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

Arterial Plan Purpose

- Identify multimodal Arterial Network improvements to accommodate increasing demands on transportation system
- Create a continuous, connected network for all models
- 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
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.”

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
Transit Network Improvements

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

Pedestrian Network Improvements

Considered Improvements (250 miles):
- Sidewalk Enhancements
- Crosswalk Enhancements
- Curb Bulbouts
- Pedestrian Scale Lighting
- Streetscape Enhancements
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

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.
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

<table>
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<th>Performance Measures</th>
<th>Arterial Network Miles That Meet Performance Objective Along High Modal Priority Segments - 2040 Conditions</th>
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<tr>
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<td>Without Proposed Improvements (miles)</td>
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<td>Transit Travel Speed</td>
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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?