

BRIEFING MEMO

AC TRANSIT DISTRICT
Board of Directors
Executive Summary

GM Memo No. 04-257

Meeting Date: September 1, 2004

Committees:

- | | | | |
|-------------------------------|-------------------------------------|------------------------------|--------------------------|
| Planning Committee | <input checked="" type="checkbox"/> | Finance Committee | <input type="checkbox"/> |
| External Affairs Committee | <input type="checkbox"/> | Operations Committee | <input type="checkbox"/> |
| <i>Student Pass Committee</i> | <input type="checkbox"/> | <i>Paratransit Committee</i> | <input type="checkbox"/> |
| Board of Directors | <input type="checkbox"/> | Financing Corporation | <input type="checkbox"/> |

SUBJECT:

Report on Progress of Implementation of Rapid Bus on International Boulevard and Telegraph Avenue

RECOMMENDED ACTION:

- Information Only Briefing Item Recommended Motion

Fiscal Impact:

None at this time. An implementation budget of \$11 million in Measure B funds has been developed. Further discussions with the Alameda County Congestion Management Agency and the Alameda County Transportation Improvement Authority are underway, in order to arrive at a high level of confidence in project costs and available funds.

Background/Discussion:

BOARD ACTION: **Approved as Recommended** [] **Other** []
 Approved with Modification(s) []

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed on _____, 2004.

Rose Martinez, District Secretary
By _____

Rapid Bus implementation staff has been actively working towards a June 24, 2006, implementation date. Staff goals are to address and resolve the following issues by October 1, 2004:

- route and schedule issues
- bus capacity issues
- bus shelter and Rapid pole design
- traffic--related improvements as necessary for successful implementation
- budget concerns

A preliminary project implementation schedule as been developed, and is Attachment A to this GM Memo.

Operational Issues:

At this time, four route issues are being investigated. They include:

1. Determination of end of Rapid line in Berkeley: The City of Berkeley has requested that the end of the Rapid line extend to University Avenue, with a preferred end of line location at the *Campus Loop* of the U.C. Berkeley campus. Meetings are underway with AC Transit, City of Berkeley and University staff to investigate this issue.

2. Service options at MacArthur BART Station: Staff is investigating the possibility of routing the Rapid off Telegraph Avenue to the frontage road at MacArthur BART, in order to serve that BART station in a manner similar to the way in which the San Pablo Rapid serves the Del Norte BART Station. BART staff is organizing a meeting with BART, AC Transit, City of Oakland and the selected developer for a Transit Oriented Development at MacArthur BART to investigate this issue. As discussions progress, neighborhood representatives will be included.

3. Service options at Fruitvale BART Station: Accessing Fruitvale BART is also an issue which is currently unresolved. While attempting to route the Rapid line into the Transit Center at Fruitvale is not viable, staff is considering locating a Rapid stop adjacent to the pedestrian access to Fruitvale BART and its associated development, or utilizing current bus stops on International Boulevard. This last option would provide somewhat less direct access to the station.

4. Service options at Bayfair BART Station: Staff is exploring routing possibilities to serve Bayfair BART Station. Proposals under consideration include the use of local area streets, or routing the Rapid line through Bayfair Mall.

In addition to the route issues discussed above, there are unresolved schedule questions as well. Rapid service could be designed to mimic San Pablo Rapid, with 12-minute headways for the Rapid and 15 minute service for the underlying local route. However, given the substantially higher passenger demand on the International/Telegraph corridor, a 10 minute schedule for the Rapid is being investigated. Another question being assessed is whether or not Saturday Rapid service should be provided. Finally, staff is considering options to address the fundamental imbalance created by adding substantially more service on Telegraph

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Avenue though maintaining approximately the same level of service on International Boulevard.

Bus capacity is another issue under review by Service Development staff. Riders on the San Pablo Rapid provided feedback to indicate that the matter is a priority concern. Staff recommends the use of 60-foot articulated vehicles on all Rapid schedules. A combination of 40-foot and 60-foot vehicles are presently in service on Line 82 Limited and Line 40. The realignment of the 82 and 40 routes into the International/Telegraph Rapid has spillover affects on other routes, such as the Foothill Boulevard segment of the 40/43 lines the Shattuck Avenue segment of line 43, and the 99 on Mission Boulevard. Service Development staff is currently developing a comprehensive Service Deployment Plan which will address all these route issues collectively.

Lessons Learned:

Staff is currently exploring design improvements for the Rapid poles and flags. The new poles will be used for the International Telegraph Rapid services, and will also be used to retrofit the San Pablo Rapid bus stops. Staff is also looking at an upgraded Lamar shelter design outside of Oakland, to blend with the Adshel shelters in use in Oakland. Considerable time and energy is going into resolving the installation of NextBus signage into Adshel shelters, well in advance of the International/Telegraph startup date.

In addition, work continues on a software retrofit to the Transit Signal Priority system. As a result of a recent review of TSP installations in Vancouver, B.C., and Tacoma, Washington, as well as discussions with Las Vegas and other Rapid/BRT cities staff recommends that the District develop a Rapid system evaluation that recognizes the uniqueness of the AC Transit project. Staff seeks a cost-effective solution, also within the next quarter.

Continued Cooperation with CMA:

Per the Board's approval of GM Memo 04-103, SMART Corridor designation was requested of the CMA. Since the City of Berkeley has also requested SMART Corridor status for University Avenue, CMA is now in the process of developing a policy for adding corridors in an orderly manner. The CMA Technical Advisory Committee is expected to report back to the CMA Board in September.

Discussions for clarifying the costs of technological upgrades necessary for the 19-mile Rapid Corridor are ongoing with CMA staff and consultants. Staff is aggressively seeking additional funding sources for on-street technology upgrades to signal coordination, TSP installation and related hardware; over \$2 million in TFCA and MTC funds have been secured so far. However, additional costs have also been identified in shifting from wireless to hard-wired signal interconnection. The next report to the Board

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will include a finalized budget, as well as updates on budget discussions involving ACTIA and CMA staff, and the Rapid implementation team.

Prior Relevant Board Actions/Policies:

GM Memo 04-103 Report on Progress of Implementation of Rapid Bus on International Boulevard and Telegraph Avenue; Motion to Request Alameda County Congestion Management Agency Designate Telegraph Avenue as a SMART Corridor

Attachments:

Attachment A: International/Telegraph Rapid Implementation Schedule

Approved by: Rick Fernandez, General Manager
Nancy Skowbo, Deputy General Manager, Service Development

Prepared by: Jon Twichell, Transportation Planning Manager
Cesar Pujol, Transportation Engineer

Date Prepared: July 15, 2004