

Challenges and Opportunities for Major Roads

Highways, arterials, and major roads serve a unique role as a connector between the regional and local transportation systems and directly link to local land uses (commercial and residential corridors). They must facilitate throughput for all modes and support local land use.

Traffic Volume:

40 percent of daily trips on Alameda County roads
carried by 1,200 miles of arterials



Pavement Conditions:

Almost half of locally-managed roadways
rated "excellent or very good"

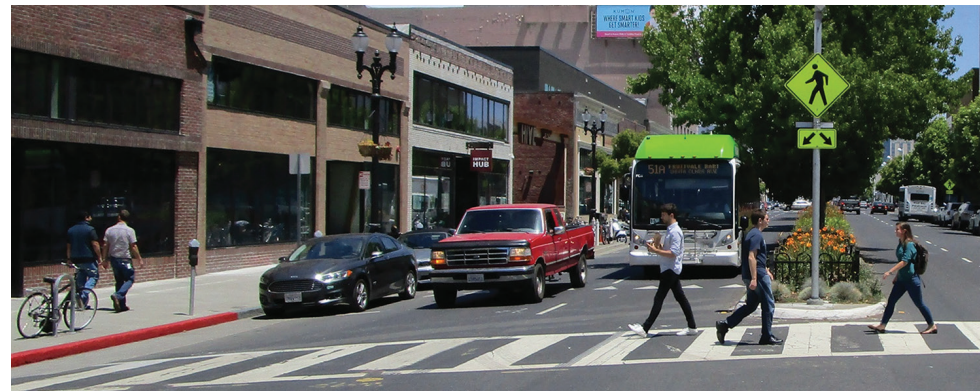
23 percent or almost 850 miles
rated "poor, or failing"



CHALLENGES

Demand for roadway use is rising: Regional economic and population growth have increased demand for goods and services, and a variety of users, including cars, transit, bikes and trucks are competing to access the same roads.

Trip Diversion: Widespread congestion on freeways diverts trips onto adjacent arterials and local roads. The proliferation of wayfinding apps has exacerbated this problem, opening more local roads to cut-through traffic.



OPPORTUNITIES

Complete streets: Consistent with state legislation, every city in Alameda County has adopted complete streets policies, which ensure that all projects, including basic street repaving, will look for opportunities to improve biking, walking and transit.

Multimodal Arterial Plan: The Countywide Multimodal Arterial Plan provides a roadmap for a future with improved mobility for all modes on a continuous and connected network, which can increase the efficiency and throughput of the entire transportation system.

Reducing conflict through design: Thoughtful facility design, operation, and maintenance can increase efficiency by reducing auto and transit delay and improve safety for all modes by reducing the severity of collisions. This promotes public health and creates vibrant local communities.

Advanced technologies: Emerging technologies can improve the operational efficiency of roadways while also supporting alternative

Data sources: 2016 Alameda Countywide Multimodal Arterial Plan, Countywide Travel Demand Model, 2012-2018 LOS Monitoring Reports, National Transit Database FY2007-08 through FY2015-16, Commercial Bus Speeds, Transit Operator Provided Provisional Data FY2016-17, Commercial Bus Speeds, Alameda CTC; MTC Vital Signs 2016, Pavement Condition Index, Metropolitan Transportation Commission; California Department of Transportation, 2016 Annual Average Daily Traffic Data Book.

Alameda County Highways, Arterials, and Major Roads

FACT SHEET

January 2020



Alameda County Roadways: Critical Connectivity for Every Mode



Highways, arterials, and major roads are important connectors for both goods and people making local and regional trips. Many of these roads serve multiple users, including bicycles, pedestrians, cars, public transit, trucks and emergency vehicles. They connect communities to employment, activity centers, and other important destinations.

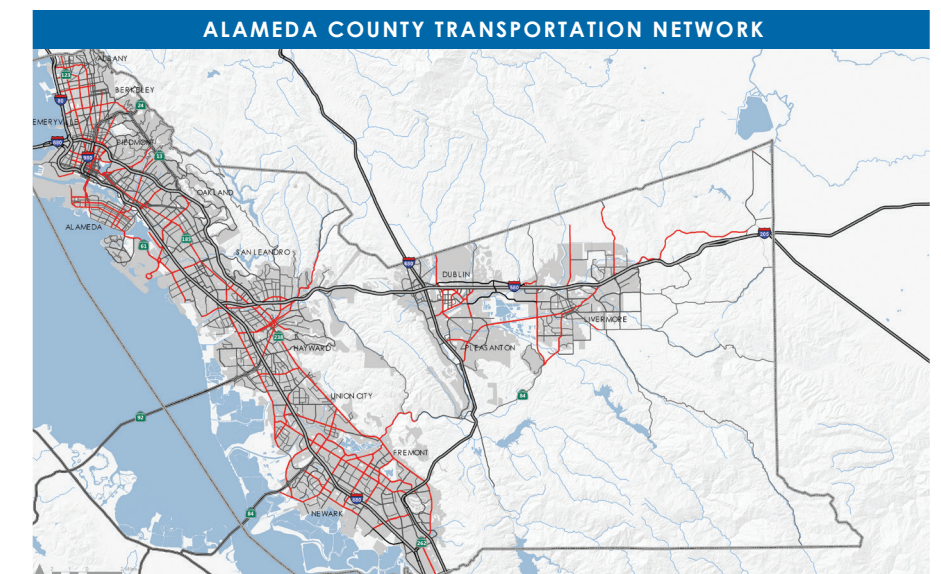
IMPORTANCE OF HIGHWAYS, ARTERIALS, AND MAJOR ROADS

Support all transportation modes: Alameda County's roadway network provides critical connectivity for cyclists, pedestrians, transit riders, trucks and cars.

Provide direct access to housing, employment, and activity centers: Arterials and major roads are the critical link between the regional and local transportation networks. They provide connections to home, work and almost every other destination.

Support growth of jobs and housing: Highways, arterials and major roads support existing land uses, and can provide opportunities to support planned land uses.

Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should have a complete, continuous and connected network available.



At-a-Glance:

3,978 total miles of roadways in Alameda County include:

- 70 miles on 11 highways
- 1,200 miles of arterials and 2,700 miles of major local roads

Alameda County Highway Inventory

Highways	State Route	Cities	Direction	Highway Miles	Peak Daily Volume	Average AM Peak Period Auto Speed*	Average PM Peak Period Auto Speed*
Ashby Ave	SR-13	Berkeley	E/W	3.8	30,500 at Domingo Ave	21.8	16.7
Doolittle Dr, Otis Dr, Broadway, Encinal Ave, Central Ave, Webster St	SR-61	Alameda	N/S	5.7	41,500 at Alameda-San Leandro Bridge	22.3	22.6
42nd Ave	SR-77	Oakland	E/W	0.4	21,800 at I-880	19.2	22.3
Niles Canyon, Thornton Ave, Fremont Ave, Peralta Ave, Mowry Ave	SR-84	Fremont/Pleasanton Livermore/ Unincorporated County	E/W	21.9	71,000 at Thornton Ave/ Paseo Padre Pkwy	34.2	33.9
Foothill Ave, Jackson St	SR-92	Hayward	E/W	3.4	48,000 at Santa Clara St	23.4	18.5
Davis St	SR-112	San Leandro	E/W	1.8	55,000 at I-880	16.3	13.8
San Pablo Ave	SR-123	Albany/Berkeley Emeryville/Oakland	N/S	5.2	27,500 at Alameda/ Contra Costa Line	18.4	15.3
International Blvd/ East 14th	SR-185	Oakland/San Leandro/ Hayward	N/S	9.7	25,500 at 44th Ave	18.7	16.4
Mission Blvd	SR-238	Hayward/Union City/ Fremont	N/S	29.3	32,500 at SR-84	27.1	24.9
Webster/Posey Tubes	SR-260	Alameda/Oakland	N/S	1.4	30,000 on entire route	25.3	26.2
Mission Blvd	SR-262	Fremont	E/W	1.6	78,000 at I-680	31.9	26.5

* Directional miles of LOS-F as defined in Alameda CTC 2018 LOS Monitoring Report page 18.



ARTERIALS AND MAJOR ROADS

Alameda CTC has a designated Congestion Management Program network, which evaluates roadway performance every two years. This information is reported in charts and graphs as part of this fact sheet.



LOCAL ROADS

Local jurisdictions manage a network of about 3,500 miles of roads and report their condition to the Metropolitan Transportation Commission annually, which is captured in the Pavement Condition Index (PCI).

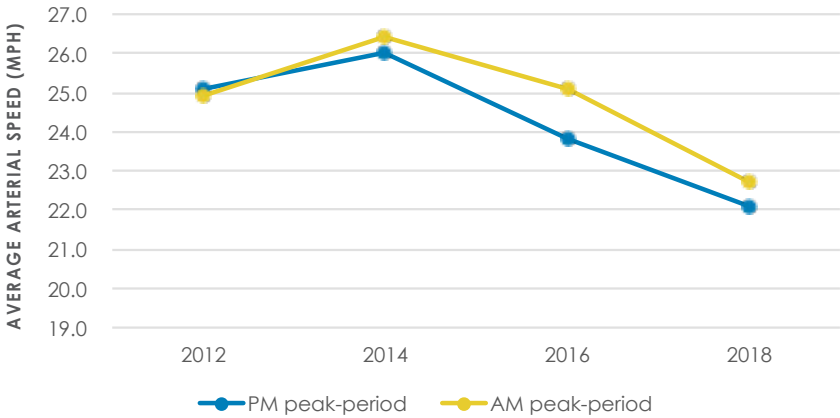
Arterial and Road Performance

In 2018, even as congestion on freeways stabilized, congestion on arterial roads continued to build. This may be the result of chronic congestion on freeways, as motorists seek out new routes using arterial roads.

Auto travel speeds are declining.

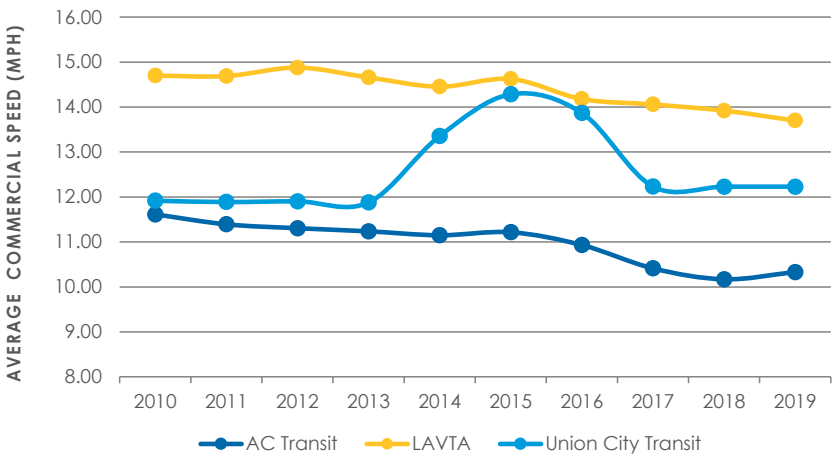
Morning and afternoon peak travel speeds on arterials both decreased about 15 percent in the last four years.

Travel speeds on arterial roads continued to fall in 2018 even as speeds on freeways and highways remained stable.



Bus transit speeds are falling.

Most bus operator' speeds dropped for the third consecutive year. Building congestion on arterial roads has slowed buses and trucks. This has contributed to rising operating costs. In 2019, commercial bus speeds improved for AC Transit for the first time since 2007. However, average speeds for AC Transit and LAVTA are down around 10 percent since 2010.



Road conditions are stable.

Countywide, PCI has remained stable over the last decade, matching the Bay Area average. In 2018, some of the worst performing jurisdictions, Berkeley and Oakland, improved the most.

