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

- Modal Plans
- Performance Report
- Needs Assessment
- Initial Project Screening
- Gaps Analysis and Strategy Development
- Community-Based Transportation Plan
- Stakeholder Engagement
- Public Outreach on Draft CTP (Aug/Sep 2020)

- 10-Year Priority List
- Strategies
- Long-Term 30-Year Projects and Programs

- Fall 2019
- Winter 2019/2020
- Spring/Summer 2020
- Fall 2020
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
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

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

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**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

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
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

Next Steps

- Incorporate Feedback
- Present Updates to Commission (July)
- Prepare Draft Plan
- Outreach on Draft Plan
- Final Plan Adoption
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?