

# 2012 TRANSPORTATION EXPENDITURE PLAN

## Local Streets and Roads



## A New Mobility Plan for the 21st Century

The Alameda County Transportation Expenditure Plan (TEP) outlines nearly **\$7.8 billion in transportation projects** that would be implemented over the next 30 years if voters approve an augmentation and extension of the County's half-cent sales tax for transportation. The TEP includes six main types of investments: (1) public transit and transportation for seniors and people with disabilities; (2) local streets and roads; (3) highways and freight; (4) bicycle and pedestrian infrastructure and safety; (5) sustainable land use and transportation linkages; and (6) technological innovations. The projects are distributed equitably throughout the County. This fact sheet summarizes the investments that would be made under the TEP in local streets and roads.

### VISION AND GOALS

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses.

Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and efficient
- Cost effective
- Well maintained
- Safe
- Supportive of a healthy and clean environment

### Investments in local streets and roads (see map on back)

Local streets and roads are the building blocks of Alameda County's transportation system. They are essential to the movement of not only cars and trucks but also buses, cyclists and pedestrians. Many of our roads are in need of repair: potholes need to be filled, traffic lights need to be synchronized and intersections need to be reconfigured. Under the TEP, **30% of net revenue, or an anticipated \$2.3 billion**, is dedicated to the improvement of local streets and roads under two programs:

#### Maintenance and safety (\$1.5 billion)

Funds will be passed through to the cities and the County—on the basis of their population and road miles—for maintaining and improving local streets and roads. Funds may be used for any transportation need on streets and roads, based on local priorities. All projects will incorporate “complete streets” principles so that the needs of all roadway users are considered in the planning, design, construction and operation of new facilities. Fifteen percent of these funds will support bicycle and pedestrian elements of roadway improvements.

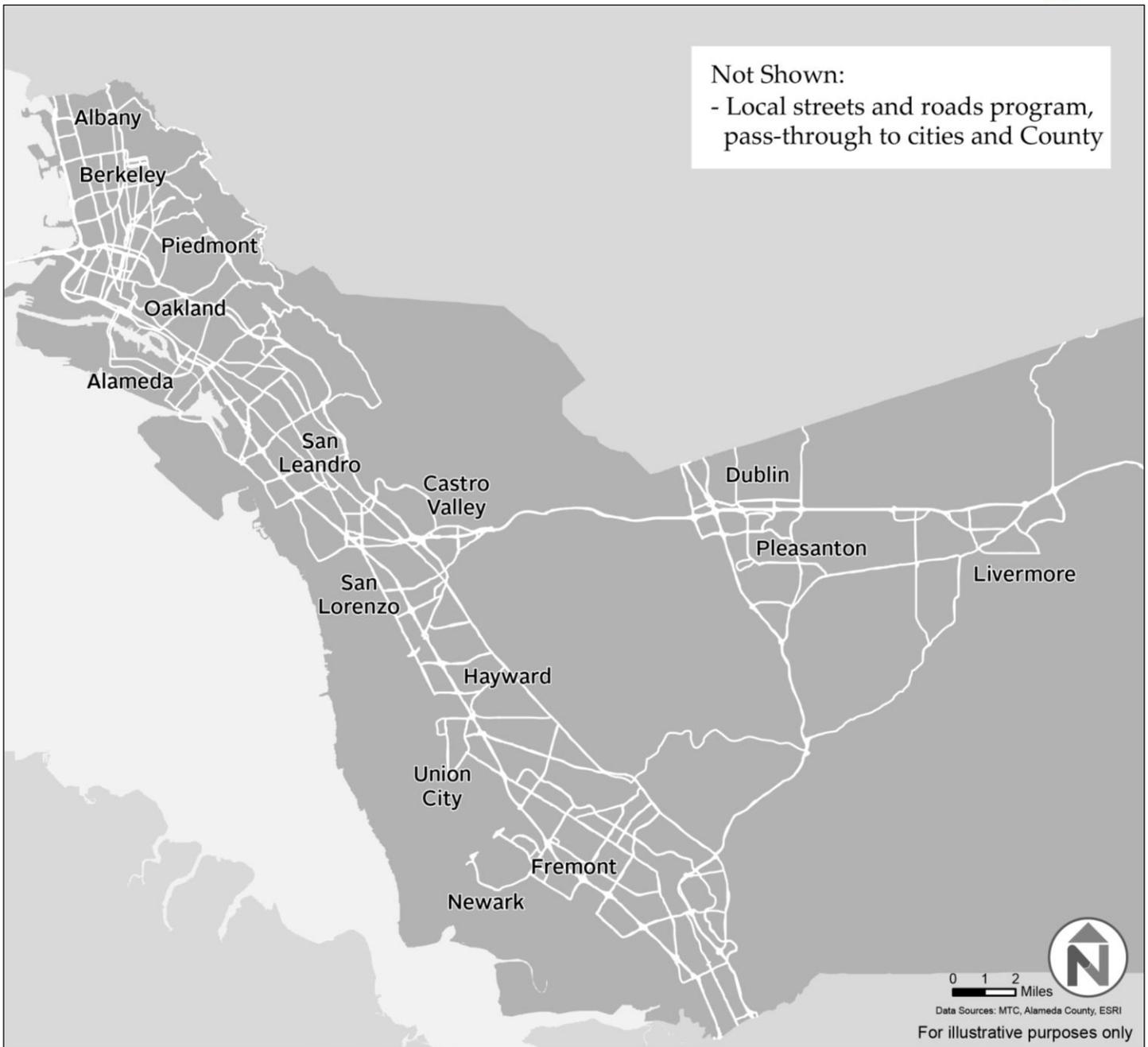
#### Major commute corridors, local bridges, seismic safety and freight corridors (\$800 million)

Alameda County's major commute and freight corridors are crucial for the movement of goods, for drivers and transit riders, and for pedestrians and cyclists (see the map on the back for some of these corridors). Under this program, funds may be used for projects in these corridors that:

- Reduce congestion
- Remove bottlenecks
- Improve safety
- Enhance operations
- Encourage alternatives to solo driving
- Improve freight transport

Projects may include safety improvements, roadway resurfacing and rehabilitation, intersection redesigns, road widenings, grade separations, widening or replacement of bridges, street beautification, improvements to railroad crossings and to freight corridors, new road connectors and other similar street and road improvements. Projects will be developed by local agencies in cooperation with neighboring jurisdictions and the Alameda County Transportation Commission, and will be prioritized for funding based on project readiness, feasibility and cost effectiveness.

To read the full TEP, visit [www.alamedactc.org/TEP](http://www.alamedactc.org/TEP) or call 510-208-7400 for a copy.



**Examples of Major Roadways for Improvement:**

- North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail road Crossing, Park St, High St, Fruitvale Bridge, Powell St Bridge, East 14th St, and Oakland Army Base transportation improvements
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets
- South County:** East-west connector, I-680/I-880 cross connectors, Fremont Blvd, Route 84 in Fremont, Central Ave Overcrossing, Thornton Ave, Mowry Ave, and Newark local streets
- East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.
- Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.