Presentation Overview

- Arterial Plan – Purpose and Process
- Key Concepts
  - Typology
  - Modal Priority
  - Needs Assessment
- Current Status
  - Update to draft multimodal improvements
- Schedule for adoption
Future of Alameda County

• By 2040:
  ✓ 31% growth in population
  ✓ 42% growth in employment
  ✓ 100% increase in proportion of seniors (age 65+)
  ✓ 18% households with no vehicle

• Arterials that carry all modes and connect to communities provides the opportunity to address future demand

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.”
Building on Existing Efforts

Countywide Multimodal Arterial Plan
Stakeholder Review
Land Use Context
Local Plans and Countywide Modal Plans

Process Overview – Outreach

- 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 1000 comments were received throughout the process
Key Concepts: Typology

Key Components:

- **Auto Function**
- **Multimodal Networks**
- **Land Use**

MAP Street Typology Framework

- Auto Function
- Modes of Travel
- Land Use Context

Key Concepts - Typology

- Framework provides the foundation for defining the Complete Streets network
- Reflects:
  - How streets function for all users
  - Relationship between streets & buildings fronting onto them
- Expands considerations:
  - Balances needs of all users
Key Concepts - Modal Priority

- Method for balancing modes
- Informs needs assessment and recommended improvements

Land Use Context Type + Auto Function + Multimodal Function = Initial Modal Priorities

Plan Development – Needs Assessment

- Needs Assessment was performed on 1,200 miles of Study Network
- Multimodal Needs Assessment was informed by the typology, modal priority and performance assessment
Identifying Draft Multimodal Improvements

• Create Continuous and Connected Network
• Multimodal improvements were identified for Arterial Network - 510 miles of core arterials of countywide significance
• Improvements were proposed for high priority modes

Preliminary Improvements - Transit

• Considered Improvements
  o Enhanced Bus Improvements
  o Rapid Bus Improvements
  o Bus Rapid Transit Improvements
Preliminary Improvements - Bicycles
Considered Improvements:
- Class 2 Bicycle Lanes
- Class 2 Enhanced Buffered Bicycle Lanes
- Class 3 Bicycle Routes
- Class 3 Enhanced Bicycle Boulevards
- Class 4 Protected Bicycle Lanes

Preliminary Improvements - Pedestrian
Considered Improvements:
- Sidewalk Enhancements
- Curb Bulbouts
- Crosswalk Enhancements
- Streetscape Enhancements
- Pedestrian Scale Lighting
Preliminary Improvements - Autos

Considered ITS Improvements:

- **Low Level of ITS Infrastructure** - field-to-Center communications with ability to remotely monitor and manage traffic signals
- **Medium Level of ITS Infrastructure** - Low Level plus CCTV cameras, time-of-day signal timing, adaptive signal control, transit signal priority
- **High Level of ITS Infrastructure** - Medium Level plus changeable message signs, trailblazer signs, connected vehicle technologies

Preliminary Improvements - Goods Movement

Considered ITS Improvements:

- Curb lane widening to 12 ft or greater
Next Steps

- Updated Draft Multimodal Improvements to Plan TAC - June 2016
- Draft Multimodal Arterial Plan – June 2016
- Final Multimodal Arterial Plan – July 2016

Questions?