



City of Alameda Street Classifications

Transportation Commission
November 16, 2022







Process and Schedule

- **November 2021:** General Plan update adopted with new Mobility Element. 2009 "Street Classification System" remained as-is.
- **Spring 2022:** City policy review, peer agency review, internal discussions, and draft classifications with memo
- **July 11, 2022:** Subcommittee Review #2
- **September:** Draft maps and General Plan Amendment development
- **November 1, 2022:** Subcommittee Review #2
- **Today:** Transportation Commission public hearing
- **December:** Planning Board review
- **January or February 2023:** City Council Approval

Goals of the 2022 Updates



-  Support general plan focus on transportation safety for all users on all streets
-  Align with other policy documents including the draft ATP
-  Simplify to make the classifications more useful for staff and decision makers
-  Integrate with design standards used by staff, consultants, and developers to support design decisions

Draft 2022 Classifications



- **Main Street**
 - **Gateway Street**
 - **Business Commercial Street**
 - **Neighborhood Connector Street**
 - Neighborhood Local Street
- } Classifications with citywide circulation purpose

Sample Design Standards



Neighborhood Connector Street	
Caltrans Functional Classification	Principal Arterial, Minor Arterial or Collector
Travel Lanes per Direction	1 or 2
Lane Width	10 feet. If the street is a Truck Route or Transit Route, 11' feet with adequate turning radius at intersections.
Target Maximum Design Speed	25 mph
Traffic Volumes	4,000-18,000 ADT

- Starting point for designers
- Sets expectations with some flexibility
- Uses policies from approved Mobility Element

Street Classifications Map



Transit Streets Map



Truck Route Map



Staff Recommendation



That the Transportation Commission recommend the Street Classification Appendix to the Planning Board and City Council