



VISION FOR EFFICIENT AND EFFECTIVE TRANSIT IN ALAMEDA COUNTY

Winter 2016

The Alameda County Transportation Commission (Alameda CTC) has a clear vision for transit in Alameda County: **to create an efficient and effective transit network that enhances the economy and the environment and improves quality of life.** The Countywide Transit Plan will guide Alameda CTC's transit investments through **2040** for the greatest benefit to Alameda County residents, workers, and visitors.

Building on What We Have

Alameda County has an established and diverse transit network, including some routes that have been in place for more than 100 years. In addition, a majority of communities have population, employment, and land use characteristics that enable people to use transit for many of their trips.

In the Countywide Transit Plan, Alameda CTC is reviewing each element of the transit network and suggesting thoughtful improvements. The recommendations are being evaluated to see how well they meet each of the adopted **Transit Plan Goals** (see right) in order to provide Alameda CTC with a clear set of priority transit improvements and investments.

Developing the Draft Recommendations

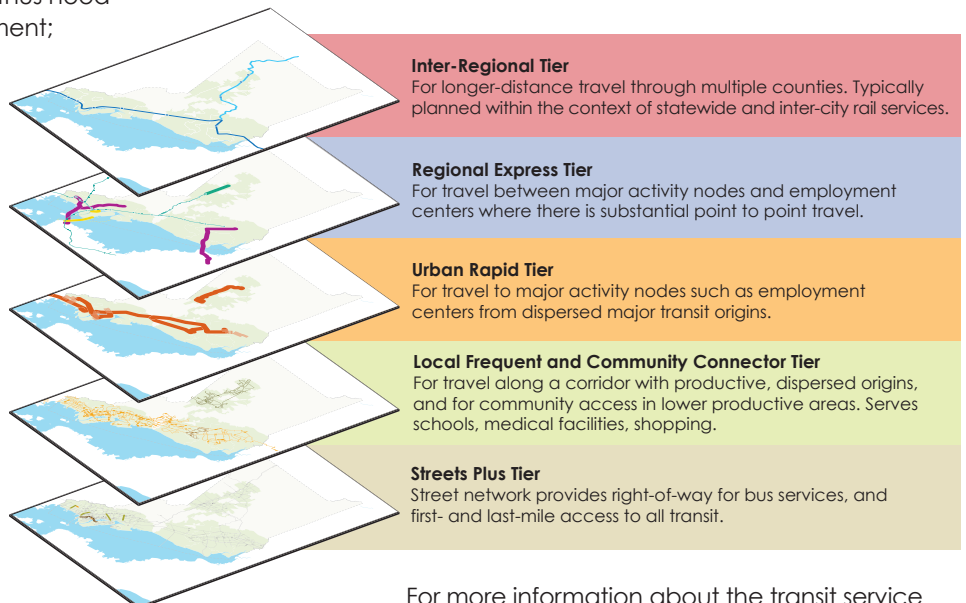
The Draft Transit Network Recommendations resulted from an in-depth analysis of future (year 2040) travel and land use forecasts that identified areas where there would be a strong demand for fast, frequent transit service. The types of improvements recommended require a significant investment in transit infrastructure, and thus need more resources and planning to implement; this is why they are the focus of the Countywide Transit Plan. The Draft Transit Network Recommendations are described on pages 2-3 of this fact sheet.

While the Draft Transit Network Recommendations focus on where investments are needed to create fast, frequent transit service in the future, the Countywide Transit Plan also considers how different types of transit service, or transit tiers (see right), work together to create a complete transit network that serves different travel needs. The Regional Express and Urban Rapid tiers are the focus of the Draft Transit Network Recommendations.



TRANSIT PLAN GOALS

- **Increase** percentage of trips made using transit.
- **Improve** access to work, education, services, and recreation.
- **Increase** effectiveness of transit. Supply should match demand.
- **Improve** passenger rail connections to/from the Bay Area and Alameda County, and with the future high-speed rail.
- **Increase** cost efficiency.
- **Reduce** vehicle greenhouse gas emissions and air pollutants.
- **Achieve** a good state of equipment repair to provide safe and reliable transit.

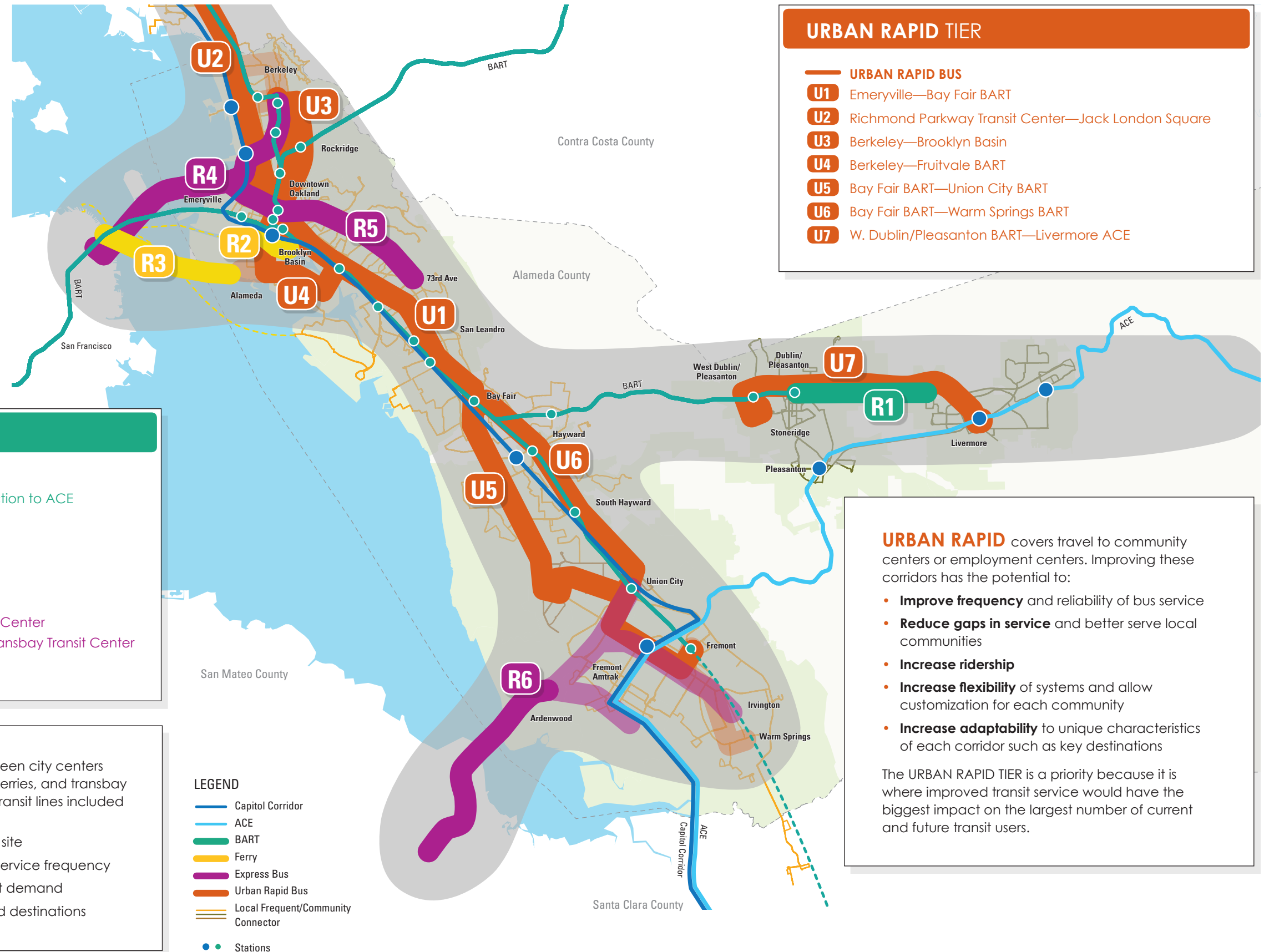


For more information about the transit service tiers go to: www.alamedactc.org/TransitPlan.

DRAFT TRANSIT NETWORK RECOMMENDATIONS

This map shows the recommendations for transit improvements to BART lines, ferries, and bus lines that are currently under consideration. Each recommendation is listed with a unique number and a brief description. There are a total of seven recommendations for the **URBAN RAPID TIER (U1–U7)** and six for the **REGIONAL EXPRESS TIER (R1–R6)**.

It is important to note that all of the draft recommendations presented here are conceptual. Specific routing alignments and end points have not been determined. Subsequent studies and environmental analyses will be required to determine potential alignments, specific routing, and specific capital and operating improvements.



URBAN RAPID TIER

URBAN RAPID BUS

- U1** Emeryville—Bay Fair BART
- U2** Richmond Parkway Transit Center—Jack London Square
- U3** Berkeley—Brooklyn Basin
- U4** Berkeley—Fruitvale BART
- U5** Bay Fair BART—Union City BART
- U6** Bay Fair BART—Warm Springs BART
- U7** W. Dublin/Pleasanton BART—Livermore ACE

REGIONAL EXPRESS TIER

- BART**
- R1** BART Extension to Livermore and Connection to ACE
- FERRY**
- R2** Brooklyn Basin—SF Ferry Terminal
- R3** Alameda—SF Ferry Terminal
- EXPRESS BUS**
- R4** Berkeley—Emeryville—SF Transbay Transit Center
- R5** Eastmont Transit Center—Oakland—SF Transbay Transit Center
- R6** Tri-Cities—Palo Alto

REGIONAL EXPRESS

covers travel between city centers and employment centers, and includes BART, ferries, and transbay buses. Adding or making improvements to six transit lines included in this tier would:

- **Extend BART rail** to future Isabel Ave. station site
- **Offer additional ferry routes** and increased service frequency
- **Add transbay bus service** in areas of highest demand
- **Expand transit options** to more locations and destinations

URBAN RAPID

covers travel to community centers or employment centers. Improving these corridors has the potential to:

- **Improve frequency** and reliability of bus service
- **Reduce gaps in service** and better serve local communities
- **Increase ridership**
- **Increase flexibility** of systems and allow customization for each community
- **Increase adaptability** to unique characteristics of each corridor such as key destinations

The URBAN RAPID TIER is a priority because it is where improved transit service would have the biggest impact on the largest number of current and future transit users.

LEGEND

- Capitol Corridor
- ACE
- BART
- Ferry
- Express Bus
- Urban Rapid Bus
- Local Frequent/Community Connector
- Stations

Thinking Beyond the Draft Recommendations

While the draft recommendations are a big step in helping Alameda County meet its transit plan goals, an additional factor—critical to achieving success in improving transit—is making sure that transit systems are integrated both physically and institutionally.

Physical integration refers to improvements such as signal systems that facilitate transit flow; a network of safe bicycle routes that connect to major transit stops; and clean, well-lit bus stops.

Institutional integration covers items such as improved access to transit, clear transit information, and a unified fare payment system.

The Countywide Transit Plan will address **physical** and **institutional integration** as well as the draft recommendations outlined on pages 2–3 of this fact sheet.



Source: Convey



Source: Convey



Source: Erik Weber



Source: sfbay.ca

Next Steps



Alameda CTC approval of draft recommendations for further evaluation.



Completion of Countywide Transit Plan.



Begin implementation of final recommendations.



Source: sfbay.ca



Source: Metro Library and Archive



Source: Convey



brooklynbasin.com



Source: Mariana Gil/EMBARQ Brasil

LEARN MORE AND STAY INVOLVED

Alameda CTC welcomes your input on how to improve your ride to work, school, shopping, and other important destinations. Check for updates on this Plan and improvements planned for transit in your area at: www.alamedactc.org/TransitPlan.

