

Transit Times

ALAMEDA - CONTRA COSTA TRANSIT DISTRICT

ACT

FOR THE GOOD OF YOUR COMMUNITY

Volume I Number 1

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TRANSIT ON THE MOVE

Monthly Newsletter to Tell Progress On Transit Planning for East Bay

Months and even years of planning for the time when public transportation in the East Bay would be aimed directly at satisfying the wants and wishes of the rider, is starting to pay off.

A detailed, carefully constructed mass transit plan for all of the Alameda-Contra Costa Transit District is now being put together by the consulting engineering firm of De Leuw, Cather & Company. A preliminary report on their findings will be in the hands of the district directors early in July.

To make sure that the engineers know exactly what the people in the various cities and counties in the district want in the way of mass transit facilities, a special engineering advisory committee is now in the process of being organized. The committee will include planning and engineering officials from the cities and counties who will be invited to work closely with the district's consultants.

Public Review

Once the mass transit plan is down on paper, the district will begin an exhaustive review of the proposal, presenting it at numerous public hearings, discussing it at meetings with public agencies and other interested civic groups. The directors will be finding out what people think of their future transit network, what changes should be made in the plan. It is the directors' intention to

mold the plan as closely as possible around the desires and wishes of the people and yet finalize a transit plan that will be self-supporting and not require a tax subsidy of the property owners in the district to operate the transit system.

Standing out as a beacon is the general election next November when it is the intent of the directors to present the transit plan, together with any revisions that are made, to the voters of the district in the form of a proposed bond issue to buy operating equipment and commence district transit operations.

Keep Informed

As a result of this stepped-up tempo in transit preparations, the district is launching an informal monthly newsletter to keep community leaders and other interested citizens within the district fully informed of the current progress and status in transit planning.

The premise of the newsletter will be that a fully informed voter is an intelligent voter and will be more capable of correctly assessing the facts.

Directors of the district intend that the plan they offer to the voters next November shall provide the best transportation and the most transportation for all of the East Bay district at the lowest possible cost. The newsletter, to be called *Transit Times*, will tell over the months how the directors' intent is being carried forward.

Transit Plan Study Begins; Report Soon

The detailed master transportation plan being drawn up for all of the East Bay transit district area by De Leuw, Cather & Company will include consideration of new express service, downtown terminals and the extensive use of freeways.

Transit district directors have agreed that these objectives are among those that should be held out in front by the engineering consultants while drawing up the transit plan.

Most immediate attention is being given to the MacArthur Freeway which so far has no provisions for loading and unloading bus passengers.

The directors have authorized J. R. Worthington, district transit consultant, to consult with the State Division of Highways to urge that the space needed for unloading passengers be built into the freeway.

The freeway would be used by the transit district as one of the principal arteries both for moving express passengers between the Oakland central business district and the San Leandro-Hayward area and as a major route in its transbay operations.

The proposed Grove-Shafter freeway is another important artery serving the Berkeley and Contra Costa County areas that the directors believe should be provided with bus turnouts.

New limited stop or express service would be superimposed on regular local routes serving downtown Oakland, Berk-

TIRES, RAILS TEAM UP

Designers of a \$200,000,000 Delaware expressway through the northeastern part of Philadelphia are planning to route portions of the Frankford El rapid transit along a median strip of the superhighway. The federal government, which is paying 90 per cent of the costs, must approve the plan.

CONTRA COSTA ROUTES, BUSES UNDER REVIEW

Proposed service by the transit district in the Contra Costa County areas of Orinda, Lafayette, Walnut Creek, Concord and Martinez, is undergoing careful study.

The engineering consulting firm of De Leuw, Cather & Company is drawing up a transit plan for the area with an aim towards improving express service and load standards, increasing frequency of service and extending the existing service.

Suburban type buses are being considered, with all seats facing forward—a type of coach superior to those now in service on the lines in Contra Costa County.

eley, Richmond, San Leandro, Hayward, and the central Contra Costa area.

Worthington estimates that travel time between downtown Oakland and University Ave. in Berkeley could be reduced from 35 minutes to 15 or 20 minutes, and that the time between Richmond and Oakland could be shortened from 57 minutes to 30 minutes.

The proposed bus terminals would be built in the central business district of Oakland, one in Berkeley in the vicinity of University and Shattuck Aves., and the third in Richmond, somewhere in the area of Twenty-third St. and Macdonald Ave.

The terminals could be constructed by private capital and leased by the district, according to Worthington. To help pay for themselves, the terminals would contain stores on street frontages as well as coffee shops and other commercial operations within the waiting rooms.

Worthington has informed the directors that such terminals should go far in helping to build transit patronage.

The study by De Leuw, Cather will require about five months to complete, but a preliminary report will be prepared for the directors by early in July.

'The Rider' To Have Voice In Planning

Residents of Alameda and Contra Costa counties have been assured they will be given ample opportunity to help develop a suitable transit plan for their area.

Numerous public hearings and other meetings will be held before the district reaches the point of acquiring transit facilities, according to Robert K. Barber, president of the board.

The district, furthermore, will not purchase transit equipment until after a bond issue has been submitted to the voters and their views made known.

These assurances were contained in letters filed recently with the Contra Costa Board of Supervisors, Contra Costa County CIO Council, the cities of Walnut Creek and San Pablo, the Rodeo and Lafayette chambers of commerce, and the Council of Richmond Industries.

In answer to protests by these groups that the district should abandon its condemnation proceedings against part of the Key System facilities, Mr. Barber said:

"It should be recognized that this action merely sets in motion the lengthy procedure of having an impartial State agency (the Public Utilities Commission) determine the fair market value."

Whatever buses, shops and yards the district might acquire would simply be the "nucleus of a district-wide transit program."

Mr. Barber said it is "premature to speculate on the ultimate benefits or relative costs to your area should the useful portion of Key System's equipment be acquired."

The district, he explained, will soon have an engineering plan that is to help solve Contra Costa's transit problems. The study includes a determination of the most economical use of Key System equipment as well as what new equipment will be required.

Representatives of the organizations

What the Editors Say About Transit

Plans to design the Kensington Expressway for bus traffic as well as for private autos reflect a proper appreciation of the importance of mass transit in urban transportation.

The NFT and the city planning commission, together with The News, long have urged inclusion of bus facilities in the new super-highway. There will be no "turn-outs" along the regular roadway, as proposed, but a spokesman for the State Department of Public Works says the first section to be built will provide for bus stops on service roads away from the main traffic stream at three points along the route. The question is whether this will be enough.

Bus riders should be able to share in the benefits of modern urban arteries. Furthermore, express bus service will give the public a new incentive to make greater use of the buses, thereby contributing to a reduction of congestion and helping assure stable transit operations.

From every standpoint, the idea of expressways serving mass transit vehicles without impeding the flow of ordinary traffic makes good sense. It can't be applied too widely.—Buffalo (N.Y.) *Evening News*.

Another Copy?

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opposing the condemnation proceedings were invited to review the engineering studies in the near future and discuss with the engineers indicated transit needs of the county.

Horseless Buggies Take Bigger Bite

The cost of driving an automobile 10,000 miles will increase \$76 this year over 1957 to a new high of \$1,078.

The boost, calculated by the American Automobile Association, was based on "fairly new" lower priced cars.

Depreciation will jump from \$514 to \$565, the biggest single increase and the largest item in the motorist's budget. Only gasoline and oil expenses will show a decrease this year—from 2.42 cents per mile to 2.39 cents.

The association also listed these other increases: property damage, liability, fire and theft insurance, \$103.40 to \$116.71; license and registration, \$17.68 to \$19.16. Proportionate increases on a per mile basis were listed for maintenance and tires.

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MORE PEOPLE THAN EVER

People are still flocking into Alameda and Contra Costa counties, according to the latest adding machine totals, and probably will keep it up for years to come.

Population of Alameda County as of July 1, 1957, was 873,900, which was a gain of 12,000 over the previous year.

Contra Costa County's July 1 population was 356,700. This was an increase over the previous year of 11,100.

By 1970, the San Francisco Bay Area Council predicts that there will be 1,233,000 people residing in Alameda County and 659,000 in Contra Costa.

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