

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Countywide Transit Plan

Final Plan

Planning, Policy and Legislation Committee
May 2016

Overview

- Transit in Alameda County
- Importance of Transit Plan
- Vision and Goals
- Network Recommendations
- Opportunities for Moving Forward
- Staff Recommendation

COUNTYWIDE TRANSIT PLAN

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Challenges for Alameda County

- Projected population and employment growth of more than 30% by 2040
- Planning for more dense development and housing
- Increasing traffic congestion
- Aggressive emissions regulations/targets
- Meet increasing mobility needs in a sustainable manner

>30%
POP./EMP. GROWTH

<1990
EMISSIONS

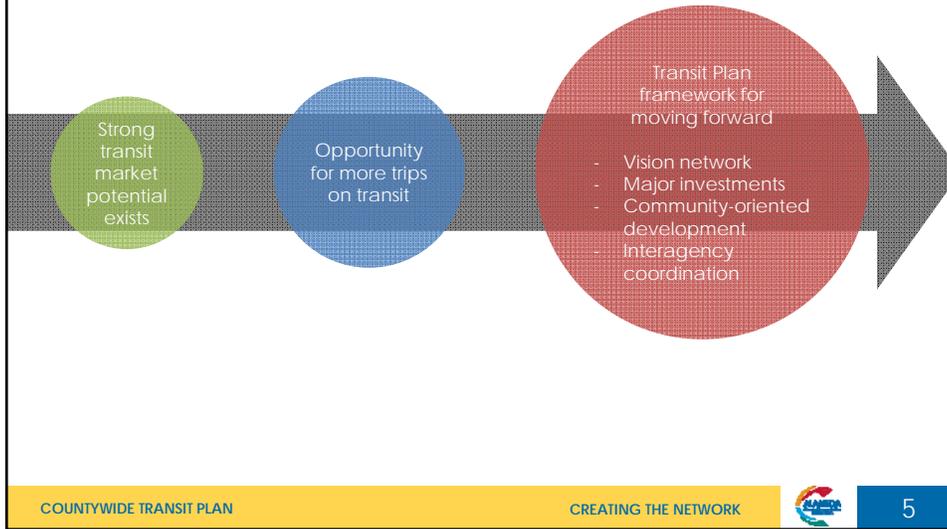


Challenges for Transit

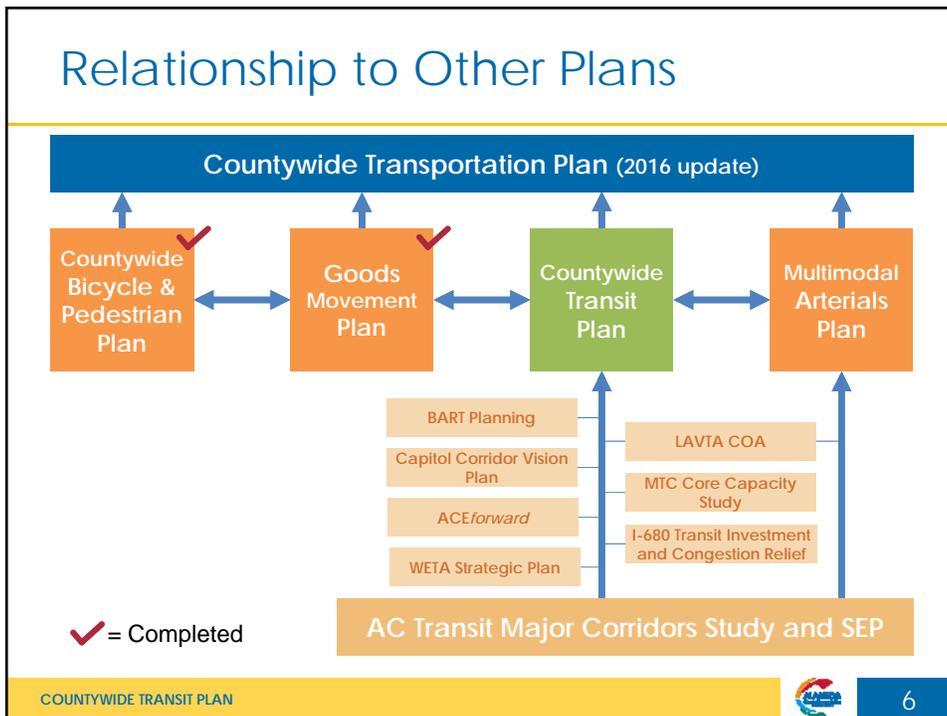
- High transit competitiveness; actual ridership not commensurate
- Transit costs escalating more rapidly than ridership
- Increasing roadway congestion threatens transit performance
- Connectivity enhancements needed
- Lack of integrated fare policy/system
- Transit users issues – availability of information, costs, service hours, crowding, frequency, and reliability



Importance of Transit Plan



Relationship to Other Plans



Adopted Vision and Goals

Create an efficient and effective transit network that enhances the economy and the environment and improves quality of life

Increase Transit Mode Share

Increase Effectiveness of Inter-regional Transit Travel

Increase Effectiveness

Increase Cost Efficiency

Improve Access to Work, Education, Services & Recreation

Reduce Emissions

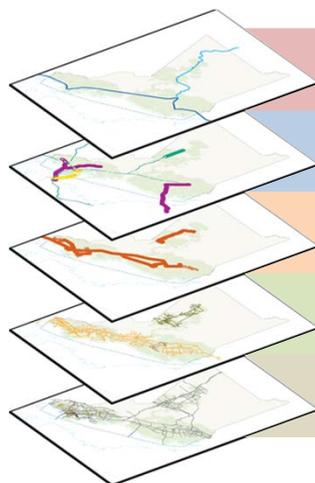
Achieve State of Good Repair

COUNTYWIDE TRANSIT PLAN - CONTEXT AND PURPOSE



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Layers of Transit



Inter-Regional

For longer-distance travel through multiple counties. Typically planned within the context of statewide and inter-city rail services.

Regional Express

For travel between major activity nodes and employment centers where there is substantial point to point travel.

Urban Rapid

For travel to major activity nodes such as employment centers from dispersed major transit origins.

Local Frequent and Community Connector

For travel along a corridor with productive, dispersed origins, and for community access in lower productive areas. Serves schools, medical facilities, shopping.

Streets Plus

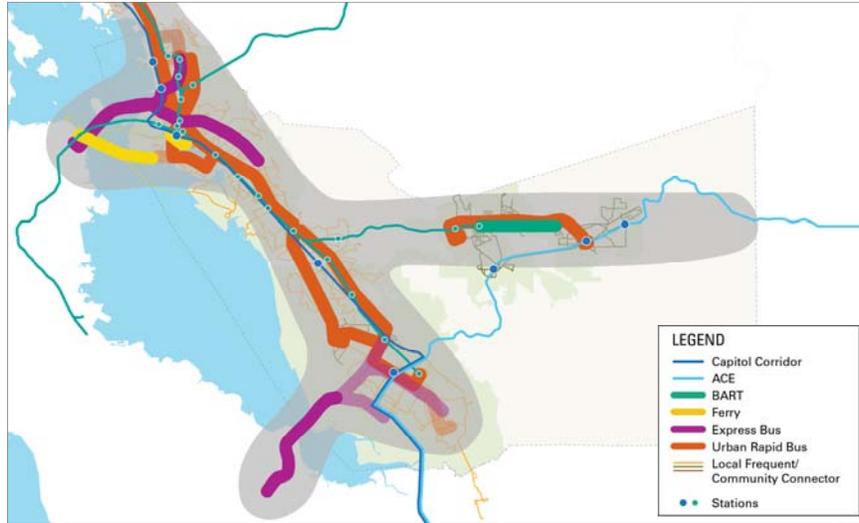
Street network provides right-of-way for bus services, and first- and last-mile access to all transit.

COUNTYWIDE TRANSIT PLAN



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Network Recommendations



Note- The Recommendations presented here are conceptual. Specific routing alignments and termini will be determined in future studies.

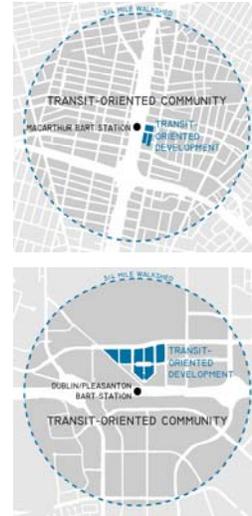


Opportunities for Moving Forward



Transit Oriented Communities

- Best practice guidelines
 - Guidebook for agencies planning development or transportation improvements
 - Organized by service layers and six Ds
 1. Destinations
 2. Distance
 3. Density
 4. Diversity
 5. Demand Management
 6. Design
- Implementation Strategies
- Funding Sources

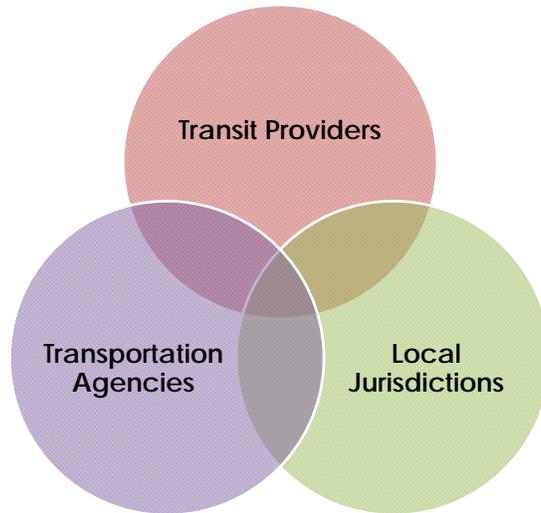


Paratransit Strategy



- Meet accessibility needs
 - Build accessible fixed-route infrastructure
 - Increase travel training programs
 - Expand volunteer driver programs

Coordinating Partners



Comments Received To Date

AC Transit comments incorporated

- Updated to better clarify
 - context for ridership trends
 - locations and type of service gaps
 - transit service demand context
 - Terminologies clarifications
 - Description of services
- Several additional minor corrections were submitted and will be incorporated before the final plan is brought before the commission

Recommendation

- In May ACTAC, PPLC and the Commission unanimously approved adoption of the Draft Transit Plan
- In June ACTAC unanimously recommended adoption of the Final Transit Plan.
- Recommendation: Approve Final Alameda Countywide Transit Plan



Thank You!

