



# 2020 Countywide Transportation Plan: Multimodal Strategies

A Presentation to the Alameda County Transportation Commission

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## What is the CTP?

### What

A long-range planning and policy document that guides future transportation decisions for all surface transportation modes and users in Alameda County.

### Vision

Alameda County residents, businesses and visitors 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.



# Review of the 2020 CTP Goals

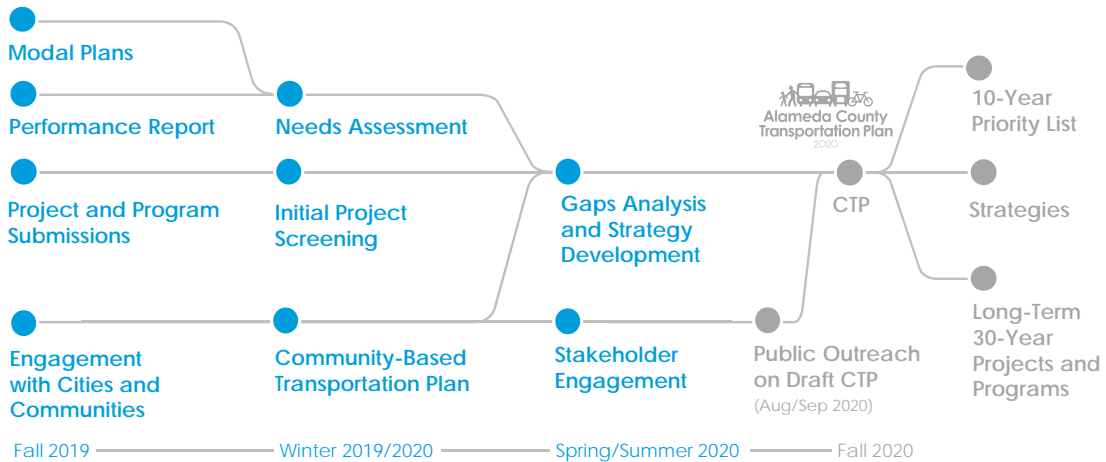
-  Accessible, Affordable and Equitable
-  Safe, Healthy and Sustainable
-  High Quality and Modern Infrastructure
-  Economic Vitality

*Goals  
Adopted by  
Commissioners in  
September 2019*



# Where We Are in the Process

## Plan Development and Public Outreach



# Primary Outcomes of the CTP



## 10-Year Priorities

- Near-term projects that best advance countywide goals and local priorities
- Reinforces multimodal and complete streets corridors
- Programs and ongoing commitments



## Strategies

- Guiding principles to complement projects
- Application of industry best practices
- Inform funding, advocacy, policy, technical assistance, and implementation



## Long-Term Projects

- Long-term 30-year project list submitted to the CTP
- Includes many complete streets projects
- Long-term programmatic investments



# Today's Focus: Multimodal Strategies



## Multimodal Strategy Categories

**Safe Systems Approach** – 4 Strategies

**Complete Corridors Approach** – 9 Strategies



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# Multimodal Strategies

## Safe Systems Approach



Improve Safety on the High-Injury Network



Support Context-Appropriate Speed and Enforcement Policies



Modernize Interchanges for Safer Multimodal Travel



Enhance Safety at At-Grade Rail Crossings



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# Example near-term priority actions

## Safe Systems Approach

- Funding projects on the high-injury network
- Supporting legislation that enables automatic speed enforcement and context sensitive speed limit setting
- Facilitating discussions with Caltrans on expediting multimodal treatments at interchanges
- Implementing the Rail Safety Enhancement Program
- Support implementation of SR2S school site assessments



# Multimodal Strategies

## Complete Corridors Approach (1 of 2)



Improve Bus Frequency, Reliability, Quality, and Travel Time



Manage the Curb to Balance Needs of Multiple Users



Build the Low-Stress Biking and Walking Network



Plan and Deliver Urban Greenways and Trails



# Multimodal Strategies

## Complete Corridors Approach (2 of 2)



Coordinate with Caltrans for Faster Project Advancement and Innovation



Use Technology to Enhance Operations



Support Placemaking and Economic Development



Accommodate Trucks and Truck Parking



Manage the Relationship with Freeways



## Example near-term priority actions

### Complete Corridors Approach

- Lead multi-jurisdictional multimodal corridor projects such as San Pablo Avenue and East 14th/Mission/Fremont Blvd. including development of low-stress bikeways, creative curb management solutions, signal priority, etc.
- Work in partnership on express bus efforts such as the I-580 DAA and Bay Bridge Forward
- Work in partnership to deliver urban greenway and trail projects
- Work closely with transit operators to enhance transit operations



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## COVID-19 Risks and Opportunities

- 📄 Strategies will incorporate COVID-19 risks and opportunities based on what we know as of the finalization of this plan
- ! Example Risks:
  - Transit ridership losses persist
  - Reduced agency budgets
- ✓ Example Opportunities:
  - Expansion of "Slow Streets"
  - Quick build pilot projects



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## Summary of Input from MMC

- Focus on major safety hot spots and high injury network
- Curb management is critical to support business districts
- Support for COVID-19 rapid response program for “slow streets”
- Truck route alignment is a key safety issue on local streets
- Support for bus priority investments and policies
- Complete streets projects must address safe interaction between buses, pedestrians and bicyclists
- Ensure SR2S addresses biking, walking and transit
- Pilot free fares for transit, specifically on East Bay BRT



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## Next Steps



Incorporate  
Feedback



Present  
Updates to  
Commission  
(July)



Prepare  
Draft Plan



Outreach  
on Draft  
Plan



Final Plan  
Adoption



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## Discussion

- Are there other priority strategies that pertain to a Safe Systems or Complete Streets approach that are missing?
- Are there any refinements to these strategies or actions that would make them more relevant to your jurisdiction or agency?



# Thank You

For more information, visit  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)