

UNION CITY GENERAL PLAN UPDATE

Transportation Status Report
Item VII.a

Presented by



April 26, 2016








Discussion Topics

- **Progress Update**
- **Basic Transportation Metrics**
- **Key Findings**
- **CEQA Law Changes (SB 743)**
- **Implications of Work to Date**






Progress Update

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- **Document Existing Conditions**
 - Traffic Counts, Roadway Configurations, Transit Options, etc..
 - **Initial Calibrate Alameda County Model**
 - **Land Use Alternatives Analysis – “WE ARE HERE”**
 - Focus on Macro, Big Picture, Major Trends
 - **Future Roadmap**
 - City will Select/Refine Preferred Land Use
 - Conduct CEQA Evaluation of Traffic Impacts
 - Develop General Plan Policies



Definitions

- **Trip = One way event**
 - **Level of Service**
 - For specific Roadway Segments and Intersections
 - Letter Grade for Quality of Operation
 - A = Best, F = Worst (over capacity)
 - **Alameda County Travel Demand Forecast Model**
 - Primary tool used for long range planning
 - Includes all major roads, transit, and land uses in Bay Area
 - Consistent with “One Bay Area” plan which concentrates dense land uses around transit
 - Horizon Year is 2040 (UCGP + Regional Growth)
 - Next 25 years = 600k new HH and 1.1 million new Jobs in Bay Area
 - Minimize travel time for all trips by iterating to the optimal solution
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Definitions - VMT



- **Vehicle Miles Traveled (VMT)**

- # Trips generated by a land use x length of trips, or
- # Trips on a roadway segment x segment length



- **Example**

- 10 single family homes
- 100 vehicle trips/day
- Average trip length = 13 miles
- $VMT = 100 \times 13 = 1,300$ trip-miles



- **Measures Overall Roadway Use**

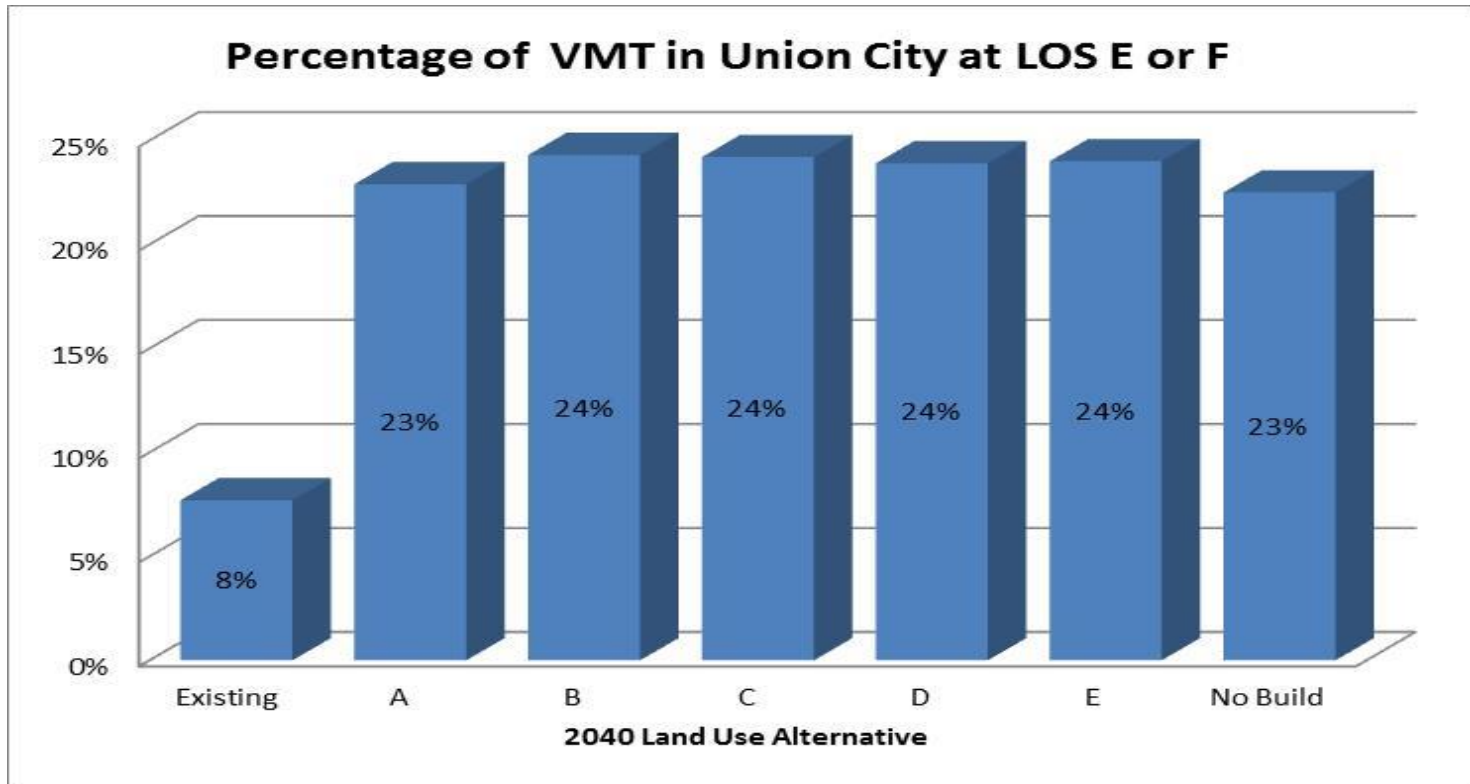
Key Findings: The Problem is Regional

Daily Work-Related Trips

Direction	2015		Alternative A		Alternative B		Alternative C		Alternative D		Alternative E	
	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%
Internal	5,121	7%	6,368	7%	5,884	7%	6,527	7%	6,124	7%	6,589	7%
Outbound	45,547	62%	49,265	57%	53,440	63%	56,333	63%	50,880	59%	50,699	57%
Inbound	22,442	31%	31,382	36%	25,755	30%	27,212	30%	28,874	34%	31,319	35%
Total	73,110	100%	87,015	100%	85,079	100%	90,072	100%	85,878	100%	88,607	100%

- **Only 7% of commute trips are internal**
 - If work in Union City = most likely live elsewhere
 - If live in Union City = most likely work elsewhere
 - Not unusual in the Bay Area
- **Total commute trips similar between alternatives**

Key Findings: The Problem is Regional



- All alternatives produce similar result
- No Development = Same Congestion

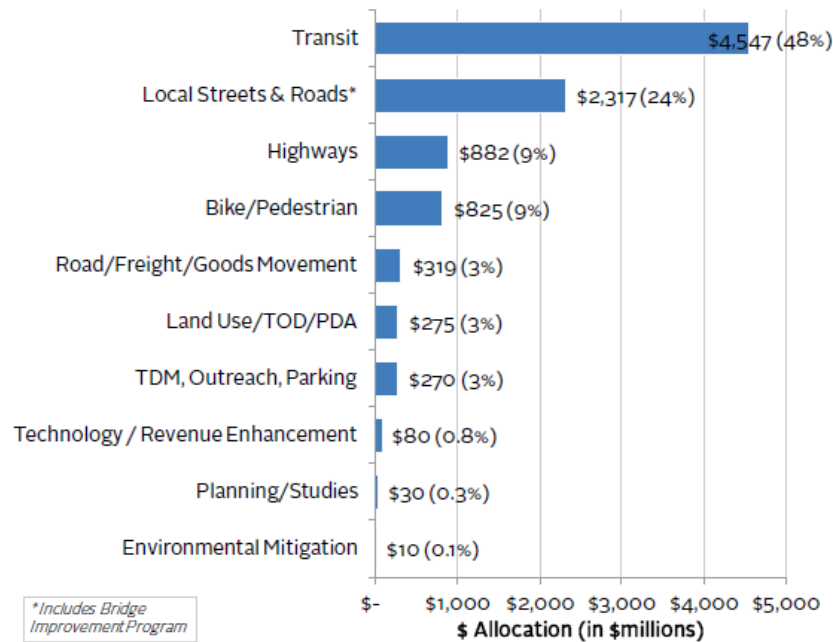
Key Findings: The Problem is Regional



- Caused by (1) regional increases in jobs/housing and (2) Union City's location
- I-880 over capacity, spillover to parallel routes
- No plans for major I-880 widening (spot improvements: HOT lane conversions, auxiliary lanes, interchange improvements)
- Implications for widening Union City Boulevard – Much of the benefits go to regional cut-through traffic
- E/W connector necessary to relieve congestion on Decoto Road (in Countywide model)

Shifting Regional Priorities

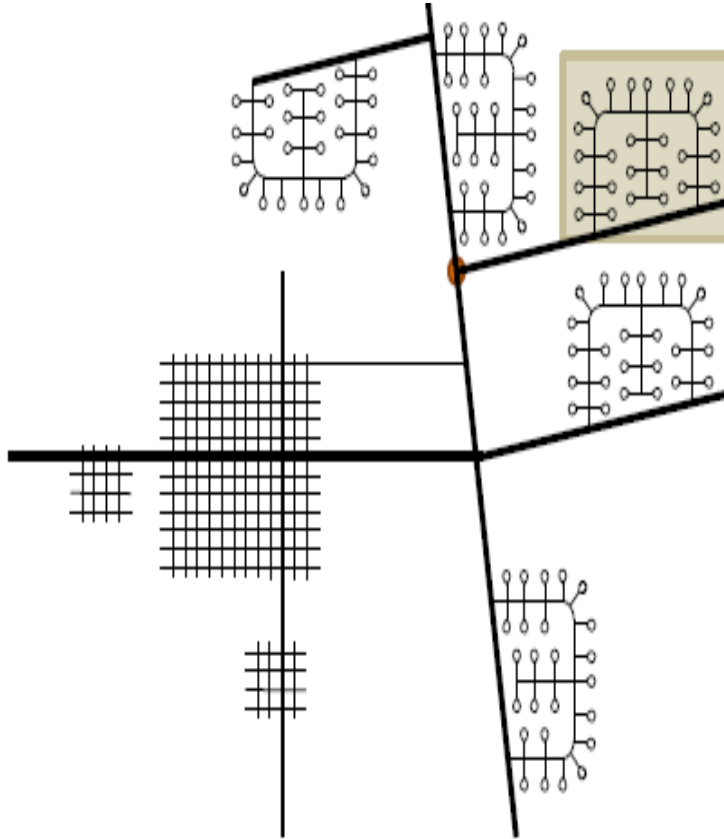
Figure 6-9 Projects and Program Allocations, by Funding Category



Source: Countywide Transportation Plan, 2012

- **Highway Projects seen as:**
 - Auto-Inducing “un-green”
 - “Can’t build our way out”
 - Expensive
 - Subject to Opposition
- **Transportation Planning shifting to:**
 - Non-Auto Options (Transit, Biking, Walking)
 - Reduce Auto trips at source “TDM”

Changing CEQA Law (SB 743)



Source: Governor's Office of Planning and Research Feb 22, 2016 Presentation

- **Shift from LOS to VMT**
 - Location specific LOS promotes long trips and spread out land uses
 - Minimizing VMT promote dense land uses & short trips
 - LOS punishes infill, last in development
- **Roadway Widening = CEQA Adverse Impact**
 - Auto trip inducing
- **Guidelines Still in Flux**
 - New projects need to achieve a 15% reduction in VMT relative to regional average
 - Law goes into effect in 2016 or 2017, with 2 year grace period

Focus Area Summary

Bottom Line for Transportation

Greater Station District

Alternative	Net Jobs	Net Housing	Trip Generation
A	6004	937	High
B1	3258	1722	Med
B2	-232	2201	Low
B3	1782	6199	High
C	6440	1426	High

Union City Blvd

Alternative	Net Jobs	Net Housing	Trip Generation
A	348	0	Low
B	114	370	Low
C1	487	218	Med
C2	1536	171	High
D	-319	815	Low

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Alternative	Net Jobs	Net Housing	Trip Generation
A	180	0	Low
B	-14	431	High
C	181	41	Low
D1	182	24	Low
D2	199	24	Low

- **Select high density alternative to make use of BART Station**
- **Select any alternative, unused capacity on UCB will be occupied by regional traffic**
- **Select any alternative, trip generation difference negligible**



Recap

- **All UCGPU land use alternatives produce similar traffic congestion results**
 - Except for Greater Station District area, transportation not the determining factor for focus area land uses
- **Traffic congestion is a regional problem**
 - Regional traffic will use excess roadway capacity on local streets
 - No easy solutions on a Citywide level
- **Regional Planning is shifting away from freeway widening**
- **CEQA law is shifting away from roadway improvements as mitigation**

Moving Forward - Things to Consider

- **Dense land uses around BART**
 - Up to 25% VMT reduction for uses within ½ mile of BART in Union City
- **Improvements to Transit Service**
 - Identify potential changes to routes
- **Emphasis on complete streets**
 - Comfortable, pleasant to walk or bike
 - Sidewalks, bike lanes, accessible/comfortable transit stops, frequent crossing opportunities, curb extensions, median islands, narrower travel lanes
- **Requiring TDM programs for new development**
 - TDM Programs/Improvements designed to reduce trips at the source (examples include subsidized transit passes, unbundling parking, good pedestrian/bike connectivity, bike lockers/showers, carpool programs, etc..)
 - Many Bay Area Cities establishing TDM goals for new development, requirements range from 20% – 30% trip reduction
 - Annually Monitored using driveway counts
- **Spot roadway improvements**
 - Removing bottlenecks, adding turn pockets, improving signal timing
- **All new development perform transportation impact analyses**





Questions and Comments!