



SPUR Forum



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

Daily (weekday)	178,851*
Annual	54,987,132
Paratransit (daily)	1,994 **

* *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

Bus lines *	151
Bus stops	Approximately 5,500
Service Area Size	364 sq mi
Service Area Population	1.5 million

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

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 Begins



East Bay Bus Rapid Transit Project



BRT Project Alignment



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



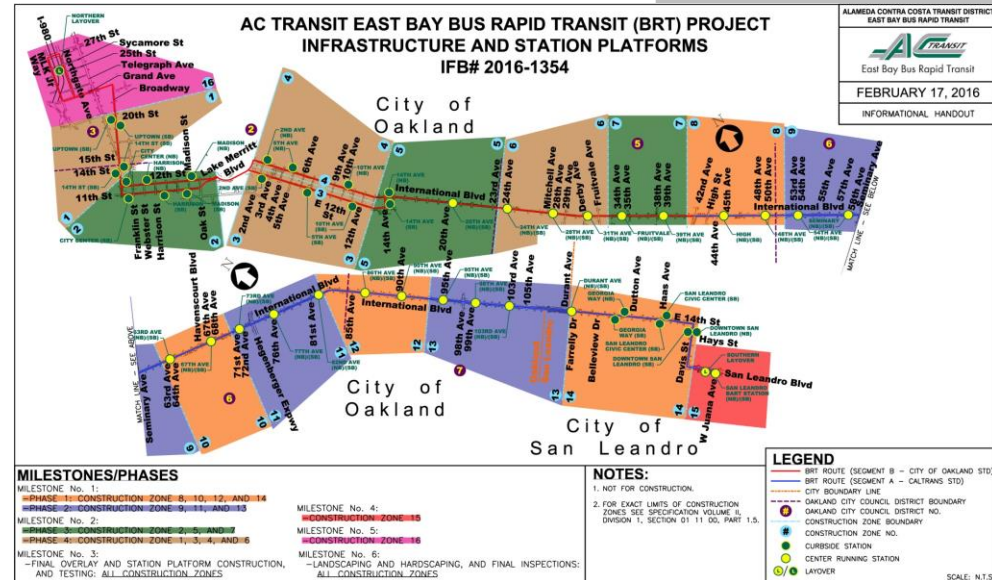
BRT Project Challenges

- **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** – 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

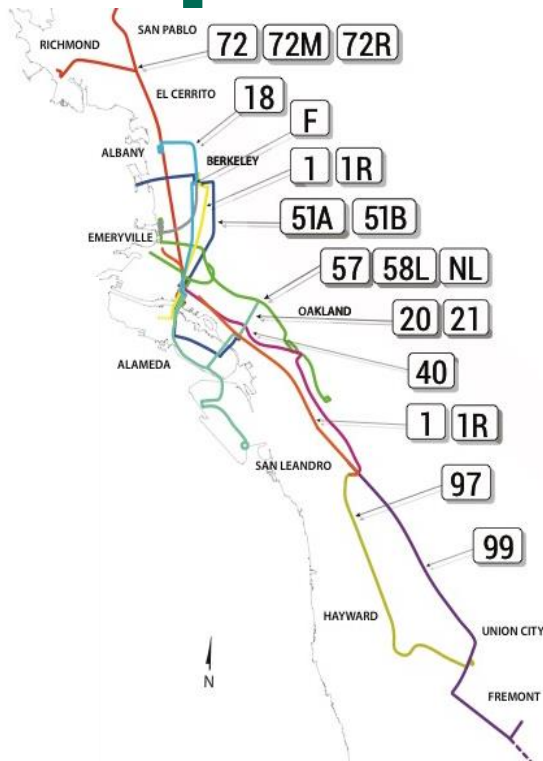
corridors

100

miles

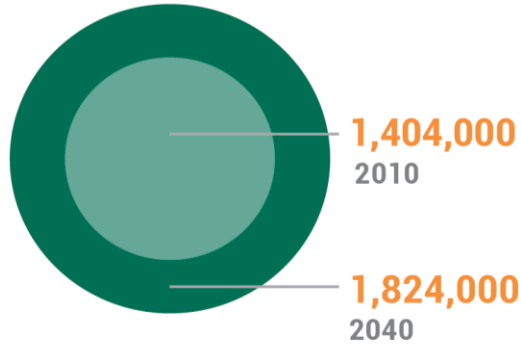
100,000

daily passengers

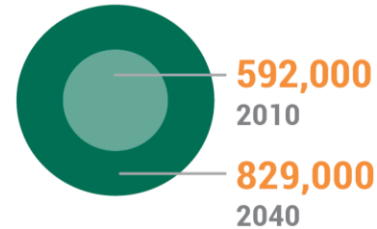


East Bay Growth

POPULATION

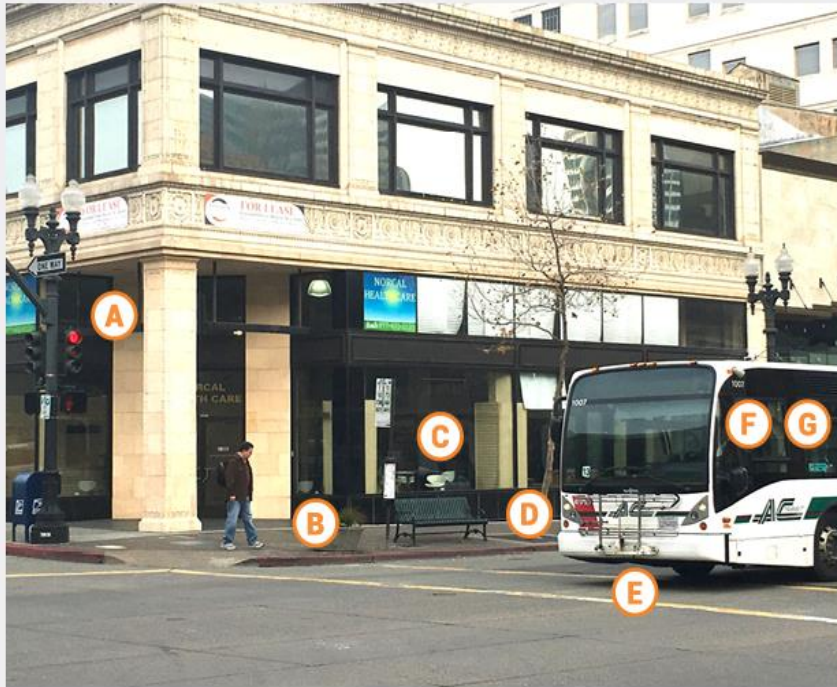


EMPLOYMENT



- 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:

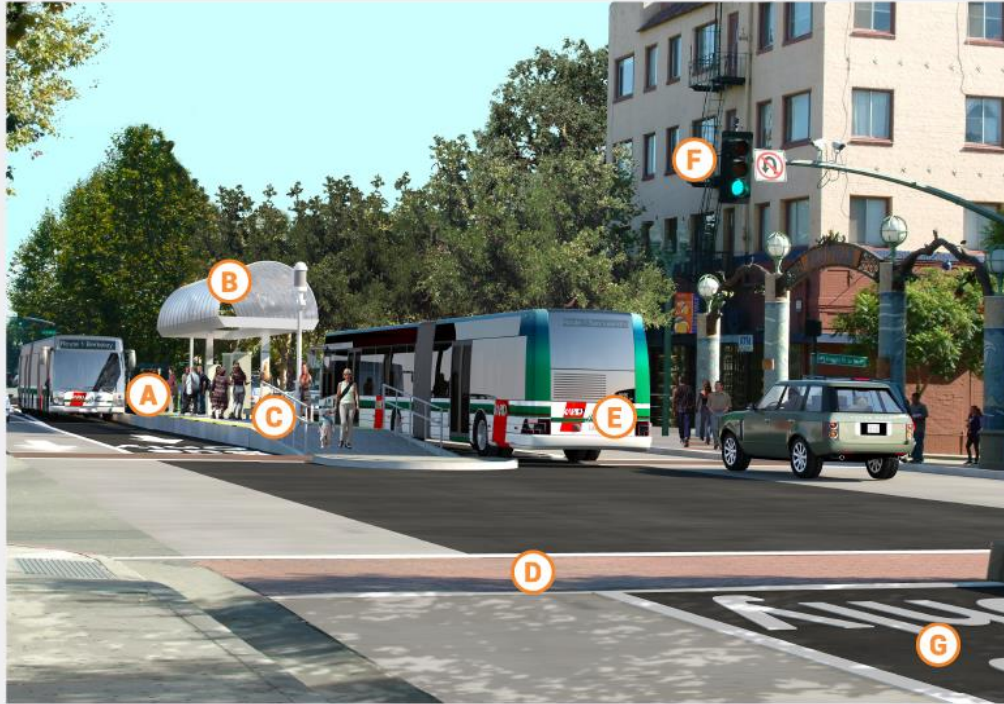
- A** Smarter traffic signals that are coordinated and give buses more green lights
- B** Longer bus stops and wider sidewalks make getting on and off the bus faster and safer
- C** Better bus stop placement for a quicker ride

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:

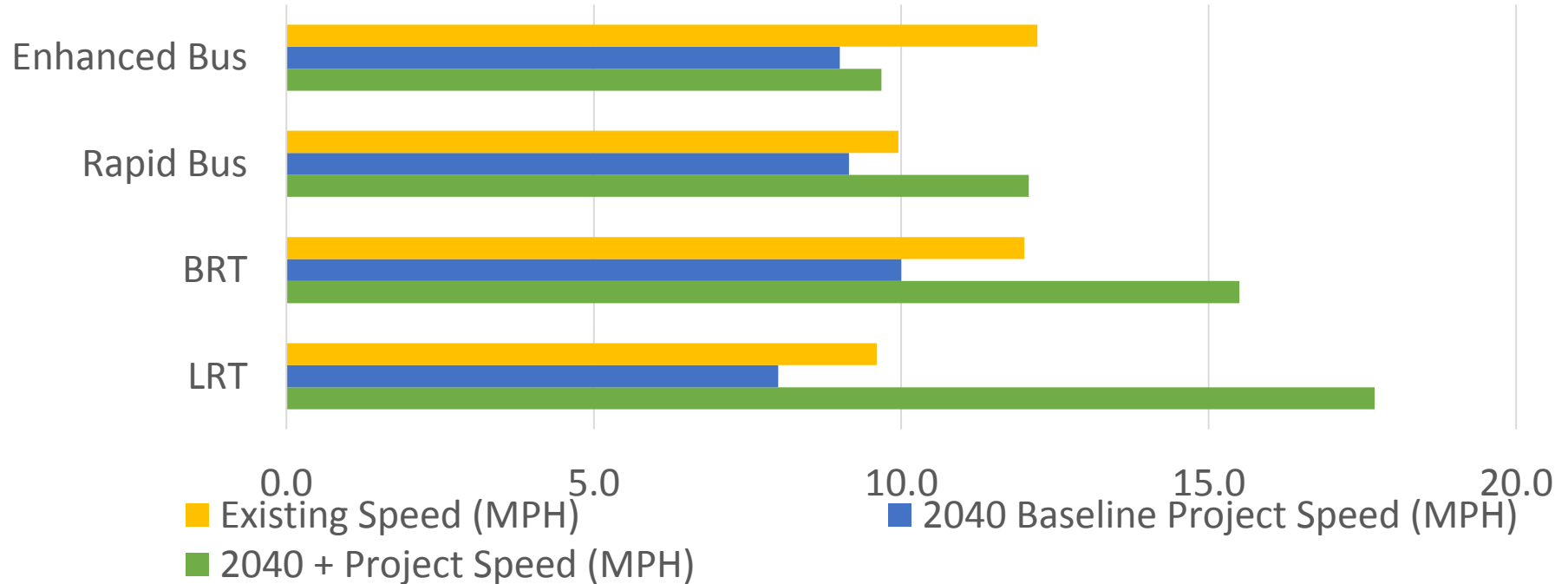
- A** Level boarding so boarding is faster and easier
- B** Optimized station locations for a quicker ride
- C** Prepaid ticketing—riders pay before they get on the bus
- D** Street improvements, such as pedestrian-scale lighting and high visibility crosswalks
- E** Cleaner and greener buses
- F** Traffic signals that are coordinated and give buses more green lights
- G** Bus-only lanes to improve transit speed and reliability

Alternatives



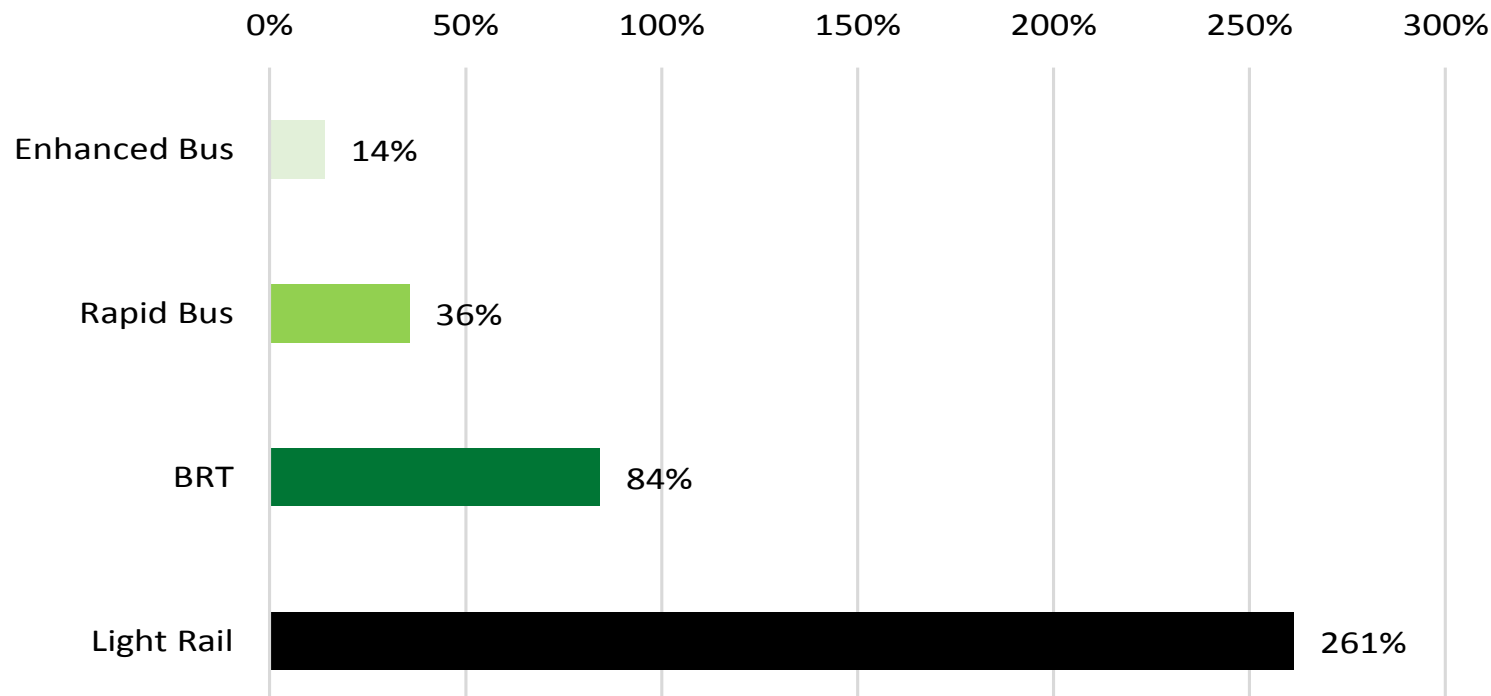
PM Peak Hour Travel Speed

Existing, 2040 Baseline (No Project) and 2040 plus Project Travel Speed

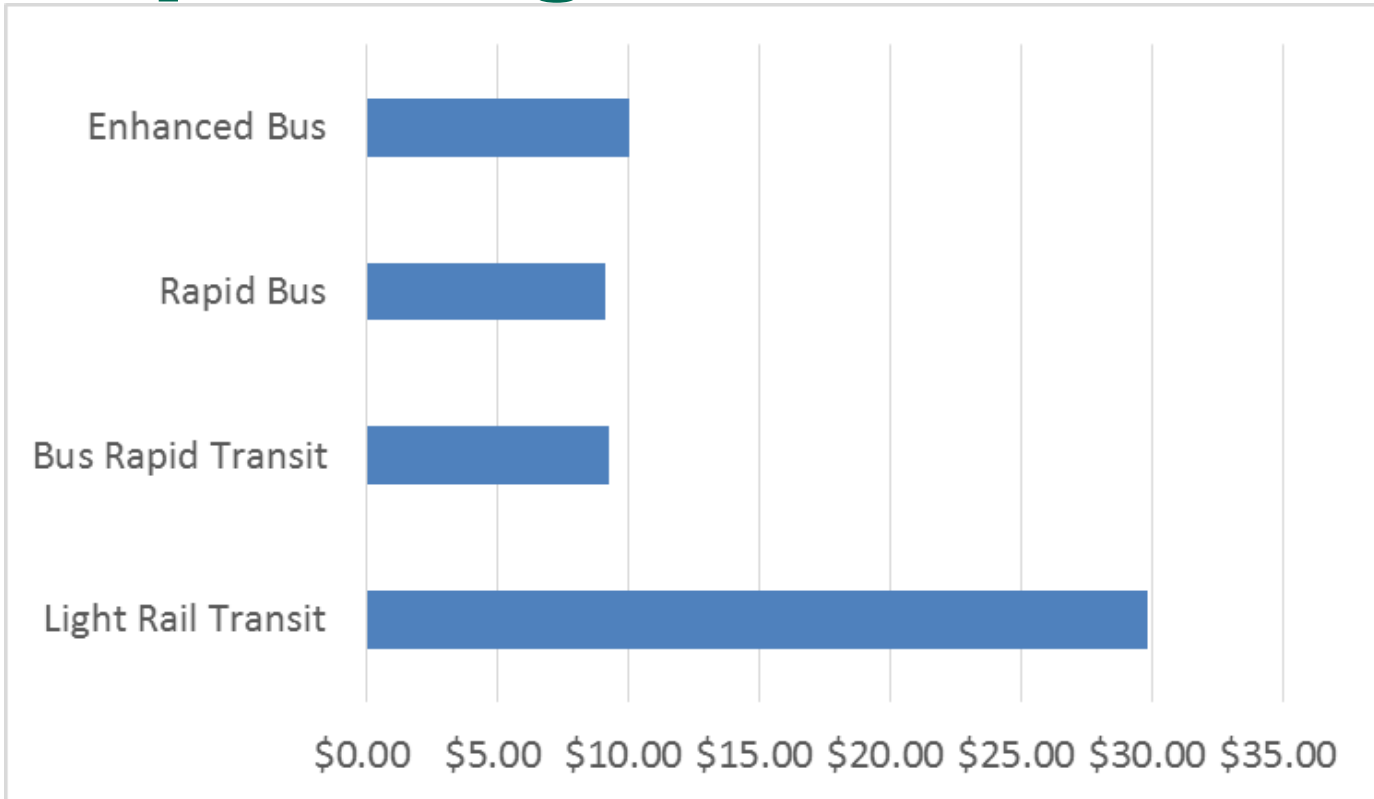


2040 Ridership Projections

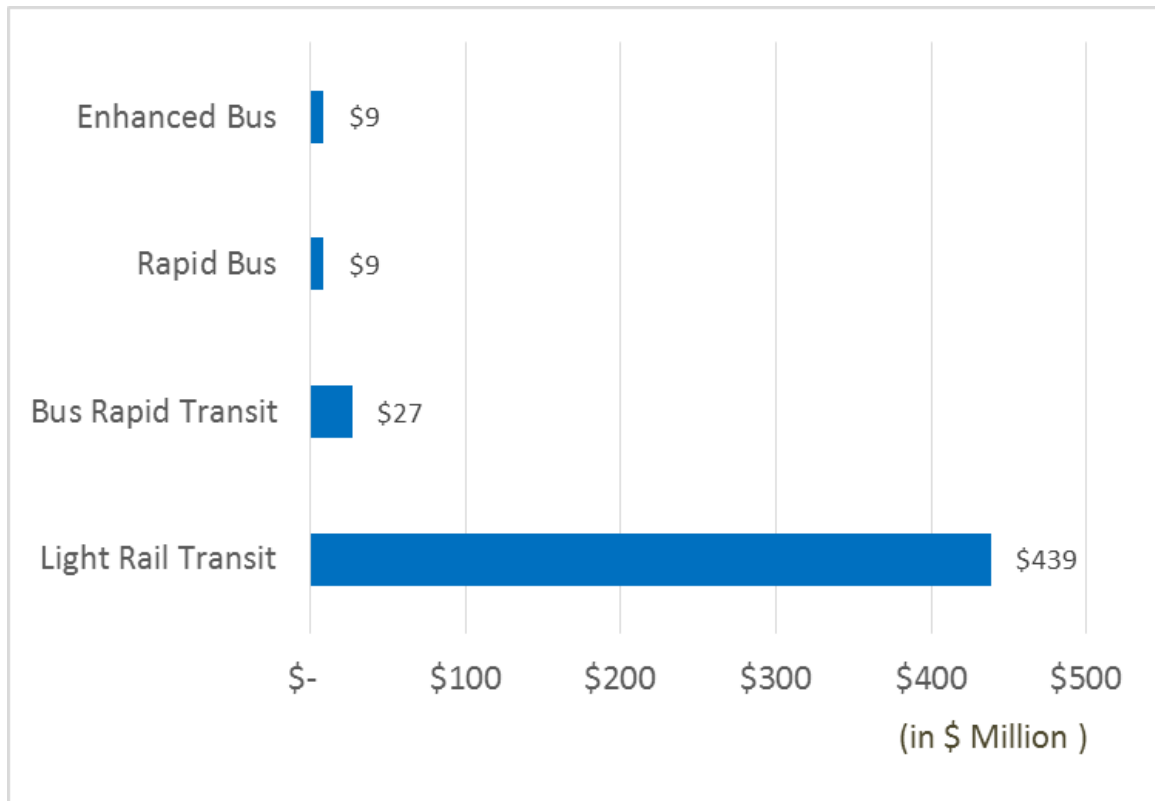
2040 with Project Compared to 2040 Baseline



Operating Cost Per Mile



Construction Cost Per Mile

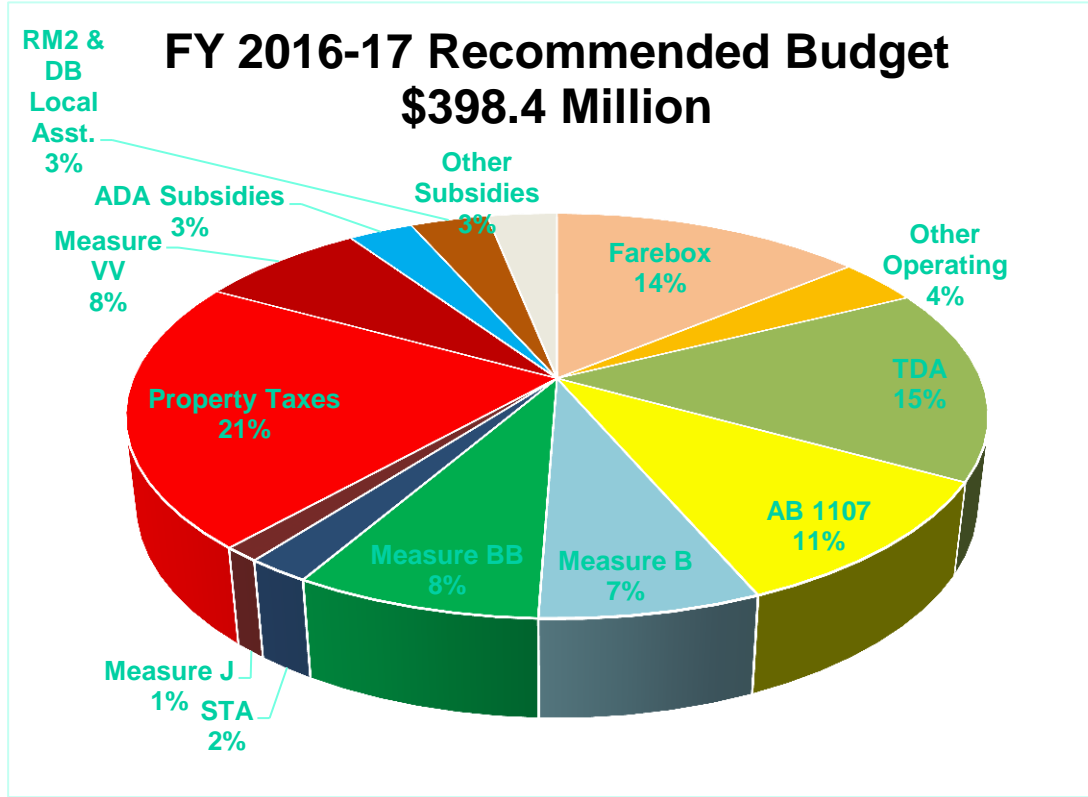


Preliminary Evaluation

Summary

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





Local Funds for Our East Bay Transit Needs.

**Parcel tax since 2002:
AA, renewed as BB & V V**



What Measure V V Funds

Stable, locally-controlled revenue



Connecting our Communities with safe, reliable, sustainable service... We'll get you there!



actransit.org/actransittalks

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