Transit Planning Committee
AC Transit’s Critical Role in Oakland and the East Bay
## AC Transit at a Glance

THE EAST BAY’S LARGEST PUBLIC TRANSIT PROVIDER

### RIDERSHIP

<table>
<thead>
<tr>
<th>Description</th>
<th>Daily (weekday)</th>
<th>Annual</th>
<th>Paratransit (daily)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily (weekday)</td>
<td>178,851*</td>
<td>54,987,132</td>
<td>1,994 **</td>
</tr>
</tbody>
</table>

* Includes 13,233 Transbay commuters.

** AC Transit and BART contribute to a consortium created to provide paratransit services mandated by the Americans with Disabilities Act.

### SERVICE

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus lines *</td>
<td>151</td>
</tr>
<tr>
<td>Bus stops</td>
<td>Approximately 5,500</td>
</tr>
<tr>
<td>Service Area Size</td>
<td>364 sq mi</td>
</tr>
<tr>
<td>Service Area Population</td>
<td>1.5 million</td>
</tr>
</tbody>
</table>

AC Transit buses connect with 16 other public and private bus systems, 25 BART stations, 6 Amtrak stations, and 3 ferry terminals.

* Includes 68 local lines within the East Bay, 31 Transbay lines to San Francisco and the Peninsula, and 5 All Nighter lines.
Current Initiatives
Local Service Expansion

Measure BB Dollars at Work!

More frequent service.
  • Increase frequency, especially midday, evenings, and weekends. Goal: Increase by 14% by 2017!

Get you where you’re going.
  • Extend lines to major destinations.

Improve performance.
  • Adjust routes to reduce delay.

Better network.
  • More connections, more choices
Transbay Service Expansion

More service
• More buses, operators and facility space are needed to help solve the regional commute issue along the Transbay Corridor

High-capacity vehicles
• AC Transit is purchasing twenty double-decker commuter buses over the next two years to increase capacity on certain trips without increasing operating costs

Bus Priority
• Providing more dedicated busways and queue jump opportunities to bypass regular traffic along the corridor

Transbay Transit Center
• Capacity for 300 buses/hour
• Coming online in 2018
Flex Bus Service
Castro Valley / Newark and Fremont

Flex Service will shadow Line 275 and Line 48 as part of a one year pilot program

• July 11 2016: Soft Launch
• July 18 2016: Service Began
East Bay Bus Rapid Transit Project
BRT Project Alignment

Chinatown  San Antonio  Havenscourt-Lockwood  Elmhurst

Uptown 19th St  City Center (12th St)  Madison  2nd Ave  5th Ave  14th Ave  20th Ave  24th Ave  28th Ave  31st Ave  Fruitvale  39th Ave

40th Ave  54th Ave  Balmy  63rd Ave  67th Ave  73rd Ave  77th Ave  82nd Ave  86th Ave  90th Ave  95th Ave  98th Ave

Downtown Oakland  Eastlake  Fruitvale  Hegenberger  Elmhurst  San Leandro
BRT Project Features

1. Pedestrian-scale lighting for safety
2. Prepaid ticketing speeds the boarding process
3. Raised platforms and low-floor buses provide level boarding
4. Median stations reduce crossing distance
5. Bus-only lanes improve transit speed and reliability
6. High visibility crosswalks enhance safety
7. Signal priority for bus travel
BRT Project Challenges

• Largest AC Transit Capital Project in Public ROW
  • Multi-faceted
  • Maintaining Scope, Schedule and Budget
  • Multi-jurisdictional

• Construction Impacts/Mitigations
  • 18-month Construction within Public ROW
  • Construction Phasing
  • Business and Resident Mitigations

• Traffic Impacts
  • During construction
  • Final configuration

• Keeping the ‘Rapid’ in BRT
  • Improving Speed and Reliability
  • Minimizing Delay
BRT Project Schedule

- September 2016 – Complete Utility Relocations
- October 2016 – Commence Station and Roadway Construction
- March 2017 – Construction of the San Leandro Transit Center
- June 2017 – Bus Testing
- November 2017 – System Testing and Commissioning
Major Corridors Study
Highest Ridership Corridors

11 corridors
100 miles
100,000 daily passengers
• Population and jobs in AC Transit’s service area is expected to grow 30% and 40% by 2040
• AC Transit ridership was forecasted to increase by 94% between 2010 and 2040.
Investment Strategies

ENHANCED BUS FEATURES:
A Smarter traffic signals that are coordinated and give buses more green lights
B Longer bus stops and wider sidewalks make getting on and off the bus faster and safer
C Better bus stop placement for a quicker ride

RAPID BUS FEATURES:
A-C Plus:
D Specially marked buses and improved shelters
E Bus-only lanes in specific locations to bypass congestion
F More frequent bus service
G Boarding from all doors using a Clipper card
Investment Strategies

**BRT FEATURES:**

A. Level boarding so boarding is faster and easier
B. Optimized station locations for a quicker ride
C. Prepaid ticketing—riders pay before they get on the bus
D. Street improvements, such as pedestrian-scale lighting and high visibility crosswalks
E. Cleaner and greener buses
F. Traffic signals that are coordinated and give buses more green lights
G. Bus-only lanes to improve transit speed and reliability
Alternatives
PM Peak Hour Travel Speed
Existing, 2040 Baseline (No Project) and 2040 plus Project Travel Speed

- **Enhanced Bus**
  - Existing Speed (MPH)
  - 2040 Baseline Project Speed (MPH)
  - 2040 + Project Speed (MPH)

- **Rapid Bus**
  - Existing Speed (MPH)
  - 2040 Baseline Project Speed (MPH)
  - 2040 + Project Speed (MPH)

- **BRT**
  - Existing Speed (MPH)
  - 2040 Baseline Project Speed (MPH)
  - 2040 + Project Speed (MPH)

- **LRT**
  - Existing Speed (MPH)
  - 2040 Baseline Project Speed (MPH)
  - 2040 + Project Speed (MPH)
2040 Ridership Projections

2040 with Project Compared to 2040 Baseline

- Enhanced Bus: 14%
- Rapid Bus: 36%
- BRT: 84%
- Light Rail: 261%
Construction Cost Per Mile

- Enhanced Bus: $9
- Rapid Bus: $9
- Bus Rapid Transit: $27
- Light Rail Transit: $439 (in $ Million)
Preliminary Evaluation

Summary

• All corridors evaluated as BRT, with the exception of the Adeline Corridor, were forecast to have significant ridership growth and improved reliability and efficiency

• Staff is recommending Rapid Bus for MacArthur due to roadway constraints

• Construction and operation cost of LRT is prohibitively high, and it would not be affordable or sustainable by AC Transit

• In the short term, the enhanced bus strategy will increase operating speeds. However, in the long-term, the speed benefits erode with traffic growth
Revenue Sources

FY 2016-17 Recommended Budget
$398.4 Million
Local Funds for Our East Bay Transit Needs.

Parcel tax since 2002: AA, renewed as BB & V V C1 on November Ballot
What Measure C1 would Fund

Stable, locally-controlled revenue
Connecting our Communities with safe, reliable, sustainable service… We’ll get you there!

actransit.org/actransittalks

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