Introduction to Briefing Book & Transportation Needs

Presented to TAWG January 4, 2011
Presented CAWG January 6, 2011
Presentation Overview

- Briefing Book
- Transportation Needs in Alameda County
- Potential projects and programs
- Input from TAWG/CAWG on needs and projects/programs
In order to:
- Identify needs
- Prioritize programs and projects to meet needs...

Must understand system in all its facets!
- Multi-modal
- Complex
CHAPTER 1. INTRODUCTION

The 2012 Countywide Transportation Plan (CWTP) and potential Transportation Expenditure Plan (TEP) are being developed at a time of substantial change in transportation policy at the federal, state and regional levels, as well as a time of great economic uncertainty. The challenges presented by new and updated regulatory frameworks including the implementation of SB 375 and AB 32, which are designed to promote sustainability and reduce carbon emissions from transportation sources; the impacts of a multimodal regional transportation plan based on MTC’s goals of “economy, environment and equity” and a funding framework that has yet to be resolved at the federal and state levels, creates a climate that is both challenging and opportunity for reimagining mobility for the coming decades. While the environment is uncertain, it is clear that we are in the midst of a lasting and profound period of change and that continuing our investments on a “straight line” into the future is neither viable nor sustainable. This Briefing Book provides an initial framework for moving forward with development of the 2012 Alameda Countywide Transportation Plan. It serves as an overview of existing transportation conditions in Alameda County and a brief look into the future to see what the coming decades hold for Alameda County.
Chapters
1. Introduction/Summary
2. Demographics/Travel Demand
3. Land Use and GRG
4. Highways/Roads/TSM
5. Transit
6. Accessibility Programs
7. Biking
8. Pedestrian Travel
9. Goods Movement
10. Parking and TDM
11. Funding and Financial Outlook
12. Project Status Chart
Needs: Overview

- Balancing Act:
  - Between Modes
  - Between Planning Areas
  - Maintenance vs. Expansion
  - Current Needs vs. Future Needs
Needs: Highways & Roads

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<th>Alameda</th>
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<td>Need</td>
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<td>Revenues</td>
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FIGURE 1: TOP TEN CONGESTED FREEWAY CORRIDORS IN ALAMEDA COUNTY 2009

1. WB I-80, SR-4 to Bay Bridge (am)
2. EB I-580, I-680 to west of El Charro (pm)
3. WB I-580, west of North Flynn to west of Airway (am)
4. EB SR-92, Clawter to I-880 (pm)
5. EB I-80, 5th Street in San Francisco to Powell (pm)
6. WB I-80, toll plaza to 5th Street (pm)
7. EB I-80, I-580 to Gilman (pm)
8. NB I-80, West Grand to Maritime (am)
9. EB SR-24, east of Telegraph to Caldecott Tunnel (pm)
10. SB I-880, north of Fremont Boulevard to south of SR-262 (am)

Data Sources: Alameda County ESR, MTC 2009
Proposed Projects: Highways & Roads

- I-580 / I-680 interchange
- SR-84 Widening
- I-880 / SR-84 interchanges
- Expanded HOT lane network
- Expanded SMART corridors
- I-80 and I-880 integrated corridor mobility (ICM)
Needs: Transportation System Management (TSM)
Some ideas of how to integrate Parking/TDM into CWTP

- Fund Purchase of New Parking Technology
- Incentivize policy changes through grants
- Fund training programs, technical assistance and symposia on best practices
- Work with private sector (e.g. employers) to provide shuttles and TDM programs
Needs: Public Transit

- Financial Sustainability
- Increasing Demand
- Cost-Effective Solutions
- Expansion versus Sustaining/Enhancing Current Services
- Connectivity
$8 billion region-wide transit operating deficit
- 2010- Severe AC Transit service cuts
- 2009- AC Transit fares raised
- March 2011 – additional AC Transit service cuts under consideration
- BART: $5.8 billion, 25-year capital deficit
Needs: Accessible Transportation

- Enhanced Public Transit
- Enhanced Paratransit Service
- Safe Pedestrian Environment
- Connectivity
- Information
- Affordability
Needs: Bike and Pedestrian

- Physical Barriers
- Connectivity Gaps
- Safety
- Potential Projects:
  - Complete Bay Trail
  - East Bay Greenway
  - Iron Horse Trail
  - Alameda Creek Bridge
Needs: Goods Movement

- Recurrent congestion
- Increased competition
- More conflicts between freight needs and passenger vehicle needs

Potential Projects:
- Altamont Pass – truck climbing lane
- Oakland Trade & Industry Center (OTIC)
- Maritime Air Quality Improvement Plan (MAQIP)
- Truck parking management
THANK YOU!

QUESTIONS?