



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Alameda County VMT Reduction Estimator-Approach to Tool Development



A presentation to the Alameda County Technical Advisory Committee
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October 8, 2020

FEHR PEERS

Presentation Overview

- SB 743 Background
- Why Customizing the SANDAG Tool
- Strategies Survey
- Proposed Approach for Tool Development
- Stakeholder Input
- Phase I Wrap Up-SANDAG Tool Analysis and Recommended Approach for developing the Alameda County VMT Reduction Calculator Tool
- Next Steps – Begin Alameda County Tool Development as Phase II



SB 743 Timeline



SB 743 Legislative Intent:

Balance desire for local congestion management with state’s goals for:

- Encouraging infill development
- Improving public health through active transportation
- Reducing greenhouse gas emissions



Alameda CTC has been engaged in the process since 2013

Alameda County VMT Maps and Tables

- VMT Maps and Tables per Capita and per Employee at the TAZ level
- Countywide and by Planning Area
- Available on Alameda CTC website:
<https://www.alamedactc.org/planning/congestion-management-program/>



Why Customizing the SANDAG Tool?

- **Easy to Use**

- Straightforward workflow
- Documentation included within tool itself
- Incorporates SANDAG regional travel model outputs

- **Highly Defensible**

- Tool contains only VMT reduction strategies with very strong supporting evidence
- Supporting evidence reference included within tool itself

- **Well Documented**

- Inline documentation and research citations
- Complemented by an accompanying Mobility Management Guidebook



Considerations for Customizing the Tool for Alameda County

- **Range of Strategies**

- Few strategies in tool are available for projects where most trips are made by non-employees (e.g. residential, hotel, school, entertainment)
- Need to balance flexibility with defensibility

- **Geographic Sensitivity**

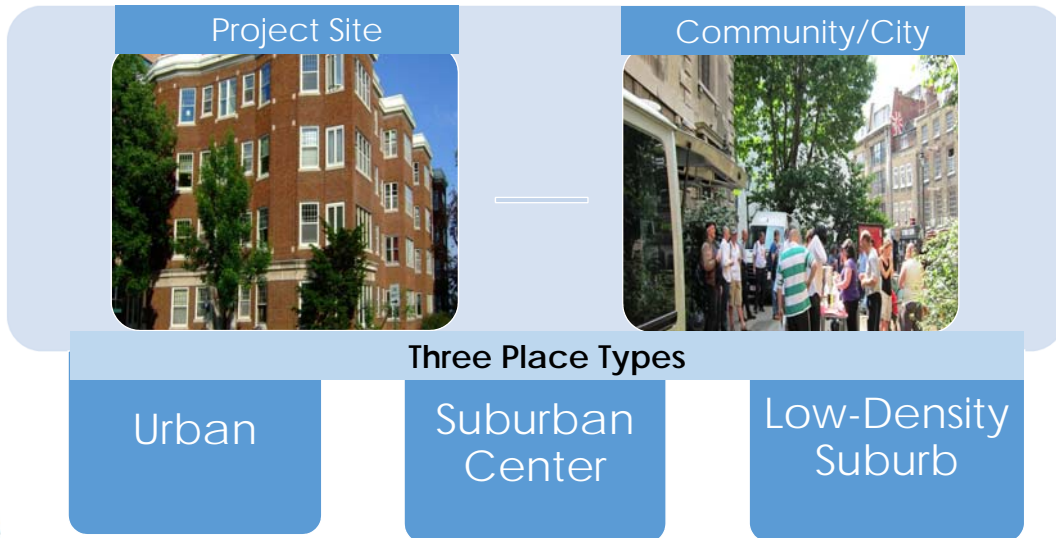
- Strategies' effectiveness can vary by place type and/or jurisdiction
- Need to clearly indicate which strategies are geographically sensitive

- **Scale of Strategies**

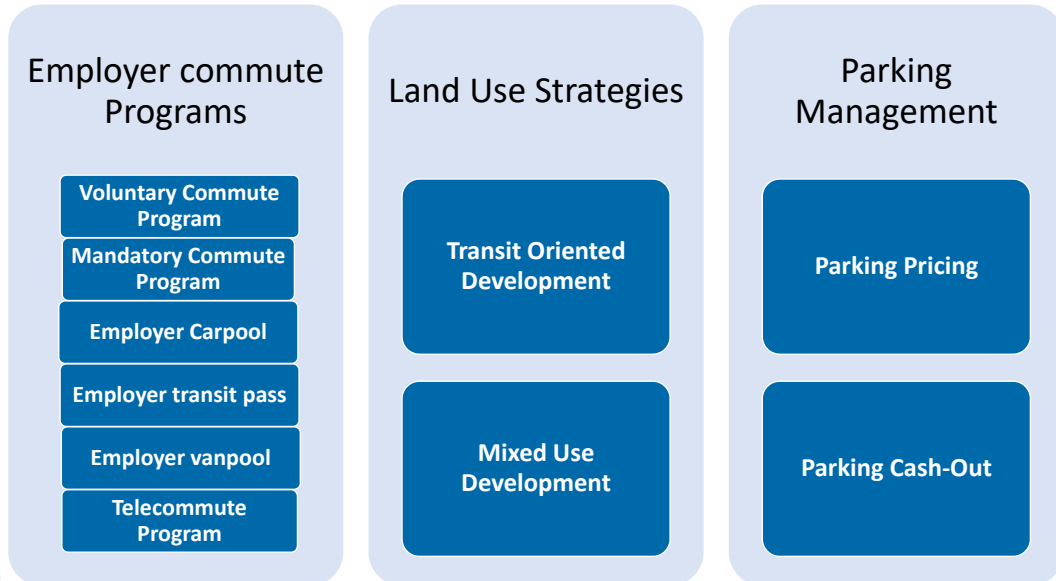
- SANDAG tool distinguishes between project-level and community-level strategies
- Some large projects may be able to implement strategies at multiple geographic scales



SANDAG Geographic Scales



SANDAG Tool-Project Level Strategies



SANDAG Tool-City/Community Level Strategies

Neighborhood Enhancement

Street Connectivity

Pedestrian Facility Improvements

Bikeway Network Expansion

Bike Facility Improvement

Bikeshare

Carshare

Community Based Travel Planning

Transit Strategies

Transit Service Expansion

Transit Frequency Improvements

Transit Supportive Treatments

Transit Fare Reduction

Micro-transit NEV Shuttle



VMT Reduction Strategies Survey for Alameda County

- July 2020
- ACTAC and SB 743 Working Group
- 11 Strategies
- 12 responses

SURVEY STRATEGIES

- Increase Development Density
- Integrate Affordable and Below Market Rate Housing
- Provide Neighborhood Traffic Calming Measures
- Eliminate Free Street Parking on Residential Streets
- Limit Parking Supply
- Provide Bike Parking
- Provide End-of-trip Bike Facility
- Commute Trip Reduction/Marketing Education
- Subsidized or Discounted Transit Program
- Provide Employees Commuter Benefits
- Implement a School Pool Program



Recommended Additional Strategies

Survey Strategies

- Increase Development Density
- Integrate Affordable and Below Market Rate Housing
- Provide Neighborhood Traffic Calming Measures
- Eliminate Free Street Parking on Residential Streets
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Recommended Additional Strategies

- Subsidized or Discounted Transit Program
- Provide Neighborhood Traffic Calming Measures
- Integrate Affordable and Below Market Rate Housing
- Increase Development Density
- Provide End of Trip Bike Facilities
- Provide Bike Parking



Recommendations for Alameda County Tool

Presented to the Alameda CTC SB743 Working Group—September 6, 2020

- VMT Reduction Strategies
 - Maintain SANDAG VMT Reduction Strategies plus 6 Recommended Additional Strategies
- Geographic Sensitivity
 - Maintain the place types of the SANDAG Tool
 - Use Alameda County model data to define the boundaries of these place types in Alameda County
- VMT Measurement and Reporting
 - Link Alameda CTC VMT zone level calculations to the Alameda County Tool and ensure that units are consistent
 - Present VMT calculations as a range



Alameda CTC SB743 Working Group Feedback

September 6 2020 to September 16, 2020

- Strategies
 - Add Reducing Parking Supply or Unbundling parking, Transit Passes, SR2S programs
 - Some proposed additional strategies are same as SANDAG's but need only to expand the non-employee VMT
 - Expand High Frequency Transit strategy in the SANDAGA Tool to include Bus Transit
 - Include Transit Pass and Shuttle Strategies
 - Alternative tool design strategies can be used to integrate City and Community level VMT reduction effects.
- Other Comments
 - Better define two of the SANDAG Strategies in terms of what they measure:
 - Bike Facility Improvement
 - Transit Supportive Improvements
 - Flexibility to test certain strategies using the Alameda County Travel Model



Stakeholder Input

SB743 WG

- Input on SANDAG VMT Tool Analysis (June 2020)
- Input on Strategies Survey (July 2020)
- Input on VMT Development Approach (September 2020)

ACTAC

- Input on Strategies Survey (July 2020)
- Input on VMT Development Approach
- **Due October 20, 2020**



Schedule and Next Steps

Phase I – Tool Development Wrap-up

- ACTAC Presentation: October 8, 2020
- Comments from ACTAC: Due October 20, 2020

Phase II – Tool Development

- Initiation: November 2020
- Tool customization: December 2020- February 2021
- Alpha Testing: March 2021
- Beta Testing: April 2021
- Design Document: June 2021



Thank You

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