SUBJECT:  
Uptown Transit Center Project Update.  Response to Planning Committee request for additional information will be provided by the General Counsel.

RECOMMENDED ACTION:

[ ] Information Only  [x] Briefing Item  [ ] Recommended Motion

Fiscal Impact:
Estimated $3.2 million from Regional Measure Two funds allocated for AC Transit’s Bus Rapid Transit Project

Background/Discussion:
With the progress of AC Transit’s Bus Rapid Transit Project, the nexus of major AC Transit bus lines on 20th Street in Oakland and a number of other external factors, Planning Staff has initiated design of a transit center on 20th Street between Broadway and Telegraph Avenue. The project is formally named the Uptown Transit Center, in response to the City of Oakland’s plans for development of its Uptown District.

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 _______________________, 2005.

Rose Martinez, District Secretary
By ________________________________
Over the past few years, AC Transit has increased service along 20\textsuperscript{th} Street in the City of Oakland as a result of service restructuring and City of Oakland bus stop change requests. In December of 2004, the City formally requested the removal of all AC Transit buses off of Inner Telegraph Avenue by mid-2006, because of the \textit{Inner Telegraph Streetscape} Project (Attachment C). This project narrows Telegraph Avenue down to two and three traffic lanes between Latham Square and 20\textsuperscript{th} Street, and the resultant lane configuration would not be conducive to bus traffic. In response to the City's request, Planning Staff proposes re-routing the 40/43 Telegraph Local buses off of Inner Telegraph and onto Broadway. In order to transition back to Telegraph Avenue north bound, buses would use 20\textsuperscript{th} Street.

By June 2006, the following routes will stop on 20\textsuperscript{th} Street in the proposed project site:

- 72 San Pablo Local
- 72M San Pablo/MacDonald Local
- 72 San Pablo Rapid
- 40/43 Telegraph Local
- International/Telegraph/E. 14\textsuperscript{th} Rapid
- NL Macarthur Limited
- 15 MLK Local

Three of the District’s five trunk routes will travel through 20\textsuperscript{th} Street. With existing access to the BART system at Broadway & 20th, it will be critical for AC Transit to accommodate for the increase in transit activity and improve transit connections.

Outside of the nexus of routes creating the need for improved transit facilities on 20\textsuperscript{th} Street, AC Transit staff has also received a formal request on behalf of the ownership of the I. Magnin Building to improve the bus stops within the project site, especially in front of the building (Attachment D). I. Magnin ownership has complained of excessive trash, vandalism, and loitering in the area directly adjacent to the property and at the bus stop. AC Transit staff determined that it had a responsibility to remedy these problems and examine better bus stop alternatives.

After considering the aforementioned factors, as well as the City’s plans for the Uptown/Forest City Development (between Telegraph & San Pablo and 19\textsuperscript{th} & 20\textsuperscript{th}) and other Uptown redevelopment plans, AC Transit Planning staff identified a need for a transit center on 20\textsuperscript{th} Street. Therefore, staff initiated the design of the Uptown Transit Center. This transit center would address the transit needs and issues of the project site, serve as a state-of-the-art transit hub for the Uptown District, and become the flagship transit station for AC Transit’s future Bus Rapid Transit Project.

\textbf{Project Description}
The Uptown Transit Center will span the entire block of 20\textsuperscript{th} Street between Broadway and Telegraph Avenue in the City of Oakland right-of-way, adjacent to the 19\textsuperscript{th} Street BART Station and in the heart of Oakland’s future \textit{Uptown District}. The Planning
Committee requested additional information concerning the feasibility of a recorded easement. This is being provided by the General Counsel in a separate memo.

The primary project elements include:
A. Sidewalk extensions with associated curb, gutter and roadway demolition/reconstruction on both sides of 20th Street from Broadway to Telegraph Avenue.
   • Sidewalk extensions 8 feet wide by 300 feet long to accommodate bus operations.
   • Total sidewalk width of 18 feet on each side of the street: 10 foot standard sidewalk to accommodate pedestrian and wheelchair through traffic, and 8 foot extension to serve as the transit station area.
   • Proposed sidewalk extensions with standard 8 inch curb height to facilitate safe and efficient bus boarding and alighting.
   • Sidewalk extension to form a continuous plane with existing sidewalk and drain into the street.

B. Two 12 foot traffic lanes in each direction of 20th Street between Broadway and Telegraph Avenue.
   • Proposed Portland Cement Concrete pavement section for this one-block section of 20th Street to extend pavement life by avoiding excessive wear on Asphalt Concrete caused by buses.

C. Elimination of parking on both sides of 20th Street between Broadway and Telegraph Avenue.

D. Relocation of I. Magnin Building loading zone from 20th Street to Broadway, adjacent to property.
   • Relocation of AC Transit bus stop from near-side of Broadway & 20th Street to far-side in order to accommodate relocated loading zone.

E. Sidewalk extensions divided into three separate bus zones on each side of the street for safe and accessible bus service.
   • An AC Transit bus pole and flag will denote each bus zone.
   • The following routes will stop at the corresponding bus zones (listed from west to east if traveling eastbound and vice versa):
     • Zone 1 – International/Telegraph Rapid Bus, Route 40/40L, Route 43
     • Zone 2 – Route 72R (San Pablo Rapid Bus), Route 72/72M
     • Zone 3 – Route NL (Transbay), Route 15
   • Placement of stops along the street and pairing of specific routes intended to minimize conflicts between buses and other vehicles on 20th Street.
F. Installation of a custom canopy for each bus zone on both sides of the street with AC Transit/community information space, and real-time bus arrival information.

G. Installation of signs, lights, street furniture, landscape/hardscape elements and bollards as necessary for improved streetscape appearance, function and safety.

Project Schedule
AC Transit must complete the Uptown Transit Center prior to the start of the Inner Telegraph Streetscape Project and the Forest City Development in order to accommodate for the rerouting of AC Transit’s Telegraph buses and to avoid construction conflicts between the various projects. In addition, staff is working toward a goal of having the transit center accessible to vehicular traffic in time for the launch of the International/Telegraph/E. 14th Rapid Bus in June 2006. In order to achieve this goal, staff plans to complete the project “flatwork” (all design elements at road and sidewalk surface and below) by that time. The flatwork will be constructed as part of the Alameda County Congestion Management Agency’s contract to construct the infrastructure for the International/Telegraph/E.14th Rapid Bus. This will ensure timely completion of this portion of the transit center. Staff anticipates full completion of the project by September 2006, with 20th Street open to traffic three months prior.

The project timeline for the Uptown Transit Center flatwork is as follows:

- 7/29/05 – 35% Flatwork PS&E
- 9/2/05 – 65% Flatwork PS&E
- 9/30/05 – 100% Flatwork PS&E
- 10/24/05 – Advertise Construction IFB
- 12/22/05 – Award Construction Contract
- 1/06 – Start Construction
- 6/06 – Complete Construction

Staff is currently developing the conceptual designs for the custom-built canopies, the street furniture and other amenities. Once a concept has been finalized and approved by the City of Oakland, staff will provide the Board of Directors an updated construction schedule.

Project Notes
- Project is completely funded through Regional Measure Two funds for AC Transit’s Bus Rapid Transit Project.
- AC Transit staff is utilizing the services of Carter-Burgess as the project designer of the Uptown Transit Center. Carter-Burgess was hired through AC Transit’s ongoing A&E contract.
- Staff intends to file a Statutory Exemption Form to satisfy the CEQA review process. Staff determined that the project is exempt from CEQA due to the nature of the project.
Staff is conducting a traffic study of the traffic changes created by the construction of the Uptown Transit Center.

Ownership of the transit center will be transferred to the City of Oakland upon completion.

Prior Relevant Board Actions/Policies:
N/A

Attachments:
Attachment A: Uptown Transit Center Conceptual Plan
Attachment B: Uptown Transit Center Conceptual Section
Attachment C: Letter of Request from City of Oakland to remove buses from Inner Telegraph
Attachment D: Letter of Support from I. Magnin Property for the Uptown Transit Center

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

Prepared by:  Robert del Rosario, Transportation Planner

Date Prepared:  August 4, 2005