

Alameda County Transportation Commission

Alameda Countywide Transportation Plan & Transportation Expenditure Plan

Focus Group and Stakeholder Interviews and Draft Vision and Goals Presentation to CAWG/TAWG

December 16, 2010



Presentation Overview

- ▣ Focused Outreach Purpose
- ▣ Stakeholder and Focus Groups
- ▣ Key Observations
- ▣ Draft Vision and Goals



Focused Outreach Purpose



- ▣ Generate input to develop the project Draft Vision and Goals
- ▣ Identify key issues for planning process
- ▣ Identify range of opinions and receive feedback

Stakeholders and Focus Groups



- ▣ Stakeholder Interviews and Focus Groups with:
 - Elected Officials
 - Business Leaders
 - Transit and Local Agency Staff
 - Paratransit Advisory and Planning Committee (PAPCO)
 - Social and Environmental Justice Organizations
 - Non-Motorized Interest Groups

Key Observations



- ▣ Maintenance
- ▣ Access
- ▣ Equity
- ▣ Connectivity
- ▣ Coordination
- ▣ Providing Leadership
- ▣ Economic Development

Key Observations



- ▣ Maintenance
 - Maintain the existing transportation system
 - Secure funds to maintain future investments in a state of good repair

Key Observations



- ▣ Access
 - A key performance measure to determine where investments should be made
 - Accessibility for all, regardless of physical ability, age, race, income or mode
 - Access into and out of Alameda County

Key Observations



- ▣ Equity
 - Equity for all users, including travel mode, geography, age, income and ability
 - Residential, commercial, local, regional and interregional travelers have varying levels of impact
 - Users should contribute "Fair Share"

Key Observations



- ▣ Connectivity
 - Within and across networks:
 - local street
 - highway
 - bicycle and pedestrian
 - transit
 - For local, non-commute trips
 - For regional and interregional travel

Key Observations



- ▣ Coordination
 - MTC
 - ABAG
 - Priority Development Areas
 - Transit Oriented Development
 - SB 375, SCS
 - Other potential 2012 funding measures

Key Observations



- ▣ Providing Leadership
 - Develop an accessible, safe and multi-modal transportation system through
 - Regional Transportation Plan (RTP) process
 - Transit-Oriented Development (TOD) policy
 - Alameda CTC leadership

Key Observations



- ▣ Economic Development
 - It's all about jobs!
 - Local jobs
 - Leveraging federal funds

Transportation System Vision & Goals



- ▣ Participants envision a system that:
 - Aligns with regional planning programs
 - Maximizes the efficiency of the existing system
 - Supports goods movement
 - Closes existing gaps
 - Has stable funding

Planning Process Focus



- ▣ Participants envision a process that:
 - Should focus on transportation problems, not social issues.
 - Provides an opportunity to integrate a variety of land use planning issues and address mobility-related performance.

System Needs & Priorities



- ▣ Participants envision a plan that:
 - Provides adequate funding for local street and road repair
 - Ensures adequate funding for transit
 - Supports and implements Transit-Oriented Development in identified areas
 - Educates local residents about the transportation system
 - Uses funds strategically
 - Identifies needs and priorities based on established factors such as congestion relief, congestion management, increased safety, improved reliability, and reduced travel time.

Performance Measures



- ▣ Performance Measures should consider:
 - Access
 - Environmental Quality
 - Equity
 - Health and Safety
 - Congestion

Feedback on Committed Projects



- ▣ Participants had differing opinions:
 - Reevaluate projects that have not started construction for compliance with a range of potential social, environmental and effectiveness criteria.
 - Projects should only have to re-justify themselves if they are asking for *additional funding* in the new Plan.
 - Maintain existing commitments

Feedback on Project & Program Mix



- Mixed level of support for existing 60/40 split in current TEP
- Some interest in a higher percentage spent on projects
- Public does not make this distinction when voting for TEP

Feedback on Capital Projects



- Support for projects that will provide the greatest benefits to the greatest number of people and clustering these improvements in population centers.
- Varying levels of support for specific projects.

Feedback on Use of Technology



- Support for ITS tools, including:
 - Congestion pricing
 - Ramp metering
 - Incident management
 - Signal coordination
 - Parking and other TDM measures

Feedback on Geographic & Planning Areas



- Support for the four planning areas
- County goals & planning-area specific strategies

Feedback on Key Themes for TEP



- Wise and strategic investments that have value to the county
- Projects/Programs that people support

Feedback on TEP Timing, Duration & Amount



- Extend for as long as possible
- Concern about an “in perpetuity” measure
- Mixed opinion on amount of sales tax
- Support for 2012 ballot
 - Need strong economy
 - Coordinate with other transportation agencies

Draft Vision and Goals

Alameda County envisions a premier transportation system that promotes sustainability, opportunity, choice, prosperity, equitable access, and health.

Draft Vision and Goals

Our transportation system will be:

- **Multimodal**
- **Accessible** for people of all ages, incomes, abilities and geographies
- **Integrated** with land use patterns
- **Connected and connecting** across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- **Effective, Reliable and Efficient**
- **Well Maintained**
- **Safe and Healthy**, and **Accountable** to established measures of progress and success