Presentation Overview

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

• 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 Key Concepts

- Typology framework provides the foundation for defining the Complete Streets network and modal priority
- MAP identifies infrastructure improvements to develop continuous and connected multimodal networks that will:
  - Increase transit/walking/biking mode share
  - Manage increasing auto demand
  - Decrease VMT per capita
  - Support local context and economy

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.”
Transit Network Improvements

- Considered Improvements
  - Enhanced Bus Improvements
  - Rapid Bus Improvements
  - Dedicated Transit Lane Improvements
Pedestrian Network Improvements

Considered Improvements:

- Sidewalk Enhancements
- Curb Bulbouts
- Crosswalk Enhancements
- Streetscape Enhancements
- Pedestrian Scale Lighting
Bicycle Network Improvements

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
Auto Network Improvements

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.
Goods Movement Network Improvements

Considered Goods Movement Improvements:

- 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

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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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Operational Strategies

• Transportation Demand Management (TDM)
  ✓ Transportation Management Association (TMA)

• Parking Management Strategies
  ✓ On-street parking
  ✓ Off-street parking

• ITS Strategies
  ✓ Multi-jurisdictional partnerships
  ✓ Maintenance considerations

Trends that Support Multimodal Improvements

• Next generation vehicles and technology
  ✓ Connected Vehicles and Autonomous Vehicles
  ✓ Vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), vehicle-to-everything (V2X)
  ✓ Can improve safety and maximize arterial capacity
  ✓ Transportation network companies
Actions Requested and Next Steps

• Approve proposed improvements
• Approve Draft Multimodal Arterial Plan
• Next Steps: Final Multimodal Arterial Plan – July 2016

Questions?