Overview

- Context and Purpose
- Approach and Methodology
- Draft Transit Network Recommendations for Further Evaluation
- Evaluation Methodology
- Performance Measures
- Actions Requested:
  - Approve the Draft Network Recommendations for further evaluation
  - Approve the Evaluation Methodology and Performance Measures
- Next Steps
**Relationship to Other Plans**

**Countywide Transportation Plan (To be updated 2015-2016)**

- **Countywide Bicycle & Pedestrian Plan**
- **Countywide Transit Plan**
- **Multimodal Arterials Plan**
- **Goods Movement Plan**

**Other Plans**
- AC Transit SEP
- LAVTA COA
- Capitol Corridor Vision Plan
- I-680 Transit Investment and Congestion Relief
- MTC Core Capacity Study
- BART Vision Plan
- BART Sus. Community Ops Analysis
- AC Forward

**AC Transit Major Corridors Study**

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**What We Have Done So Far**

- **Issues and Opportunities** Jan 2015
- **Vision and Goals** Mar 2015
- **Project Kickoff** Mar 2014
- **Small Group Meetings** Nov 2014 - Jan 2015
- **Transportation Open House 1** 15 Workshops Feb - Mar 2015
- **Transportation Open House 2** 5 Workshops Jan - Feb 2016
- **Online Outreach Launch** Jan 2015

**2014**

**2015**

**2016**

- **Online Outreach**
- **Transportation Open House 1**
- **Transportation Open House 2**

- **Issues and Opportunities**
- **Vision and Goals**
- **Project Kickoff**
- **Small Group Meetings**
- **Transportation Open House 1**
- **Transportation Open House 2**

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**2014**

**2015**

**2016**

- **Issues and Opportunities**
- **Vision and Goals**
- **Project Kickoff**
- **Small Group Meetings**
- **Transportation Open House 1**
- **Transportation Open House 2**

**Vision and Goals** Mar 2015

**Issues and Opportunities** Jan 2015

**Draft Recommendations and Perf. Measures** Oct 2015

**Draft and Final Plan** Mar 2016

**Implementation and Financial Plan** Jan 2016

**Implementation** Jul 2016

**= Task Completed/Underway**
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

A Mature Transit System
Importance of Transit Plan

- 72% of all trips stay within the county, but 66% transit trips are regional
- County’s transit mode share for work trips is 13%
- Transit usage is not keeping pace with population growth
- Cost of providing transit service is increasing more rapidly than service and ridership
- Anticipated population and employment growth will pose significant challenges
- Alameda County has strong transit market potential
- Access to education, jobs, recreation, and other services

Opportunities for the Future

- Serve strong transit market and future demand especially trips within the county
- Improve speed, frequency and reliability
- Fill service gaps, improve and integrate our existing systems
- Integrate transit services to form a cohesive network
- Capture more riders on transit and better serve those who are already riding
- Form effective partnerships
Transit Service Tiers

- **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.

What is the market demand for transit in 2040?

- **Competitive transit markets**
  - **Characteristics**
    - Frequent, reliable and competitive transit service
    - High transit ridership
  - **Conditions**
    - Areas with dense development (concentrated origins and destinations)
    - Driving is a less attractive option:
      - Congested roadways
      - Limited, paid parking
  - **Identification of Corridors**
    - High potential corridors experiencing poor performance
    - Potential new corridors for transit investment
Draft Recommendations for Evaluation

- **Inter-Regional Tier**
  - Capitol Corridor Vision Plan
  - ACE Forward

- **Regional Express**
  - Market Analysis
  - BART Sustainable Communities Operations Analysis
  - BART Vision Plan
  - MTC Core Capacity Study

- **Urban Rapid**
  - Market Analysis
  - AC Transit Major Corridors Study

- **Local Frequent/Community Connector**
  - AC Transit Service Expansion Plan
  - LAVTA Comprehensive Operations Analysis

- **Streets Plus**
  - Key areas of our roadway network needed to support efficient transit operations and access to transit facilities

Focus of Draft Recommendations for Evaluation

Final Plan will incorporate all tiers and address integration and coordination strategies

Introduction of Draft Recommendations - 2040

Note: The Draft Recommendations presented here are for conceptual purposes. Specific routing alignments and termini will be determined in future analyses.
Inter-regional Tier

- ACEforward and Capitol Corridor Vision Plan
  - Increase frequency and reduce travel times
  - Direct connection to BART
  - ACE service expansion to Merced
  - Potential realignment of Capitol Corridor service

- White paper on integrated strategy for goods movement and passenger rail

Regional Express Tier – 2040

Note: The Draft Recommendations presented here are for conceptual purposes. Specific routing alignments and termini will be determined in future analyses.
What is “Urban Rapid”? 

Source: Mariana Gil/ EMBARQ Brasil
Source: Metro Library and Archive
Source: Erik Weber
Source: Parsons Brinckerhoff
**Case Study: King County RapidRide**

- **Short Headways**
  - 10 minutes during peak periods
  - 15 minutes during off-peak periods
- **Late night / early morning service**
- **Full service everyday**
- **Results**
  - Reliability improvement (headway adherence of 78% to 87%)
  - Ridership increase of 20% to 81%
  - Travel time reduction of 3% to 19%

**Urban Rapid Tier – 2040**

*Note: The Draft Recommendations presented here are for conceptual purposes. Specific routing alignments and termini will be determined in future analyses.*
Local Frequent/ Community Connector Tiers

- Street network
  - Provides public right-of-way for bus services
  - Provides access to and from transit stops and stations

- Certain segments are particularly critical for transit
  - Convergence of multiple bus lines
  - Improvements would benefit multiple lines

- Identification of
  - Transit priority zones
  - Network priority opportunities
  - Improvements to east/west corridors

Countwide Transit Plan - Draft Recommendations
Integrated System

Draft Recommendations - 2040

Note: The Draft Recommendations presented here are for conceptual purposes. Specific routing alignments and termini will be determined in future analyses.
Evaluation Methodology

- Measure relative performance to refine draft recommendations
- Evaluate individual recommendations as well the entire network with respect to adopted Vision and Goals
- Use Quantitative and Qualitative Performance Measures
- Evaluate and rank
  - High
  - Medium
  - Low

Quantitative Performance Measures

<table>
<thead>
<tr>
<th>#</th>
<th>Goals</th>
<th>Performance Measures</th>
<th>Network-Level</th>
<th>Project-Level Capital</th>
<th>Project-Level Operating</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Increase transit mode share</td>
<td>Per capita daily transit ridership</td>
<td>Net new riders</td>
<td></td>
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<tr>
<td>2</td>
<td>Increase effectiveness (including inter-regional travel)</td>
<td>Passenger trips per revenue vehicle mile</td>
<td>Passenger trips per revenue vehicle mile</td>
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<td></td>
<td></td>
<td>Miles of dedicated right-of-way (proxy for travel time reliability)</td>
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<td></td>
<td></td>
<td>Daily transit trips (unlinked)</td>
<td>Daily transit trips (unlinked)</td>
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<tr>
<td></td>
<td></td>
<td>Reduction in transit travel time (peak/off-peak)</td>
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<td>Number of transit hubs served, including inter-regional hubs</td>
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<tr>
<td>3</td>
<td>Increase cost efficiency</td>
<td>Capital cost per net new rider</td>
<td></td>
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<td></td>
<td></td>
<td>Operating cost per boarding</td>
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<tr>
<td>4</td>
<td>Improve access</td>
<td>Number of HH jobs within half-mile of rail stations or quarter-mile of bus stops within each service tier</td>
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<tr>
<td></td>
<td></td>
<td>Number of HH jobs within half-mile of rail stations or quarter-mile of bus stops</td>
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<td></td>
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<td>Number of Communities of Concern affected</td>
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<tr>
<td>5</td>
<td>Reduce emissions</td>
<td>GHG emissions</td>
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<tr>
<td>6</td>
<td>State of good repair</td>
<td>Cost of mid-life overhaul and/or replacements before 2045 to be included in cost estimates</td>
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</tbody>
</table>
Qualitative Performance Measures

<table>
<thead>
<tr>
<th>Performance Measures</th>
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</thead>
<tbody>
<tr>
<td>• Support TOD Strategy</td>
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<tr>
<td>• Number of Existing or Planned Major Activity Nodes</td>
</tr>
<tr>
<td>• Intermodal Connectivity</td>
</tr>
<tr>
<td>• Customer Experience</td>
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<tr>
<td>• Compatibility with Multimodal Arterials Plan</td>
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</tbody>
</table>

Next Steps

- **2014**
  - Project Kickoff: Mar 2014
  - Issues and Opportunities: Jan 2015
  - Vision and Goals: Mar 2015
  - Small Group Meetings 1: Nov 2014-Jan 2015
  - Online Outreach Launch: Jan 2015

- **2015**
  - Analysis/Real Recommendations: Dec-Jan 2015/16
  - Transportation Open House 1 & Workshops: Feb-Mar 2015
  - Transportation Open House 2 & Workshops: Jan-Feb 2016

- **2016**
  - Implementation and Financial Plan: Jan 2016
  - Draft and Final Plan: Mar 2016
  - Implementation: Jul 2016

☑ Task Completed/Underway
Requested Actions

- Approve Countywide Transit Plan Draft Network Recommendations for further analysis
- Approve the Evaluation Methodology and Performance Measures
  - The Draft Network Recommendations, evaluation methodology and performance measures were unanimously approved by ACTAC with one abstention

Thank you!