



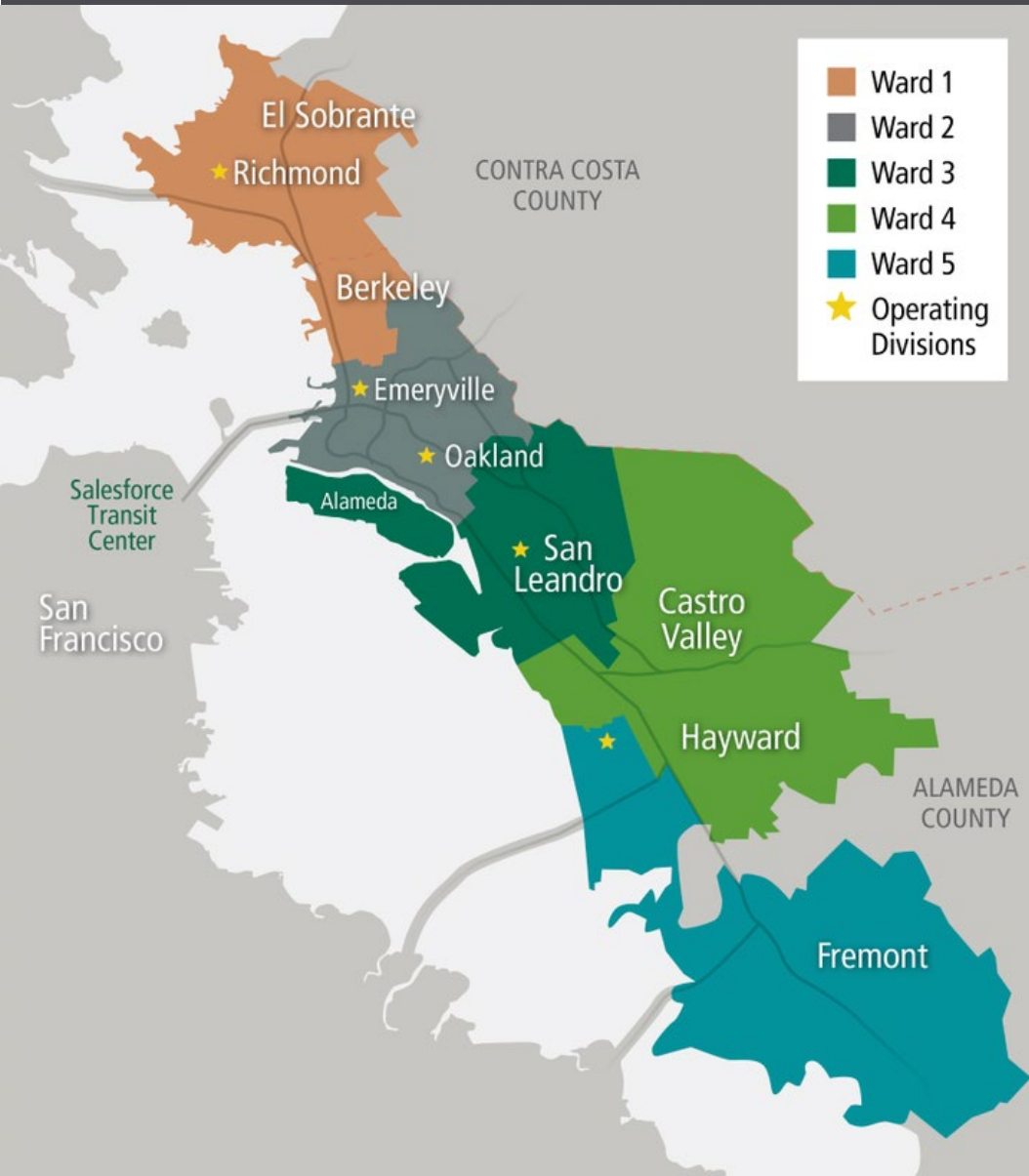
Transit Priority Programs at AC Transit

Contra Costa Transportation Authority

Board Workshop

October 20, 2023

AC Transit At-A-Glance



- **California's largest public bus-only transit system**
- Third largest bus-only transit agency in the U.S.
- Service area
 - 364 square miles, 1.5 million people
 - 13 cities and 8 unincorporated communities
 - Alameda and Contra Costa counties
- Facilities
 - 3 – Oakland
 - 1 – Emeryville
 - 1 – Hayward
 - 1 – Richmond

AC Transit At-A-Glance (Pre-COVID)

RIDERSHIP

Daily

189,000

Transbay daily

15,500

Annual

53,040,000

Paratransit

741,097

(annual)

SERVICE

Bus lines

151

Bus stops

5,500 (approx)

Daily service hours

6,326 (weekday)

Annual service miles

21.2 million

CONNECTS WITH

16 Other bus systems

25 BART stations

6 Amtrak stations

4 Ferry terminals

Rider Demographics

- **65%** low income
- **75%** people of color
- **29%** Limited English Proficiency
- **27%** of riders are traveling to work
- **30,000** student trips to and from school every school day

We serve

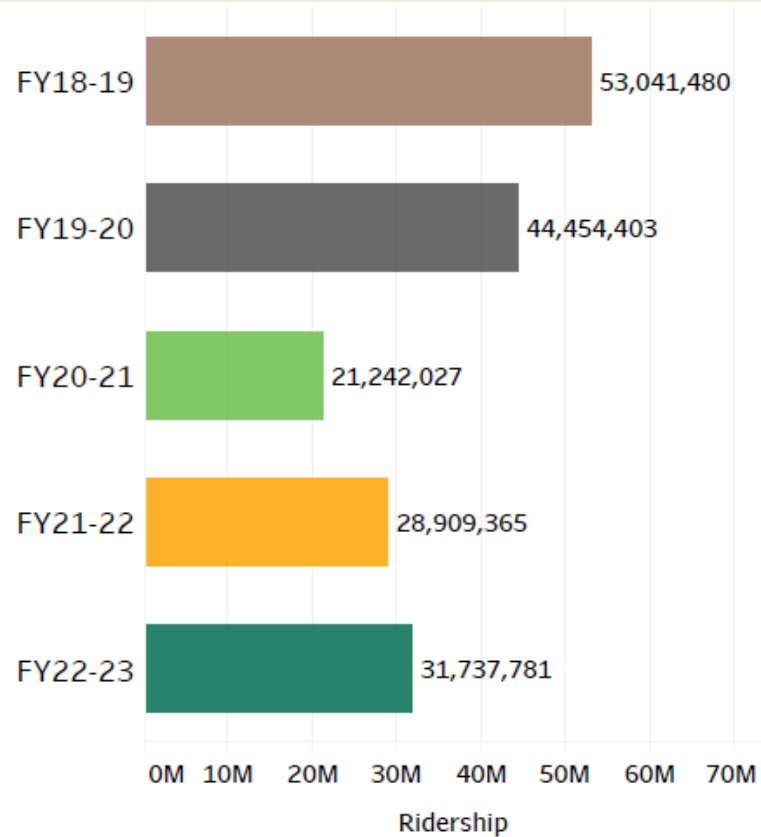
Essential workers, students, low-income, seniors, commuters, individuals with disabilities, and anyone wishing to reduce their carbon footprint.

Riders During Pandemic

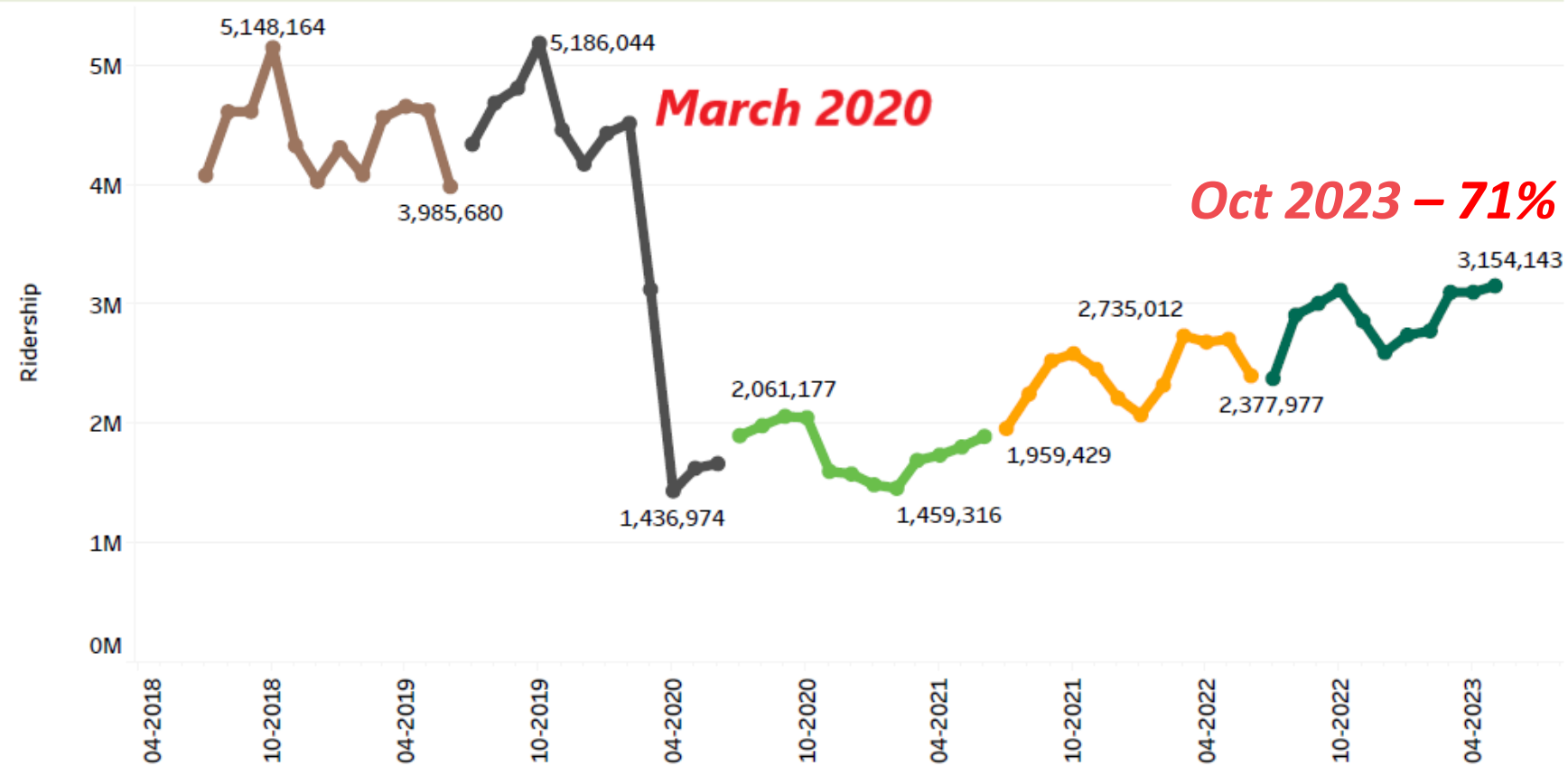
- **40%** of riders made an essential trip
- **15%** of riders identified as an essential worker
- **43%** riders do not have access to a car

Ridership: Pre-Pandemic vs. Pandemic Trends

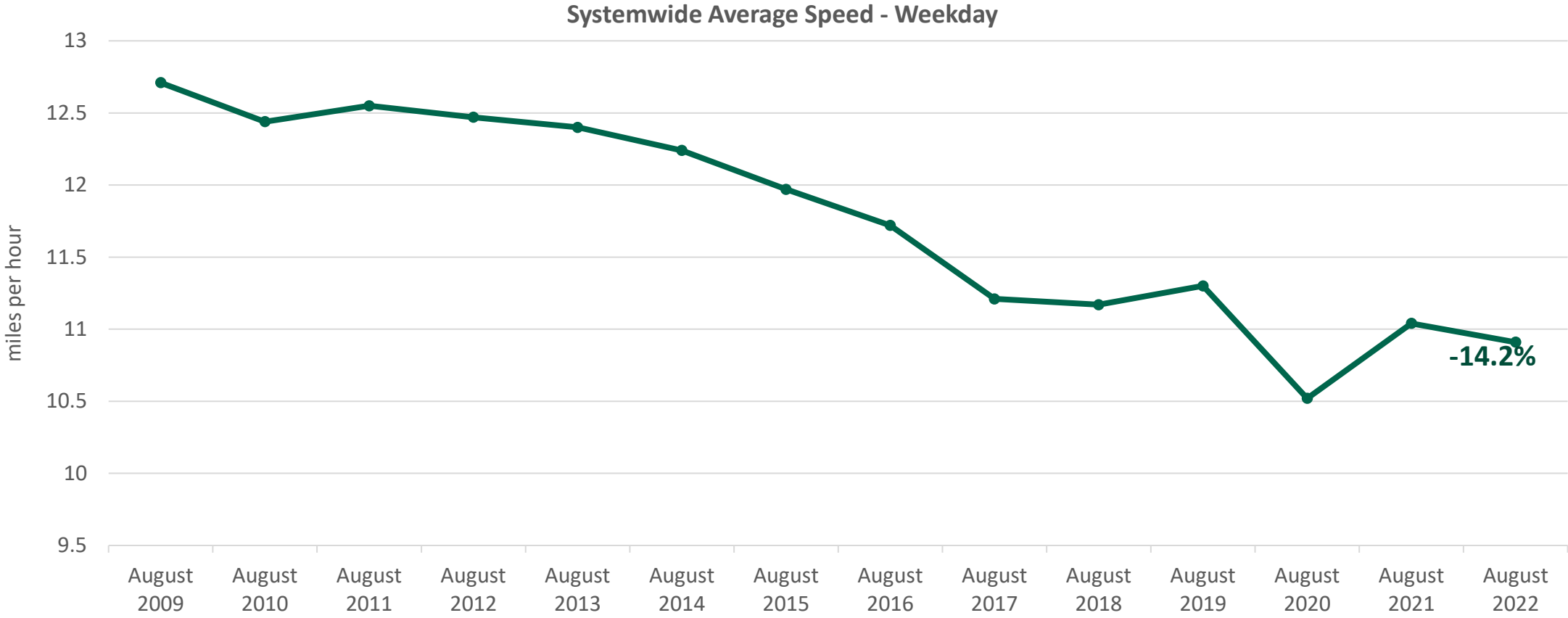
1A | FISCAL




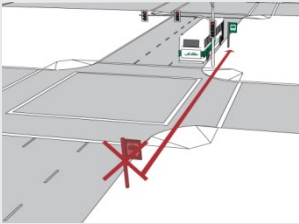
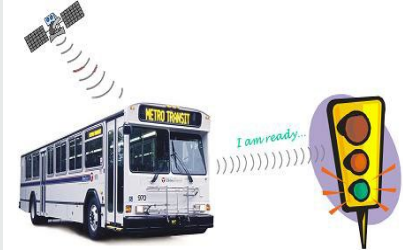

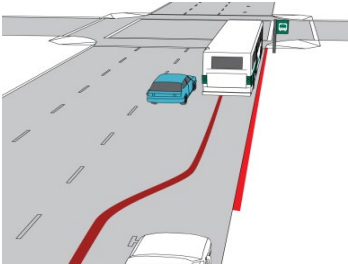
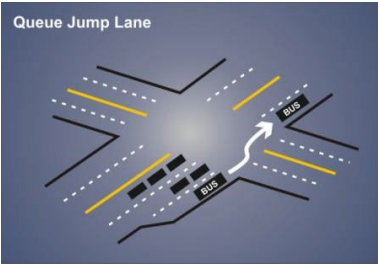






1B | MONTHLY



Systemwide Average Fleet Speed (2009-2022)



Transit Priority Features

Access & Safety	Delays & Reliability	Smarter System	Amenities
<p>Curb extensions (bus bulbs)</p> 	<p>Stop relocations & consolidations</p> 	<p>Transit signal priority</p> 	<p>Shelters & stations</p> 
<p>Bus stop extensions</p> 	<p>Queue bypass lanes</p> 	<p>Queue jump signals</p> 	<p>Real-time information</p> 
<p>Transit malls, centers</p> 	<p>Bus-only lanes</p> 	<p>Intelligent Traffic Control System</p> 	<p>Signage, wayfinding</p> 

Transit Priority Projects



Transit Priority Strategies

- Bus Rapid Transit
- Transit Signal Priority
- Delay Reduction - “Quick Build”



AC Transit's "Tempo" bus rapid transit (BRT) system is a \$232 million investment in the communities of Oakland and San Leandro.

Tempo is the East Bay's first BRT system, delivering safe, reliable and accessible bus transit between Uptown Oakland and the San Leandro BART station. The service runs 24 hours a day, 7 days a week, arriving with train-like efficiency every 10 minutes during peak times.



Tempo BRT

Features:

- Center and side-running transit lanes
- Off-board fare payment and multi-door boarding
- Stations with level-boarding platforms
- New traffic signal technology
- Numerous ped, bike and safety improvements

Performance:

- Over 13,000 avg daily riders (higher than pre-pandemic corridor ridership)
- Most productive route in the system
- 13% of system ridership
- Improved travel time and On-time Performance



In addition to better bus service, the Tempo BRT project delivered a host of community improvements, including:

9.5 miles

of new curb-to-curb pavement, providing a smoother and safer ride for everyone.

101 new or upgraded traffic signals

to slow traffic and save lives.

515 new curb ramps

that enhance mobility for people using wheelchairs and strollers.



13 miles

of fiber optic cabling that the City of Oakland is using to offer free Wi-Fi to East Oakland residents.



Upgrades or replacement of 100-year-old utilities that will help to provide clean water and safely deliver waste to treatment facilities.

450+

new high-visibility crosswalks that improve pedestrian safety.

254 new trees

and native landscaping that further beautify the community.



46 station platforms

with attractive canopies, wheelchair-accessible sloped sidewalks, lights, cameras, seating, Clipper card readers, ticket vending machines, trash cans, map cases, wayfinding signs, and artistic enhancements designed by local artists.



8 miles

of new bike lanes that connect neighborhoods and make it safer for cyclists to navigate the East Bay.



The New San Leandro Transit Center

at the entrance to the San Leandro BART Station.

Transit Signal Priority (Rapid Corridors)



Project Objectives

- Improve reliability and travel time on the Telegraph, San Pablo and Grand/West Grand Avenue corridors for daily riders
- Improve safety and accessibility to bus stops on the Telegraph and Grand/W. Grand Avenue corridors
- Improve signal timing



**Reduce
Travel Time**



**Enhance Transit
Reliability**

Project Elements

NEAR-SIDE TO FAR-SIDE STOP



Near-side bus stops are located immediately before crossing an intersection.

This can create safety concerns for pedestrians using nearby crosswalks who might be hidden by the bus and not visible to drivers.



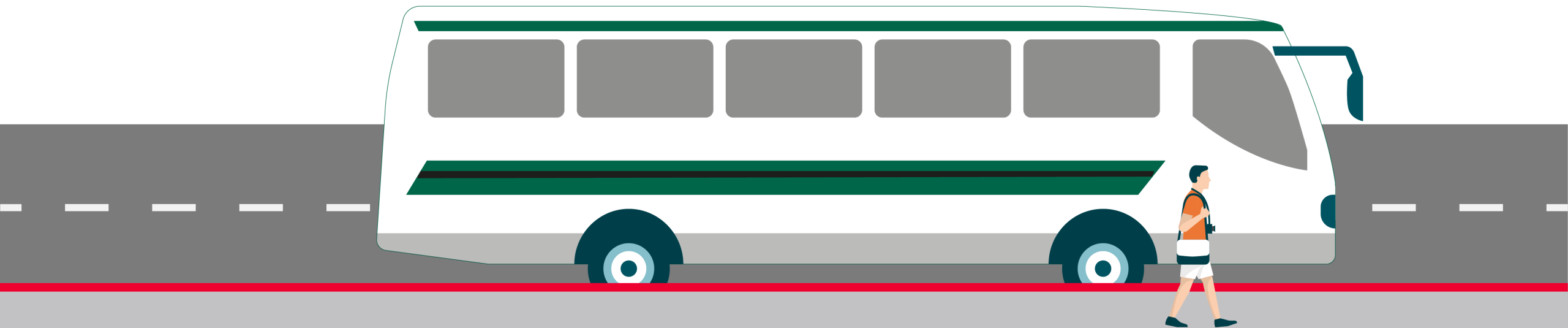
Far-side bus stops are located immediately after crossing an intersection.



Project Elements

LONGER BUS STOPS

Longer bus stops improve passenger boarding access and safety as well as traffic flow and safety by providing buses with more space to align to the curb.



Project Elements

SIDEWALK IMPROVEMENTS

Rebuilding some sidewalk areas and paving dirt planter strips will allow ADA bus lifts to be placed securely on the sidewalk for improved safety.



Example of sidewalk needing improvements

Dana Complete Streets Pilot Project

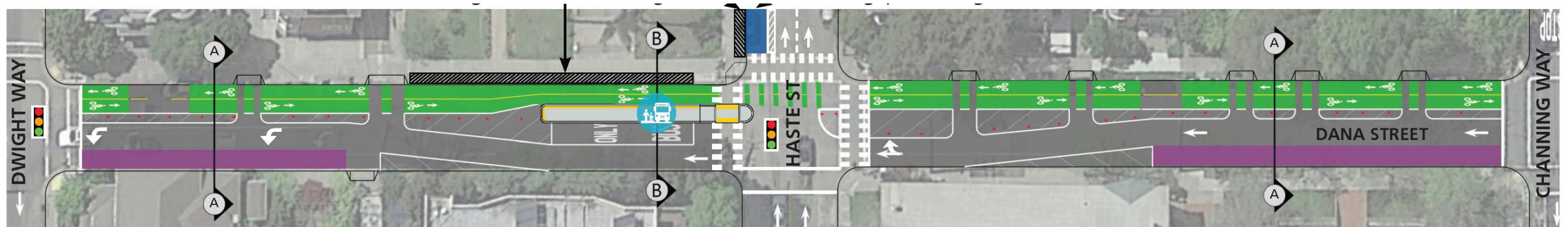
A four-block multi-modal corridor that is a major access point to UC Berkeley

Project Objectives

- Enhance transit reliability
- Improve access to/from bus stops
- Increase comfort of people riding bicycles and walking

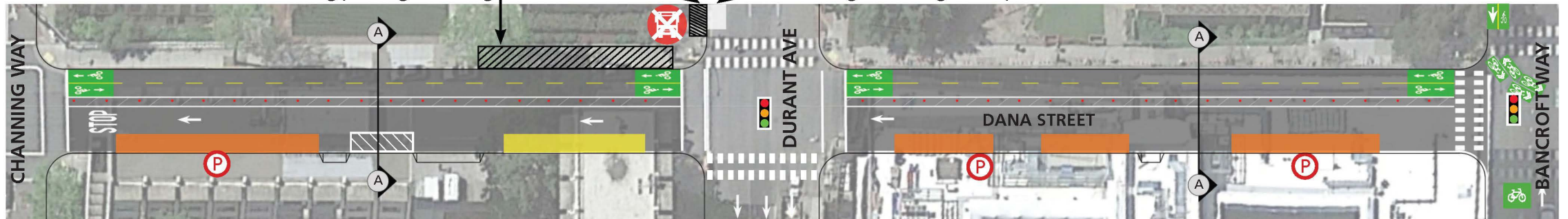
Project Elements

- Protected Corner
- Bus Boarding Island
- Transit Signal Priority
- Parking Modifications
- Two-way Protected Cycle Track



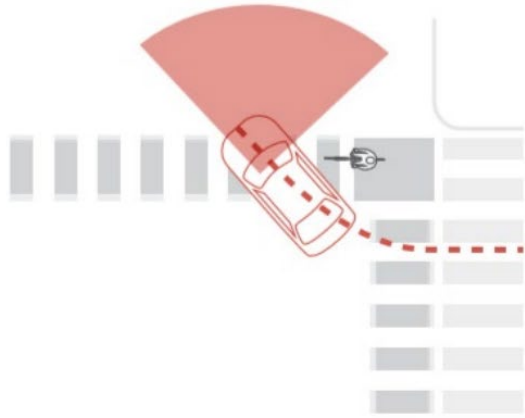
Sidewalk improvements along Dana St. and along passenger loading zone on Haste St.

Relocated bus stop replaced with 2 Passenger Loading Zone spaces

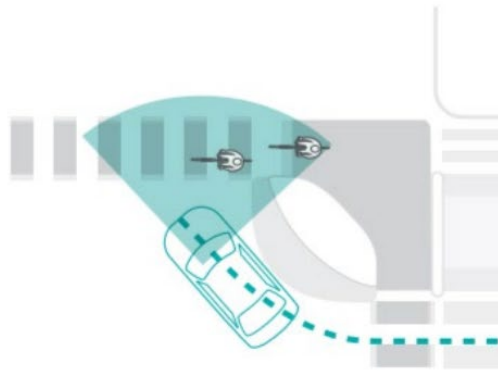


Key Project Elements

CONVENTIONAL CORNER



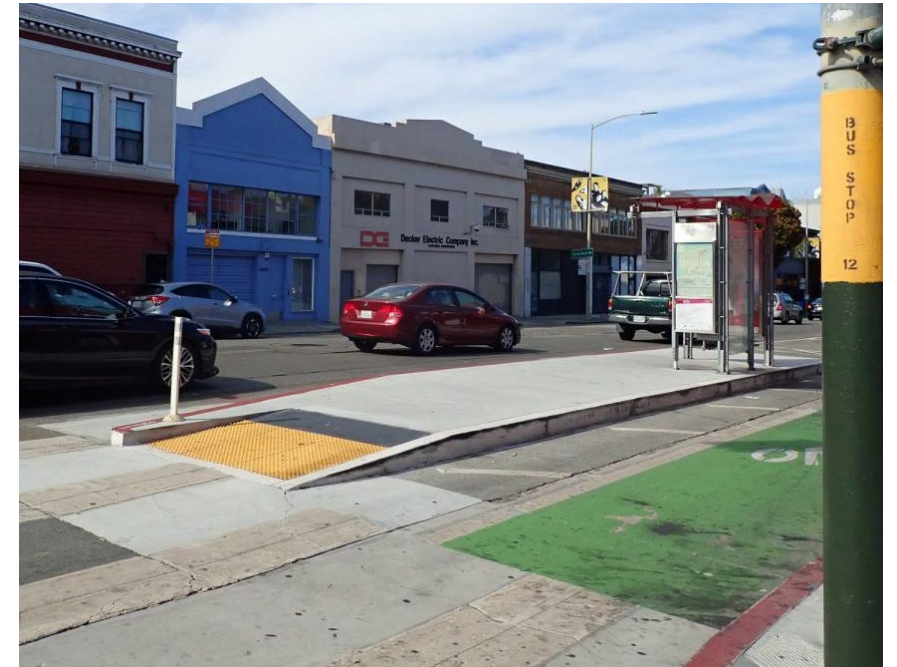
PROTECTED CORNER



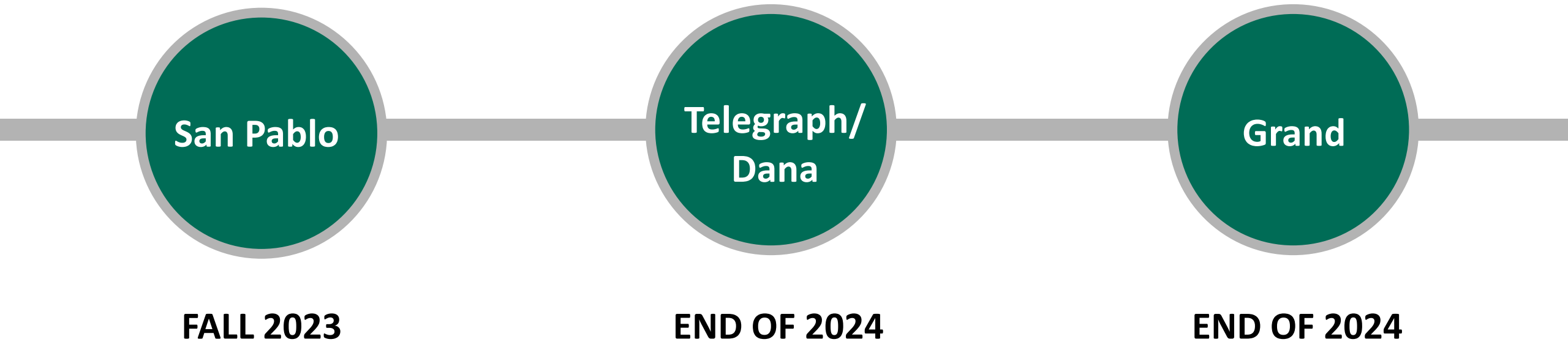
Protected Corner - Safety treatment that can help reduce conflicts between right-turning vehicles and people walking or on bicycles

Bus Boarding Island

- Allows for quicker boarding and reducing delay for bus riders
- Includes a curb ramp for ADA accessibility

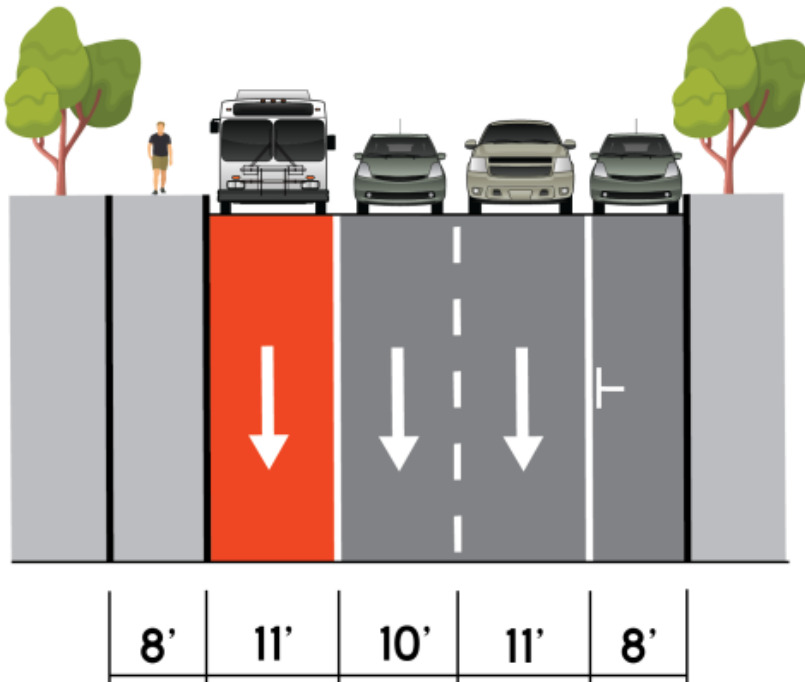


Project Timeline



Quick-build Durant Avenue

2024 Construction



Project Elements

Roadway reconfiguration – Fulton Street to College Avenue

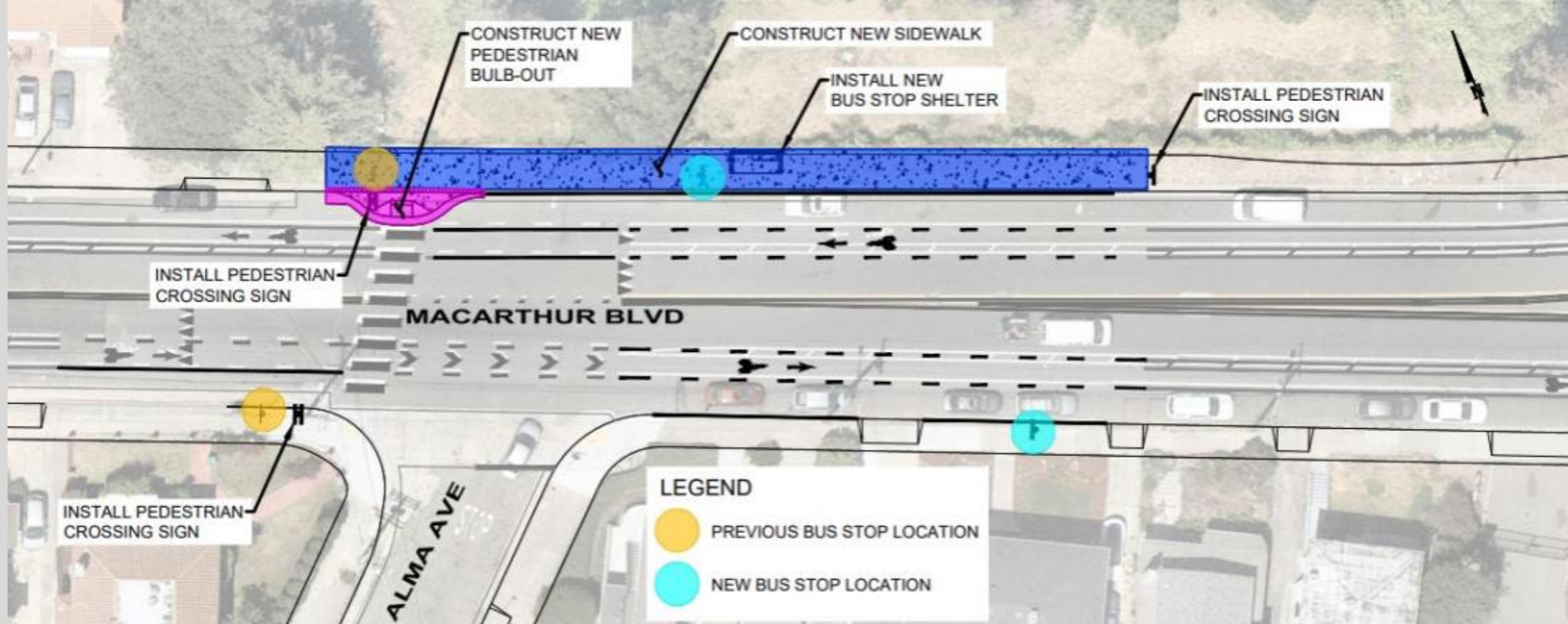
- **Transit Lane** – Convert one general purpose lane to a bus-only lane through pavement markings and red paint (budget allowing)

Bus Stop Modifications

- **Bus Boarding Bulbs** - Convert three existing bus stops to bus boarding bulbs to streamline drop-off and boarding operations. Bus boarding bulbs create an in-lane stop which prevent the need for buses to pull-out and merge back into traffic.
- **Bus Shelters and Amenities** - Implement bus shelters and other bus stop amenities such as pedestrian-scale lighting to provide transit users a more comfortable and secure experience while waiting and promote transit as a desirable mobility option for users.

Traffic Signal Modifications – College Avenue / Durant Avenue

- **Queue Jump** - Implement a queue jump signal to provide a “head start” for buses continuing right onto College Avenue or straight on Durant Avenue.
- **Signal Phasing** - Modify signal phasing to eliminate westbound right-turn vehicle conflict with College Avenue pedestrian movement.



Quick-build MacArthur Blvd

2024 Construction

Key Project Elements

Better Bus Stops:

- Expand the existing bus loading zone to allow buses to pull in and out of stops more efficiently, which improves bus reliability while reducing congestion at the intersection.
- Install a bus shelter to improve comfort for students and other bus riders.

Improved Safety:

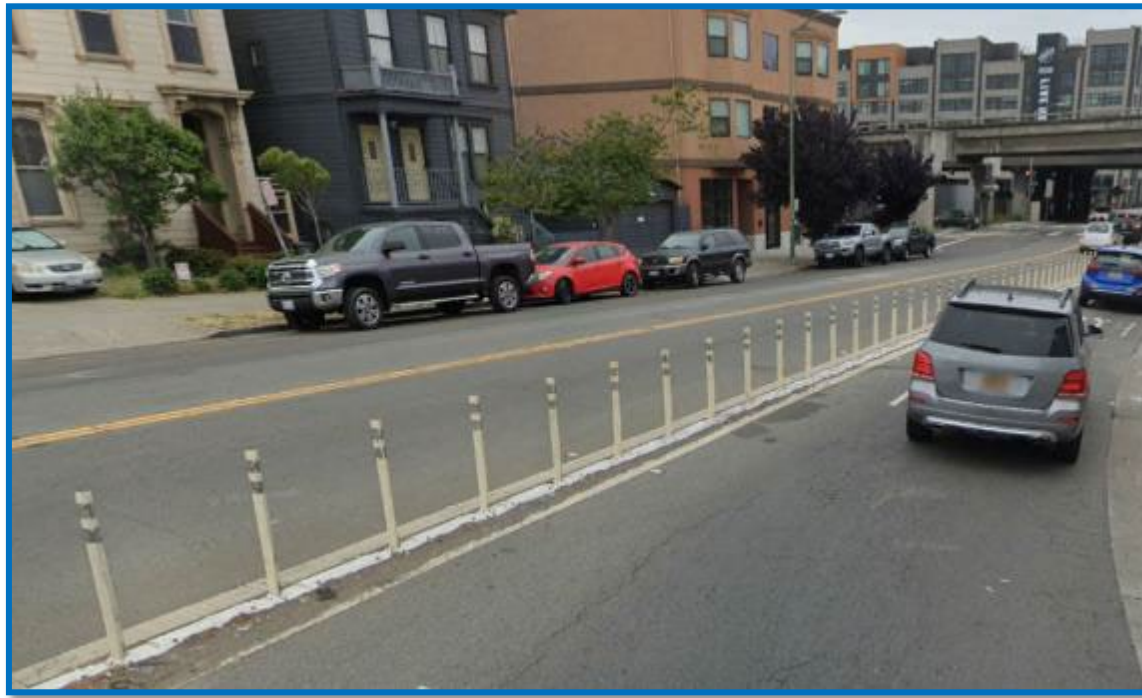
- Add a pedestrian bulb-out at the northwest corner to increase visibility of pedestrians, reduce the distance and time it takes to cross the road, and provide additional space for students waiting to cross.
- Relocate bus stops to help make pedestrians more visible to motorists and to prevent traffic from clogging the intersection.

Quick-build International Blvd

2024 Construction

Project Elements

- Pavement Markings (Arrows, “Bus Only”)
- Signage (Fines, Bus Only, Speed)
- Centerline Vertical Channelizers
- Lane Line Vertical Channelizers
- Red Lanes



Conclusions



Every bus rider is a pedestrian at some point in their journey



True Complete Streets projects along transit corridors includes:

- Pedestrian comfort, access and safety improvements
- Transit priority infrastructure improvements
- Multi-modal considerations



Need a toolbox of transit infrastructure improvements from the corridor level (BRT and Rapid Bus) to hot-spot treatment (Quick-build)



Strong partnerships and collaboration with local jurisdictions is required

A photograph of the side of a white AC Transit bus, featuring the company logo and a red and black stripe. The image is overlaid with a semi-transparent green filter.

Thank you!

Jim Cunradi

Transportation Planning Manager

AC Transit