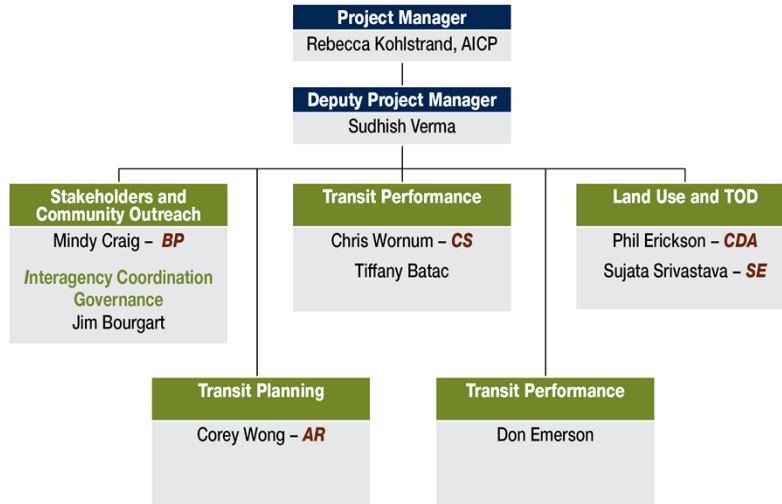


CTP Benefits

- Long-range vision for an integrated network of transit services
- Prioritized investments well-positioned for funding
- Decision-making tools for continued use beyond the development of the CTP
- Sustainable, efficient, equitable transit system



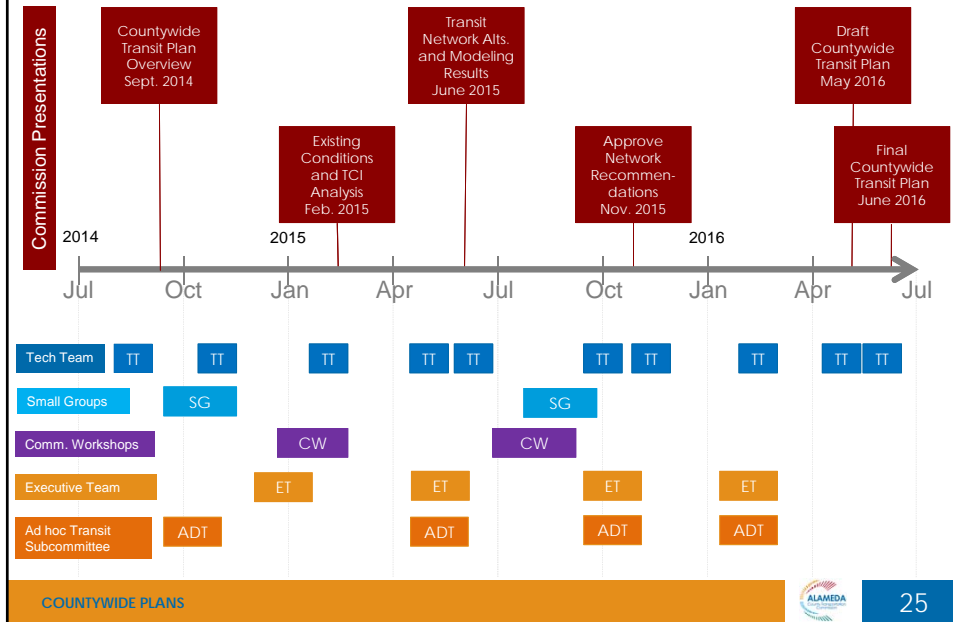
CTP Team Organization



CTP Public Stakeholder Engagement



CTP Engagement Schedule



Major Corridors Study (MCS)

Connection with CTP

- Identify projects for inclusion in CTP
- Coordinated outreach with public and Cities
- Same consultant team

Timeline

- September 2014 – June 2016
- Integrated with CTP schedule



MCS Scope of Work



- Develop, analyze and rank capital improvements for AC Transit's major corridors
- Recommend near- and long-term investment strategies
 - Urban Trunk Toolkit (e.g., traffic signal modernization, signal priority, bus bulbs)
 - Rapid bus features
 - BRT features
- Develop and refine projects for inclusion in CTP, RTP and for potential FTA funding

MCS Corridors



1. Webster, Santa Clara, Broadway (Alameda & Oakland), College, University (Line 51)
2. San Pablo, MacDonald
3. International, East 14th BRT
4. 40th, West Grand, MacArthur
5. Foothill
6. Shattuck, Martin Luther King, Park
7. Telegraph
8. Hesperian, Union City Blvd, Alvarado-Niles
9. East 14th, Mission, Decoto, Fremont

*Top 9
bus lines
carry 50%
of AC Transit's
total ridership*

MCS Benefits



- Prioritize capital improvements for District's 9 highest-ridership corridors
- Position proposed investments for funding



QUESTIONS?

