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

- 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
- Roadway Typologies
- GIS Cross-Sectional Tool
  - Proof of Concept
- White Paper
  - Scenarios
Scope Overview: Countywide Multimodal Arterial Plan

Summary Scope – Milestone #1

MILESTONE ONE
1. ACTAC Meeting
2. ACTAC Meeting
3. Meetings with Agencies by Planning Area

- Create Vision, Goals and Objectives
- Develop Performance Measures
- Identify Arterial Network
- Create Roadway Typologies

Ongoing Project Team Meetings
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:

<table>
<thead>
<tr>
<th>Auto</th>
<th>Transit</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Travel Speed or Time</td>
<td>Based on Countywide Transit Plan</td>
<td>Level of Traffic Stress</td>
<td>Level of Traffic Stress</td>
<td>Based on Countywide Goods Movement Plan</td>
</tr>
<tr>
<td>Travel Demand</td>
<td>Pedestrian Crossing Assessment</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 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

**MILESTONE TWO**

1. Meetings with Agencies by Planning Area
2. Stakeholder Workshops
3. ACTAC Meeting

- Identify Modal Priorities
- Develop Preferred Cross-Sections
- Confirm Performance Measures
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 (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 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

Project Manager
Rebecca Kohlstrand, AICP

Deputy Project Manager
Sudhish Verna

Stakeholders and Community Outreach
Mindy Craig – BP
Interagency Coordination
Governance
Jim Bourgart

Transit Performance
Chris Wornum – CS
Tiffany Batac

Land Use and TOD
Phil Erickson – CDA
Sujata Srivastava – SE

Transit Planning
Corey Wong – AR

Transit Performance
Don Emerson

CTP Public Stakeholder Engagement

Overall Community Outreach

Broad Community

Targeted Community Outreach

Stakeholder Interviews
Leadership Meetings
Focus/Small Group Meetings
Technical Team Meetings
**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
MCS Benefits

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

QUESTIONS?