



City of Tracy Transportation Master Plan Public Outreach

March 31, 2022

Objectives of the 2022 Transportation Master Plan (TMP)

1. Implement General Plan Circulation Element
2. Plan the future transportation system
3. Establish a framework for financial resources
4. Guide the development of transportation infrastructure
5. Facilitate a multi-modal road network that includes pedestrian and bicycle facilities.
6. Establish Vehicle Miles Travelled (VMT) as the primary measure of effectiveness for determining transportation impacts per SB 743.
7. Establish VMT mitigation through Transportation Demand Management (TDM) & VMT Banking Fee Program
8. TMP includes technology (Intelligent Transportation Systems), bridges, culverts, and rail crossings
9. Develop a comprehensive Mobility Hub system (including Park-and-Ride) that supports multimodal travel
10. Provides a nexus for a Traffic Impact Fee Program
11. Provide cross-sections for new roadways – this section has been updated from the 2012 TMP.

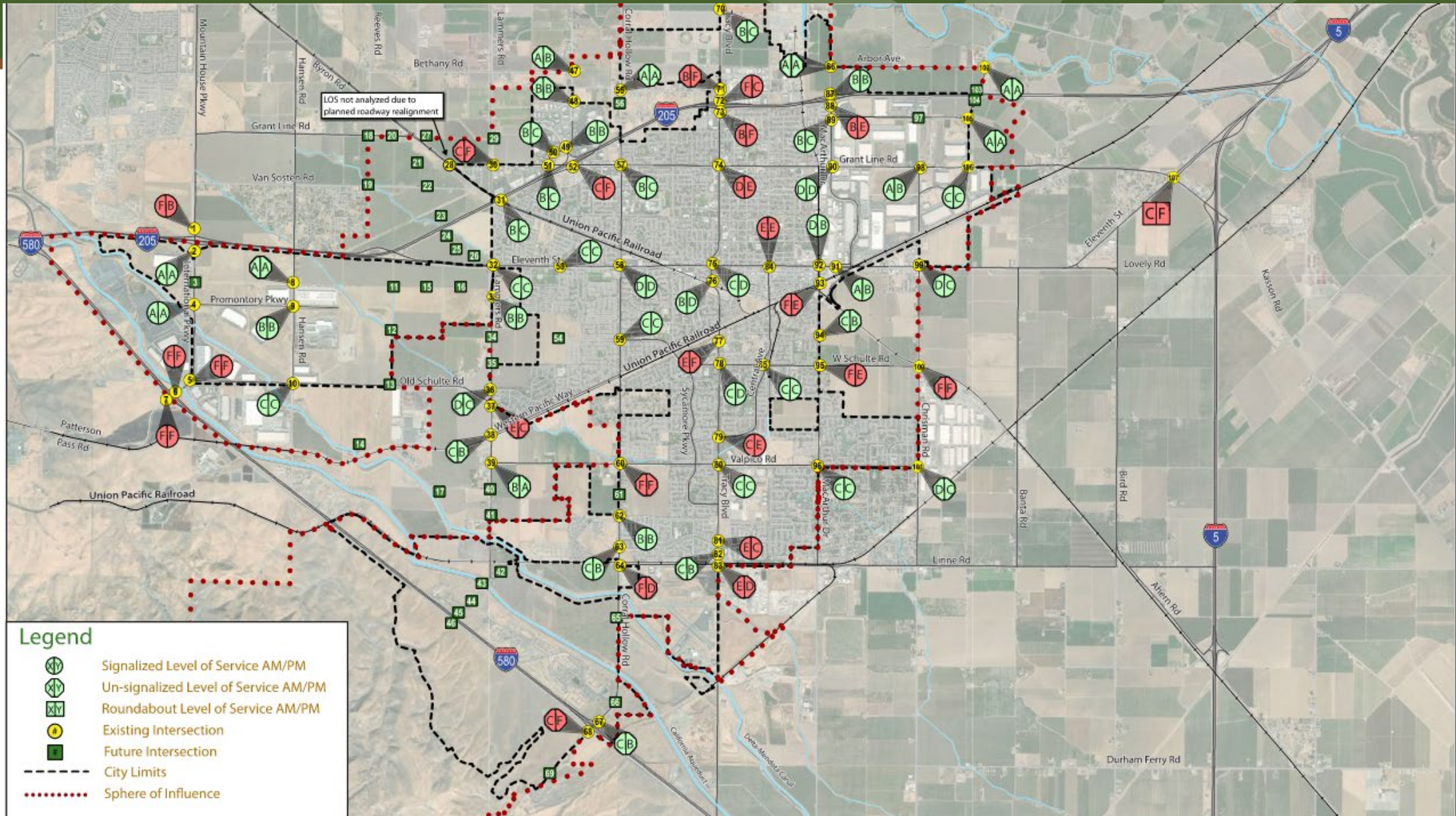


Development of the TMP

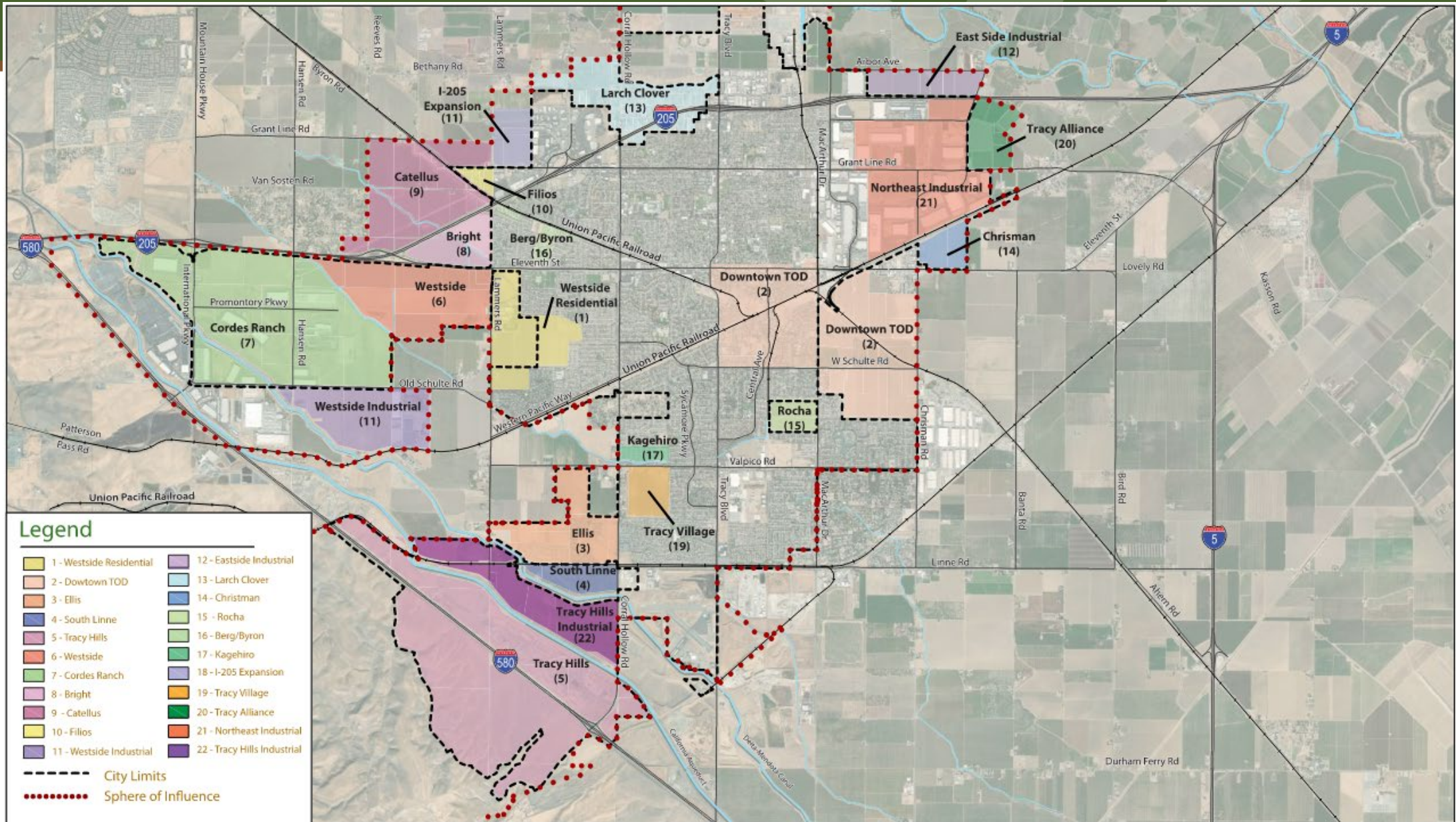
1. Existing Conditions Base Network
2. Forecast Horizon Year Conditions
3. Tracy VMT Analysis
4. Assess Horizon Year Roadway Network Conditions
5. Identify Horizon Year Roadway Infrastructure Improvements
6. Identify Capital Costs



Existing Level Of Service (LOS)

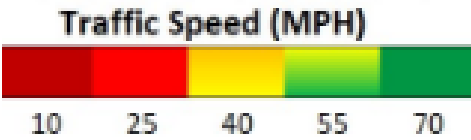
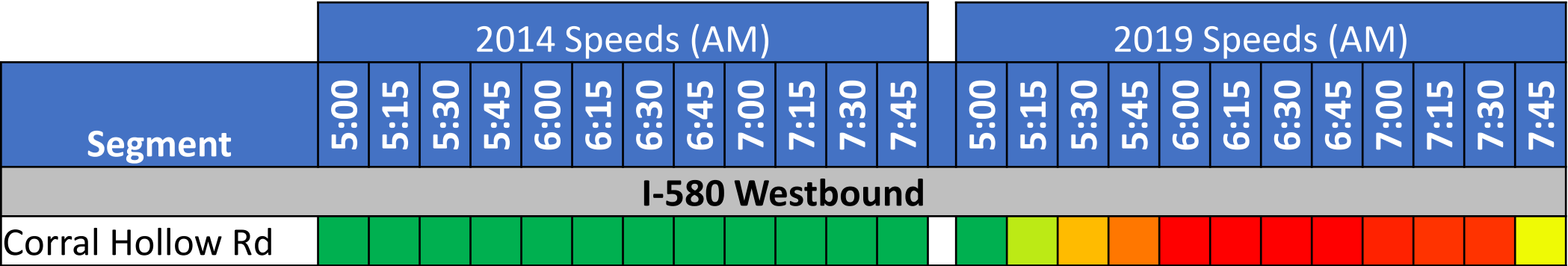
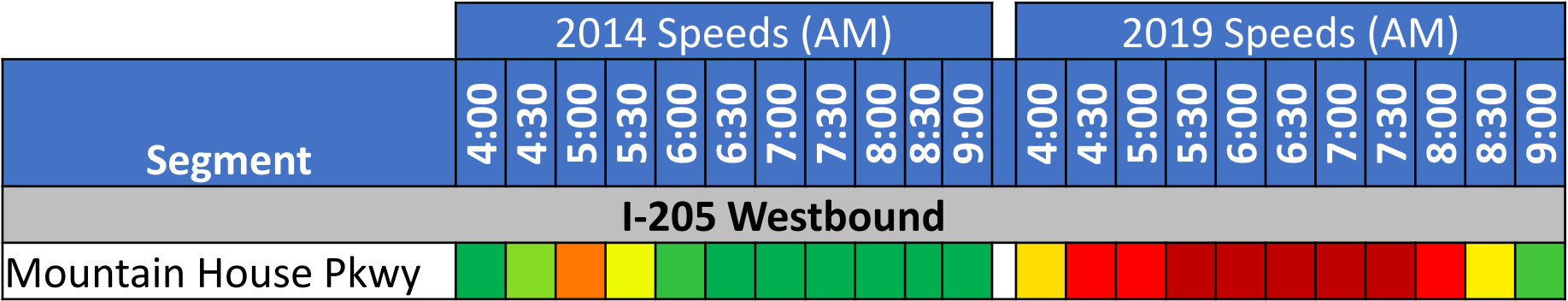


Future Land Use Map

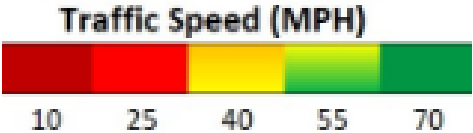
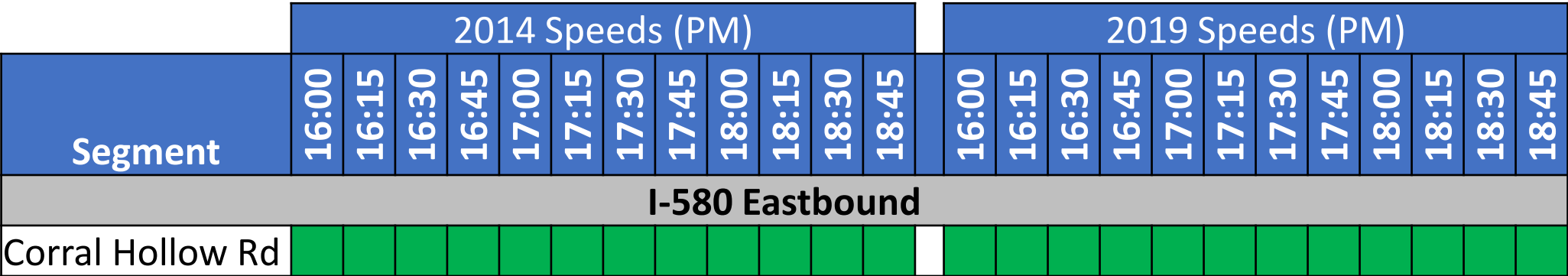
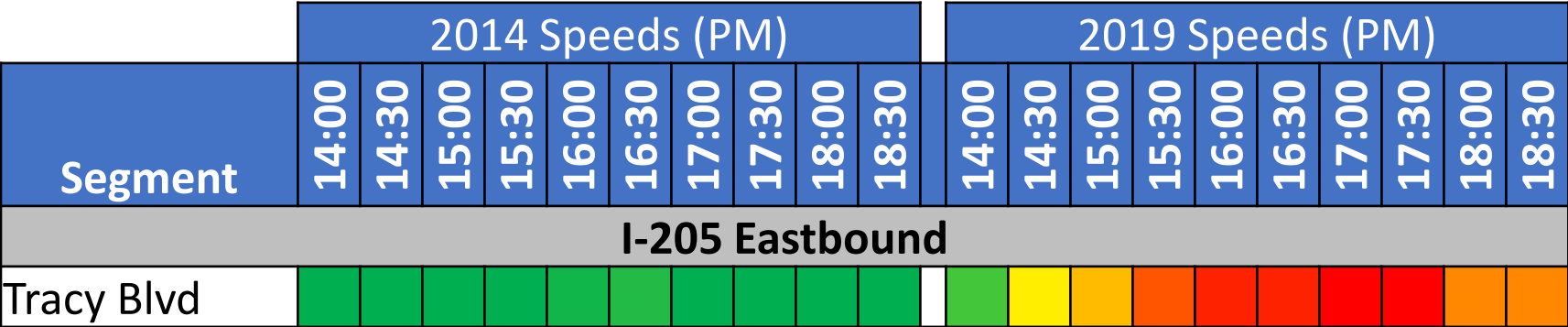


Think Inside the Triangle™

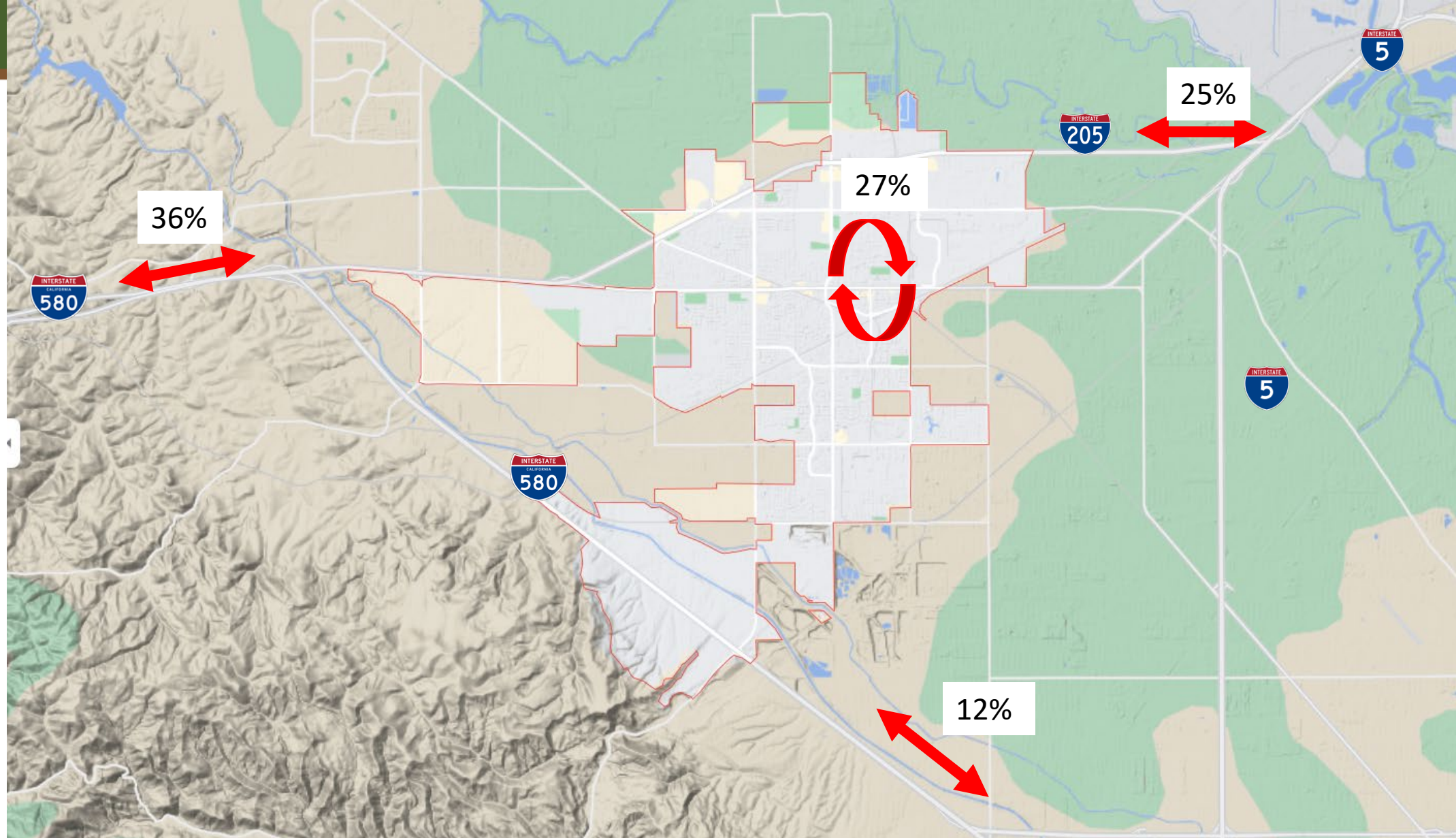
I-205 and I-580 Westbound Peak Spreading – Morning Peak



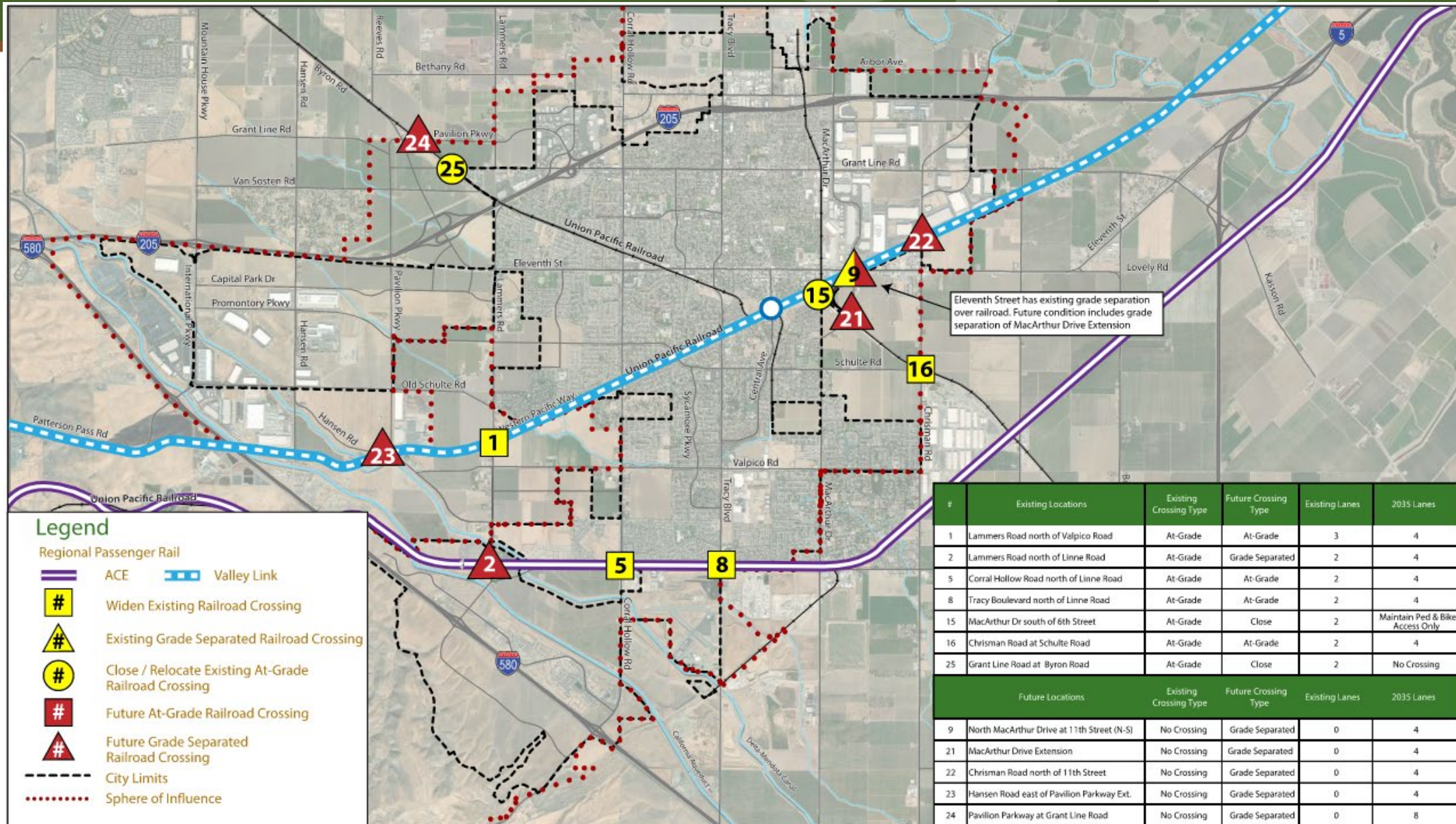
I-205 and I-580 Eastbound Peak Spreading – Afternoon Peak



Citywide Future Traffic Distribution

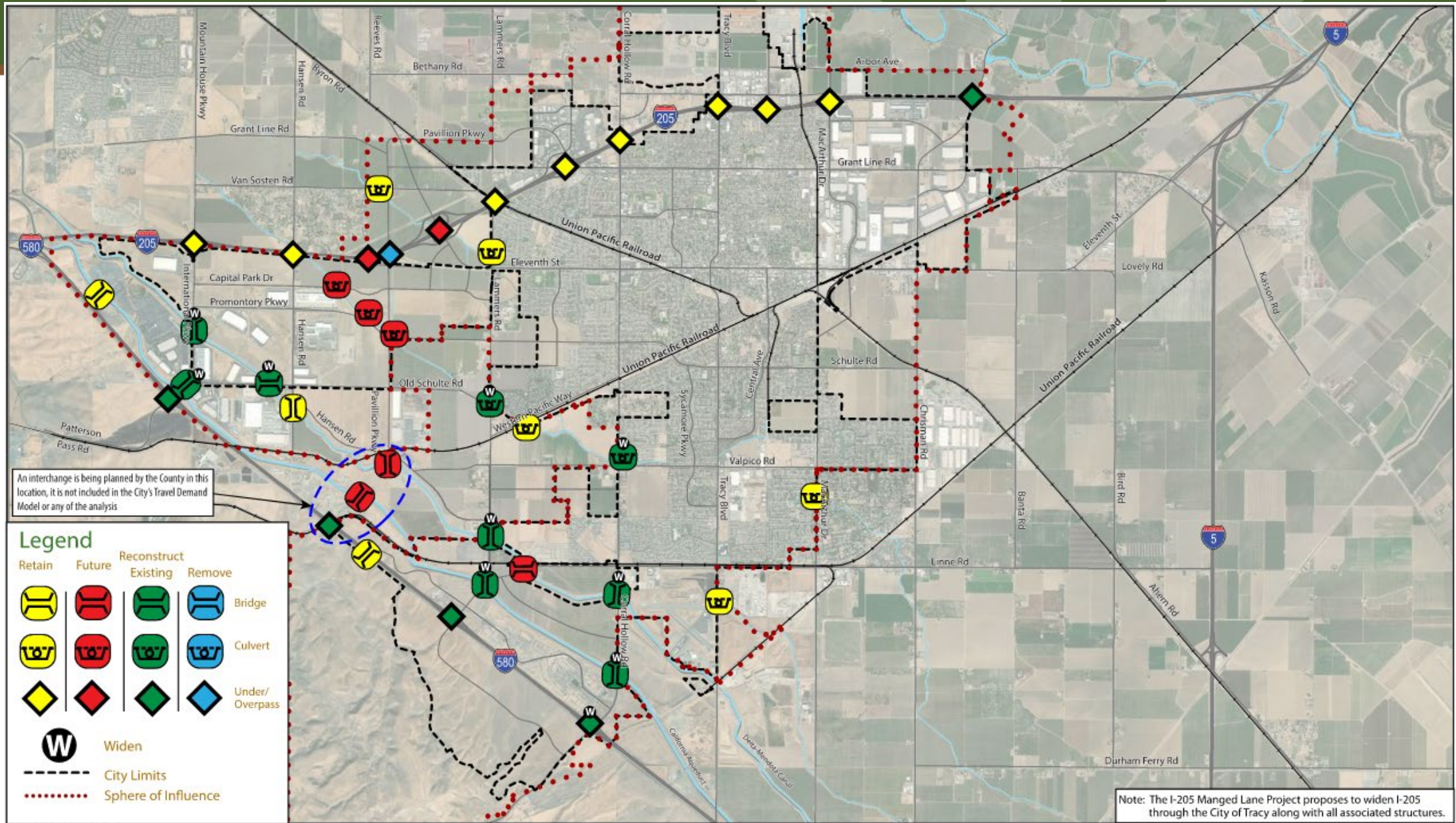


Future Rail Crossings

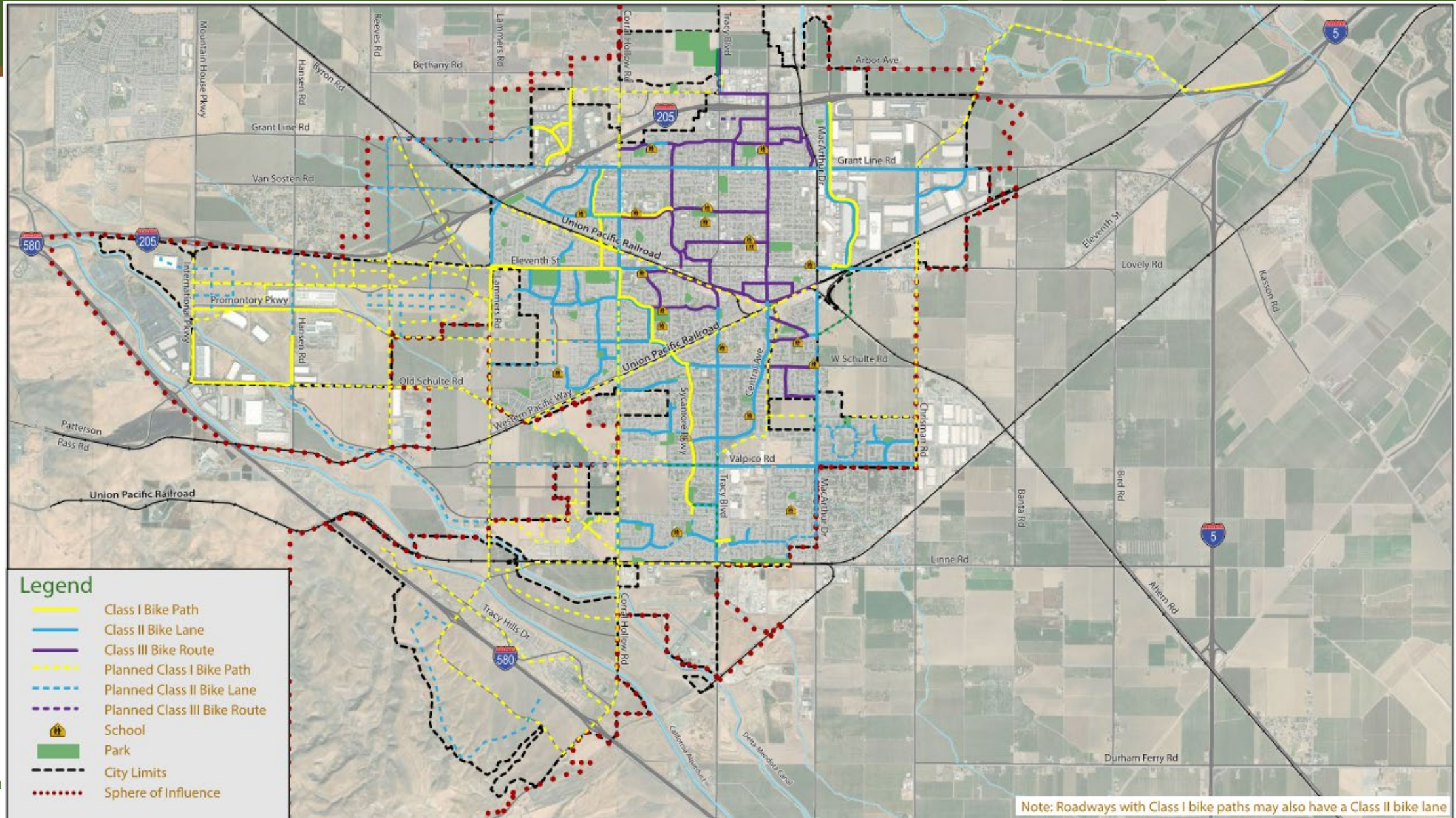


Think Inside the Triangle

Future Bridges

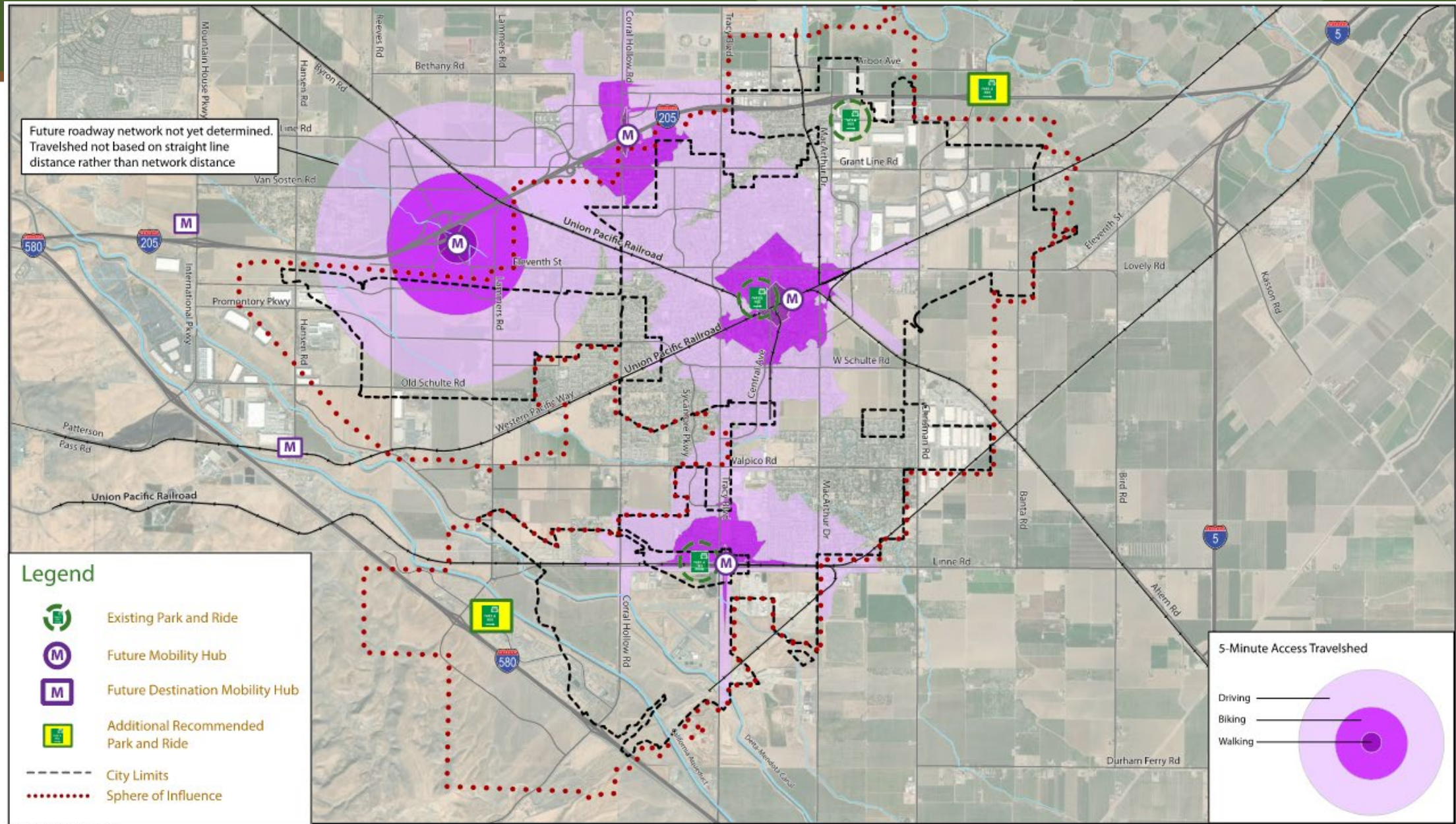


Future Bike/Ped Facilities



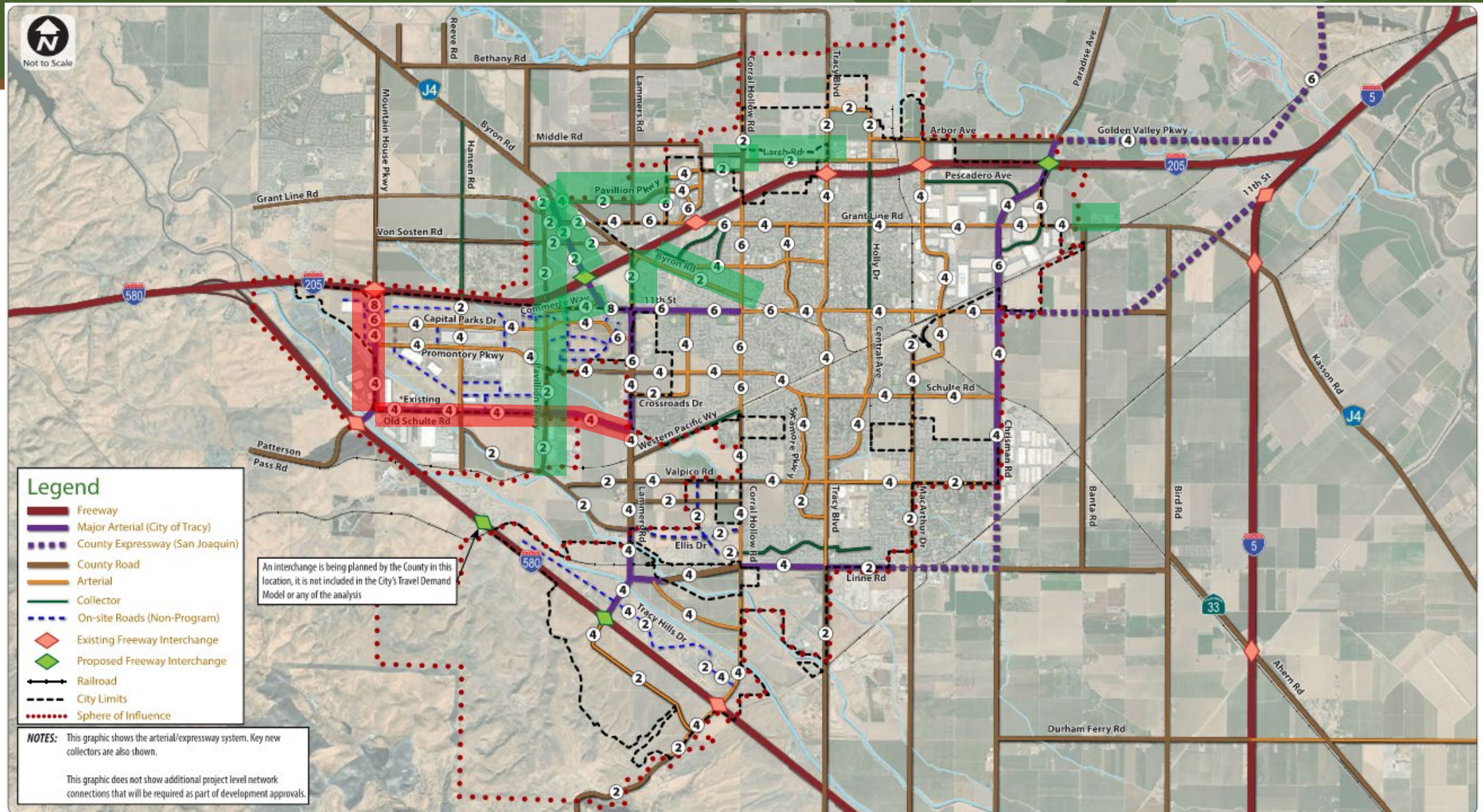
Think Inside the Triangle™

Future Mobility Hubs

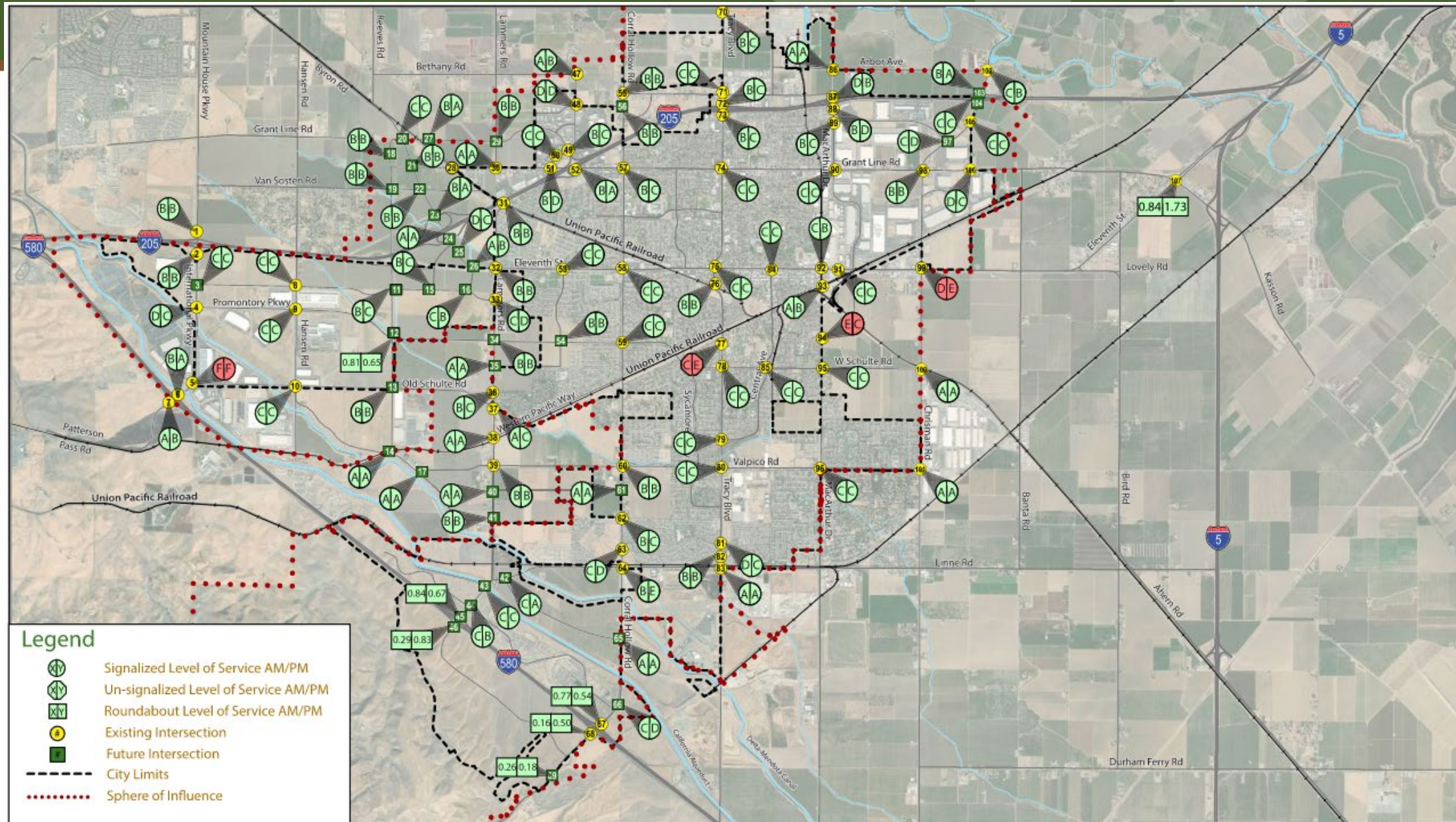


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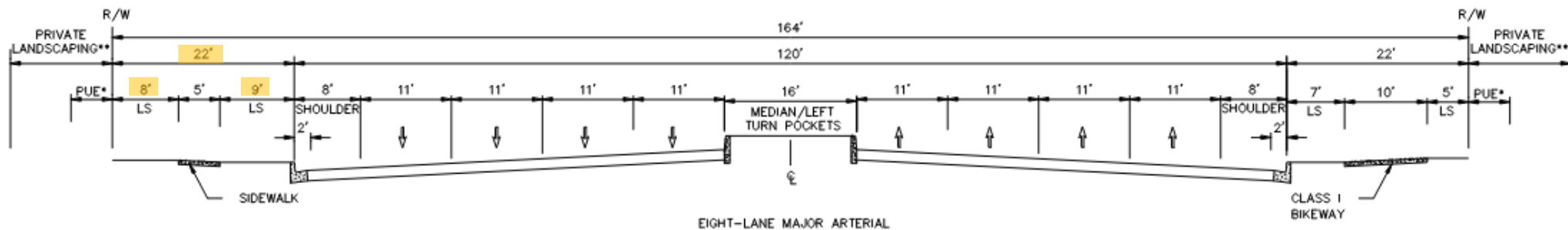
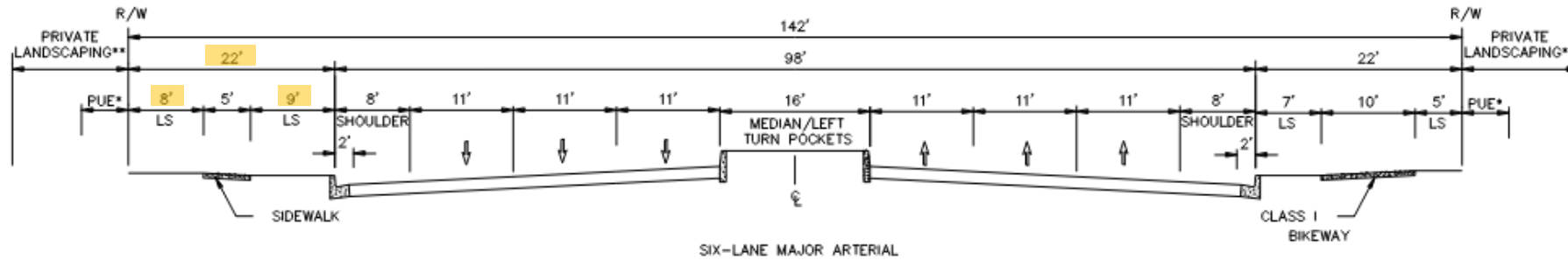
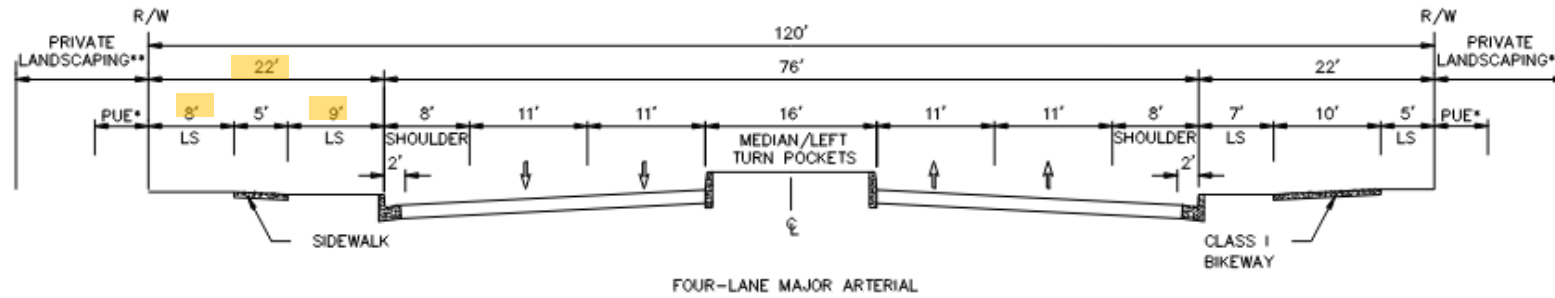
Horizon Year Change in # of Lanes



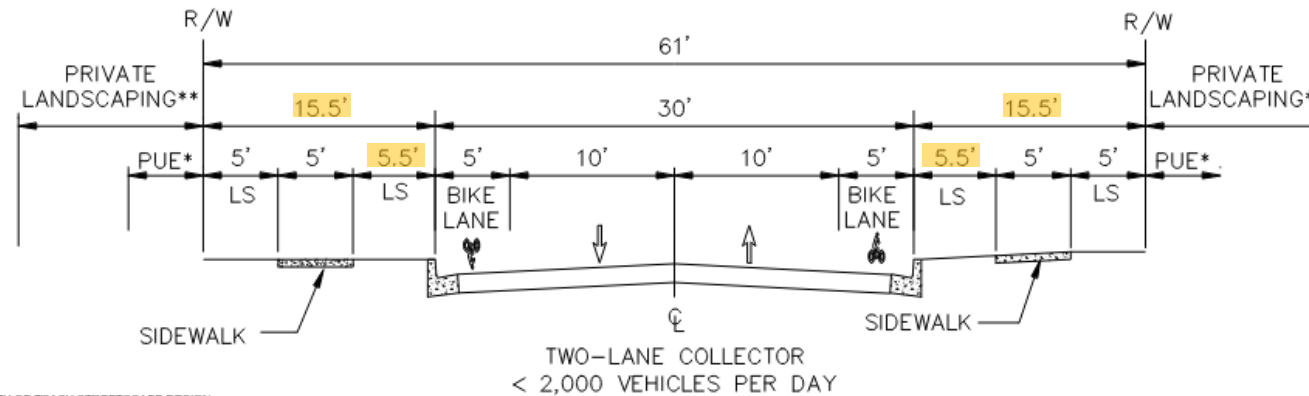
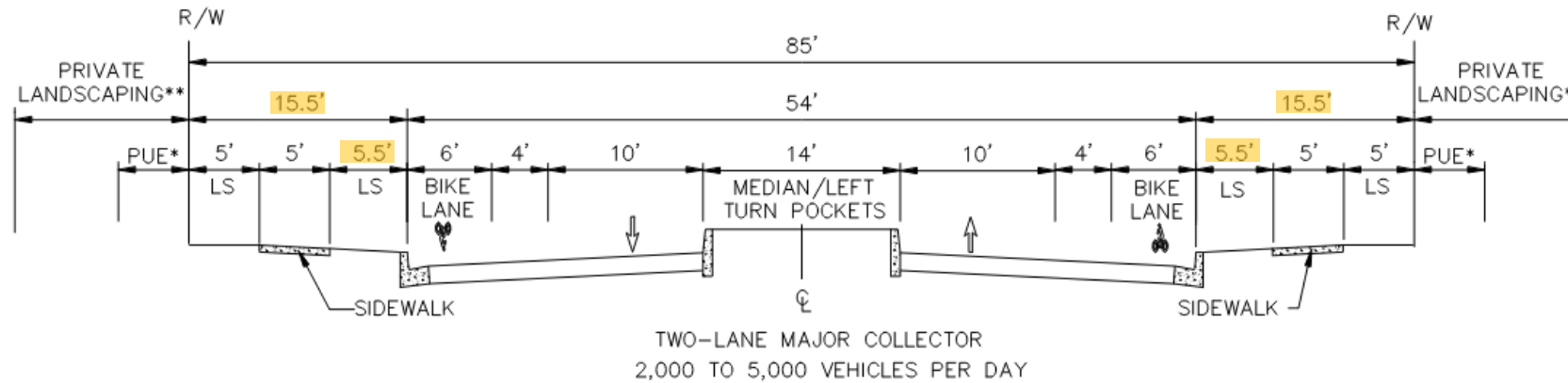
Horizon Year LOS



Cross Sections – Major Arterial

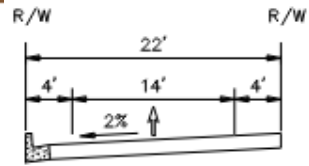


Cross Sections – Collector

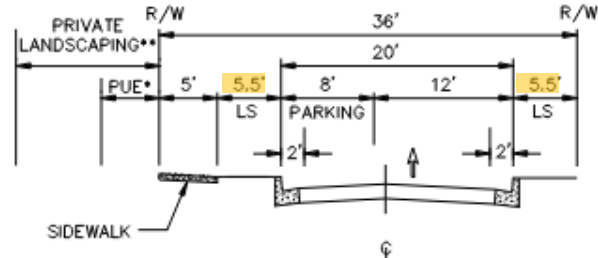


NOTES:
1. CLASS I BIKEWAY MAY MEANDER PER CITY OF TRACY STREETSCAPE DESIGN

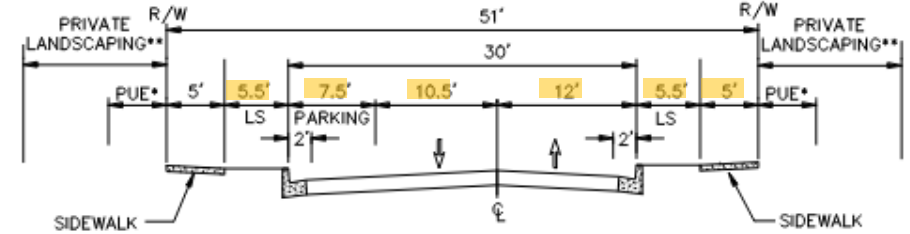
Cross Sections – Residential



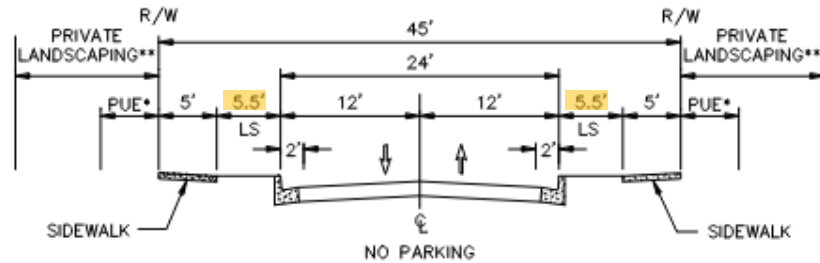
ONE-WAY ALLEY



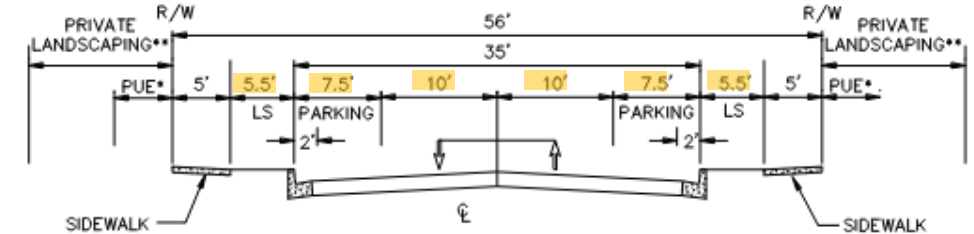
ONE-WAY STREET PARKING ONE SIDE



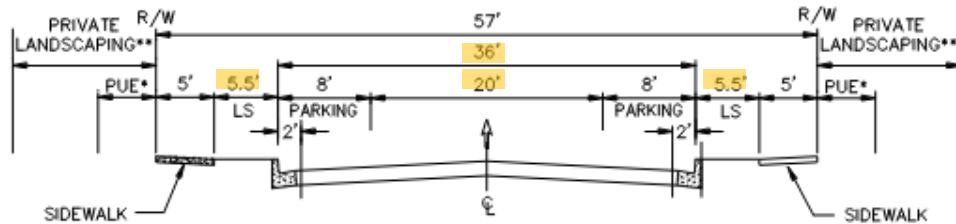
PARKING ONE SIDE
LOW VOLUME – UP TO 500 VEHICLES PER DAY
MAXIMUM BLOCK LENGTH OF 500 FEET



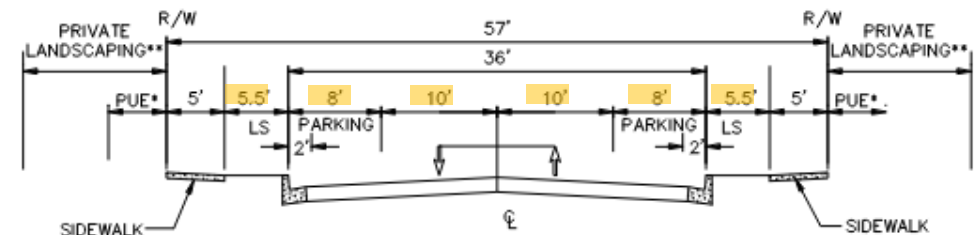
NO PARKING



TWO-LANE PARKING BOTH SIDES
MEDIUM VOLUME – 500 TO 1,500 VEHICLES PER DAY
MAXIMUM BLOCK LENGTH OF 500 FEET

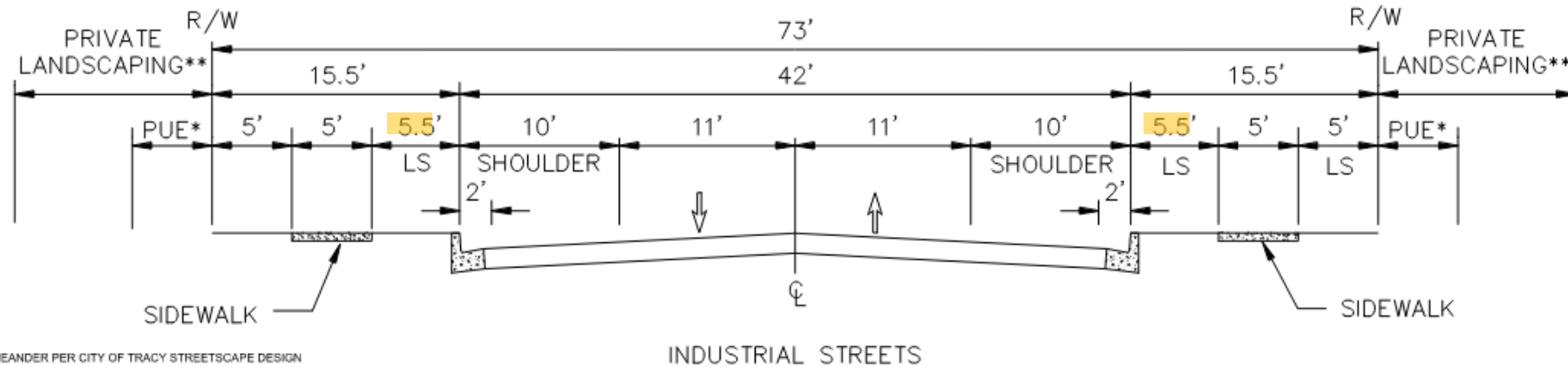
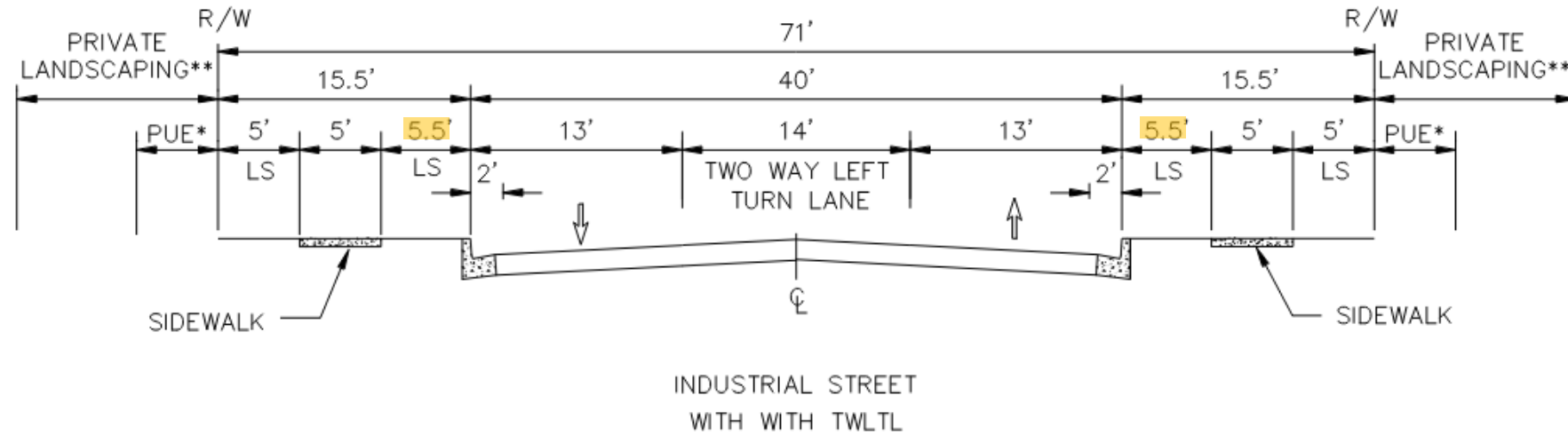


ONE-WAY STREET PARKING BOTH SIDES



TWO-LANE PARKING BOTH SIDES
HIGH VOLUME – 1,500 TO 2,500 VEHICLES PER DAY

Cross Sections – Industrial



7 MAY MEANDER PER CITY OF TRACY STREETScape DESIGN

SB 743

Land Use	OPR Guidance ⁸
Residential	15% below existing city-wide average VMT per capita
Office	15% below existing county-wide average VMT per employee
Retail	Net increase in regional VMT

Land Use	VMT Threshold
Residential	16.7 VMT/capita ⁹
Office	9.4 Work VMT/Employee ¹⁰
Retail	Net regional change
Other Employment	Work VMT/Employee ¹¹
Other Customer	Net regional change



Transportation Demand Management Mitigations

- Transit Tickets
- Trolley Subsidy
- Bike Racks and lockers
- Showers
- Bike share facility (for residents or employers)
- No parking provision
- Unbundling of parking – where applicable
- Shared parking and parking cash-out programs
- Guaranteed ride home
- Flexible schedule
- Company HR policies
- Carpool parking
- Preferential parking



Vehicle Miles Traveled (VMT) Banking Fee Program

- The purpose of the VMT Banking Fee Program is to provide a tool for VMT mitigation over and above TDM Measures
- Caltrans projects will require City VMT mitigation projects for new interchanges (i.e. VMT Banking Fees)



Complete Streets



Pedestrian

- Trail Crossings
- Wide Sidewalks
- Curb Extensions or Bulb-outs
- Pedestrian Refuge Islands or Crossing Islands
- High Visibility Crosswalks
- Pedestrian Facility Gap Closure
- Audible Pedestrian Signals
- Pedestrian-activated Traffic Control Devices and Yield Lines
- Automatic Active Transportation Counters



Bicycle

- Bicycle Parking
- Green Colored Pavement for Bikeways
- Bicycle Boxes
- Bicycle Signals
- Bicycle Detection
- Class II Bike Lanes and Buffered Bike Lanes
- Class I Bike Paths and Class IV Separated Bikeways
- Class III Bike Routes



Transit

- Transit Priority Signals
- Transit Queue Jump Lanes
- Transit Stop Improvements
- Improve Access to Transit Stops (First Mile/Last Mile)
- Park and Ride Lots
- Mobility hubs



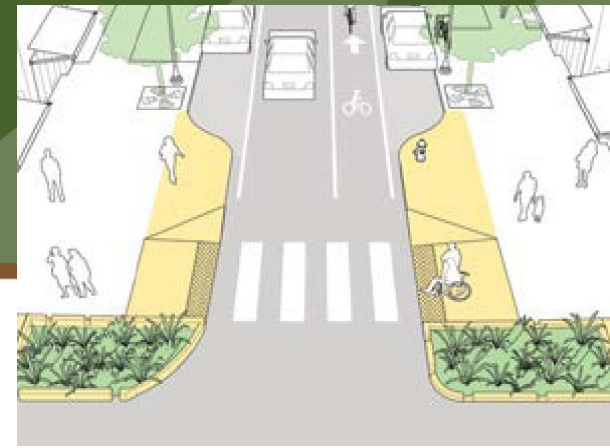
Streetscape Features

- Benches and Shaded Areas for Pedestrians
- Green Streets
- Landscaped Areas
- Intersection Streetlighting
- Benches and Shaded Areas



Road Scape Reallocation Features

- Lane Narrowing
- Lane Reduction (Road Diet)
- Curb Radius Reduction and Eliminating Free Right Turns
- Parking Modifications



California Environmental Quality Act (CEQA)

- CEQA analysis being conducted now
- Likely an Mitigated Negative Declaration (MND)

Schedule

- May 2022 - Draft CEQA Document
- August-September 2022 - Adoption