Overview

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

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

- Strong transit market potential exists
- Opportunity for more trips on transit
- Transit Plan framework for moving forward
  - Vision network
  - Major investments
  - Community-oriented development
  - Interagency coordination

Relationship to Other Plans

Countywide Transportation Plan (2016 update)

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

AC Transit Major Corridors Study and SEP

BART Planning
Capitol Corridor Vision Plan
ACE/Forward
WETA Strategic Plan
MTC Core Capacity Study
I-680 Transit Investment and Congestion Relief
LAVTA COA

✓ = Completed
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

Layers of Transit

**Inter-Regional**
For longer-distance travel through multiple counties. Typically planned within the context of statewide and interstate 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.
Network Recommendations

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

Opportunities for Moving Forward

Efficient and Effective Transit Network
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

Transit Providers

Transportation Agencies

Local Jurisdictions

Comments Received To Date

AC Transit and additional comments

- Update to better clarify
  - context for ridership trends
  - locations and type of service gaps
  - transit service demand context
  - Terminologies clarifications
  - Description of services
Recommendation

- ACTAC unanimously recommended adoption of the Draft Transit Plan
- Recommendation: Approve Draft Alameda Countywide Transit Plan

Thank You!