Countywide Multimodal Arterial Plan
Improving multimodal mobility for better economic, health and environmental outcomes
Presentation Overview

• Multimodal Arterial Plan Purpose
• Plan Framework
• Key Concepts
  ✓ Typology
  ✓ Modal Priority
• Needs Assessment and Process Overview
• Schedule
Alameda County and Arterials

• Geographic center of the Bay Area region

• Experiences most congestion in the region

• Arterials provide the opportunity for improving multimodal travel options better connecting land use
  • Provide regional/local access to the state highway system
  • Provide multimodal access within and around communities and employment centers
  • Support economic development within communities
Why Arterial Plan?

• Future of Alameda County by 2040:
  ✓ 31% growth in population
  ✓ 40% growth in employment
  ✓ 100% increase in proportion of seniors (age 65+)
  ✓ 18% households with no vehicle

• The Countywide Multimodal Arterial Plan is a countywide complete streets plan that integrates all transportation modes, land use, and technology in defining investments strategies for the county’s major arterials
Project Framework

- Jurisdiction/partner agency participation and buy-in

- Coordination with:
  - Countywide Transit Plan
  - Goods Movement Plan

- Reliable macro-level analysis
Arterial Plan Overview

**Milestone One**
- Create Vision and Goals
- Develop Performance Measures
- Identify Study Network

**Milestone Two**
- Create Roadway Typologies
- Identify Modal Priorities
- Identify Performance Objectives

**Milestone Three**
- Identify Network Needs
- Develop Recommended Improvements
- Confirm and Finalize Preferred Improvements
- Identify Short-term and Long-term Improvements

**Schedule**
- 2014
  - Aug
  - Sep
  - Oct
  - Nov
  - Dec
  - Jan
  - Feb
  - Mar
- 2015
  - Apr
  - May
  - Jun
  - Jul
  - Aug
  - Sep
  - Oct
- 2016
  - Nov
  - Dec
  - Jan
  - Feb
  - Mar
  - Apr
  - May
  - Jun
Why Typology?

- Framework provides the foundation for defining the Complete Streets network
- Reflects:
  - How streets function for all users
  - Relationship between streets & buildings fronting onto them
- Expands considerations:
  - Balances needs of all users
  - Defines a complete streets network
Typology – Key Components

- Auto Function
- Multimodal Networks
- Land Use
Typology Development

- Following mapping overlays were developed:
  - Land use
  - Auto function
  - Modal emphasis overlays – Transit, Bike, Pedestrian and Goods Movement

- Overlays applied to Study Network
  - Study Network represents major arterials and collectors across the county (about 1,200 miles of roadway)

- Overlays provide basis for identifying Arterials of Countywide Significance (Arterial Network)
Typology Framework
# Multimodal Network Overlays

<table>
<thead>
<tr>
<th>Transit</th>
<th>Bicycles</th>
<th>Pedestrians</th>
<th>Goods Movement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level &amp; Reliability of Transit</td>
<td>Comfort Level for People Cycling</td>
<td>Pedestrian Activity Level</td>
<td>Needs &amp; Volume of Trucks</td>
</tr>
<tr>
<td>Major Corridors</td>
<td>Class I: bicycle &amp; multiuse paths</td>
<td>High Pedestrian Emphasis</td>
<td>Tier 1 Freeways/Expressways</td>
</tr>
<tr>
<td>BRT and Similar Corridors</td>
<td>Class IV: cycle tracks &amp; similar facilities</td>
<td>More intensity &amp; mix use; high transit choice &amp; service level; low auto ownership</td>
<td>Tier 2 intra-county and intercity connectivity</td>
</tr>
<tr>
<td>Cross Town Routes</td>
<td>Class II Enhanced: buffered bicycle lanes</td>
<td>Medium Pedestrian Emphasis</td>
<td>Tier 3 designated routes for local pickup and delivery</td>
</tr>
<tr>
<td>High Capacity Service</td>
<td>Class II: bicycle lanes</td>
<td>Low Pedestrian Emphasis</td>
<td></td>
</tr>
<tr>
<td>Local Routes</td>
<td>Class III Enhanced: bike boulevards &amp; similar enhanced bike routes</td>
<td>Less intensity &amp; single use; local or no transit; high auto ownership</td>
<td></td>
</tr>
<tr>
<td>Class III: bike routes</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Modal Priority

- Method for balancing modes
- Informs needs assessment and recommended improvements

Land Use Context Type + Auto Function + Multimodal Function = Initial Modal Priorities
Improvements Driven by Needs

Source: CD+A, prepared for VTA
Improvements Driven by Needs

High Priority

High Priority

Mid Priority

Mid Priority

Mid Priority

Source: CD+A, prepared for VTA
Modal Priorities
Needs Assessment

- Modal priorities inform Study Network needs assessment for each mode.
- Existing and future year (2020 and 2040) transportation conditions for each mode assessed by applying approved performance measures.
- Study Network needs for each mode are identified by applying thresholds to performance measure results.
Preferred Improvements

- Recommended improvements will be identified to adequately address network needs for each mode.
- Focused ITS Strategies including Institutional Coordination will be developed.
- Project team will meet with stakeholder agencies individually to develop set of preferred improvements.
Next Steps

• Needs Assessment – December 2015/January 2016
• Public Workshops – January 2016
• Recommended Improvements – February 2016
• Individual Meetings with Jurisdictions – January/February 2016
• Plan Adoption – May/June 2016
Questions?
Typology – South County Example

Other Mapping Overlays:
- Tier 2 Goods Movement Route
- Class II Bike Lanes
- Local Transit Route

Mission Blvd between Fremont City Limit and I-680 (Fremont)
Modal Priority – South County Example

Mission Blvd between Fremont City Limit and I-680 (Fremont)

High Priority
Mid Priority
Mid Priority
Low Priority
Low Priority