


ALAMEDA COUNTY TRANSPORTATION COMMISSION

Countywide Multimodal Arterial Plan

Improving multimodal mobility for better economic, health and environmental outcomes



PPLC Meeting – June 13th

Presentation Overview

- Arterial Plan – Purpose and Process
- Key Concepts
 - ✓ Typology
 - ✓ Modal Priority
 - ✓ Proposed Improvements by Mode
- Requested Actions
 - ✓ Approve Draft Multimodal Arterial Plan

Multimodal Arterial Plan Addresses Growth

- By 2040:
 - ✓ 31% growth in population
 - ✓ 42% growth in employment
 - ✓ 100% increase in proportion of seniors (age 65+)
 - ✓ 18% households with no vehicle
- Arterials carry 40% of countywide ADT and provide key opportunities to address future demand



COUNTYWIDE MULTIMODAL ARTERIAL PLAN



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Arterial Plan Purpose

- Identify multimodal Arterial Network improvements to accommodate increasing demands on transportation system
- Create a continuous, connected network for all modes
- Provide countywide framework for jurisdictions to meet mandated Complete Street policies
- Build upon local and regional planning efforts, including Countywide Transit and Goods Movement Plans



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Arterial Plan Vision Statement

“Alameda County will have a network of efficient, safe and equitably accessible 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.”



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Extensive Stakeholder Engagement

- 60+ meetings held
- Met with agency and non-agency stakeholders, including:
 - All 14 cities and Alameda County
 - Caltrans and MTC
 - Transit agencies
 - PlanTAC, ACTAC and Alameda CTC Commissioners
 - Bike East Bay, Alameda County Safe Routes to Schools, United Seniors of Oakland and Alameda County, Alameda CTC's PAPCO, trucking industry and emergency responders
 - General public (via public workshops)
- Over 1,000 comments were received throughout the process

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Transit Network Improvements

- Considered Improvements
 - ✓ Dedicated Transit Lane Improvements – 21 miles
 - ✓ Rapid Bus Improvements – 82 miles
 - ✓ Enhanced Bus Improvements – 41 miles



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Pedestrian Network Improvements

Considered Improvements (250 miles):

- ✓ Sidewalk Enhancements
- ✓ Crosswalk Enhancements
- ✓ Curb Bulbouts
- ✓ Pedestrian Scale Lighting
- ✓ Streetscape Enhancements



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Bicycle Network Improvements

Considered Improvements (247 miles):

- ✓ Class 2 Bicycle Lanes
- ✓ Class 2 Enhanced Buffered Bicycle Lanes
- ✓ Class 3 Bicycle Routes
- ✓ Class 3 Enhanced Bicycle Boulevards
- ✓ Class 4 Protected Bicycle Lanes



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Auto/ITS Network Improvements

Considered ITS Improvements (201 miles):

- ✓ **Low Level of ITS Infrastructure** – Ability to remotely monitor and manage traffic signals.
- ✓ **Medium Level of ITS Infrastructure** – Low Level plus more advanced improvements.
- ✓ **High Level of ITS Infrastructure** – Medium Level plus changeable message signs and connected vehicle technologies.



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Goods Movement Network Improvements

Considered Goods Movement Improvements – (27 miles):

- ✓ Curb lane widening to 12 ft or greater along Goods Movement routes



Arterial Network – Performance Objective Results/Benefits

- 24% transit ridership increase estimated along transit improvement corridors
- 150% increase in bicycle riders estimated as a result of implementing proposed bicycle network improvements

Performance Measures	Arterial Network Miles That Meet Performance Objective Along High Modal Priority Segments – 2040 Conditions		
	Without Proposed Improvements (miles)	With Proposed Improvements (miles)	Net Difference (miles)
Transit Travel Speed	21	45	+24 (+214%)
Transit Reliability	56	112	+56 (+200%)
Transit Infrastructure Index	27	127	+100 (+470%)
Pedestrian Comfort Index	133	188	+55 (+141%)
Bicycle Comfort Index	35	146	+111 (+417%)
Truck Route Accommodation Index	83	105	+22 (+127%)



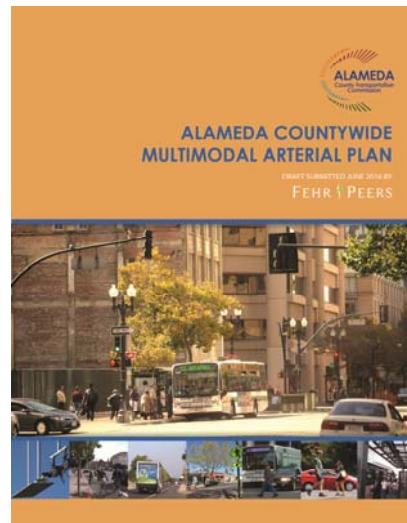
Operational Strategies & Technology Trends

- Transportation Demand Management (TDM)
- Parking Management Strategies
- ITS Strategies
- Next generation vehicles and technology



Actions Requested

- Approve Draft Countywide Multimodal Arterial Plan



Questions?

