# Welcome to the TELEGRAPH AVENUE RAPID CORRIDORS PROJECT

Virtual Community Meeting
June 3, 2021

**We will begin at 6:00pm**

# AC TRANSIT AT A GLANCE (PRE-COVID)


| AC Transit Ridership - Systemwide | |
|---|---|
| Daily (Weekday) | 189,000 |
| Annual | 53,040,000 |
| Paratransit (Annual) | 741,097 |

| AC Transit Service - Systemwide | |
|---|---|
| Bus Lines | 151 |
| Annual Service Miles | 21.2 million |
| Daily Service Hours (weekday) | 6,326 |

Connects with 16 other bus systems, 25 BART stations, six Amtrak stations, and four ferry terminals.

# AC TRANSIT RIDERS

**Rider Demographics**

- 65% low income
- 75% people of color
- 29% Limited English Proficiency
- 27% of riders are traveling to work

**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

# PROJECT PURPOSE

Telegraph Avenue is an important route for the East Bay community with historically strong ridership.

The Telegraph Avenue Rapid Corridors Project is aimed to enhance transit operations and improve service quality for bus lines 6 and 800.

Together, these improvements will:

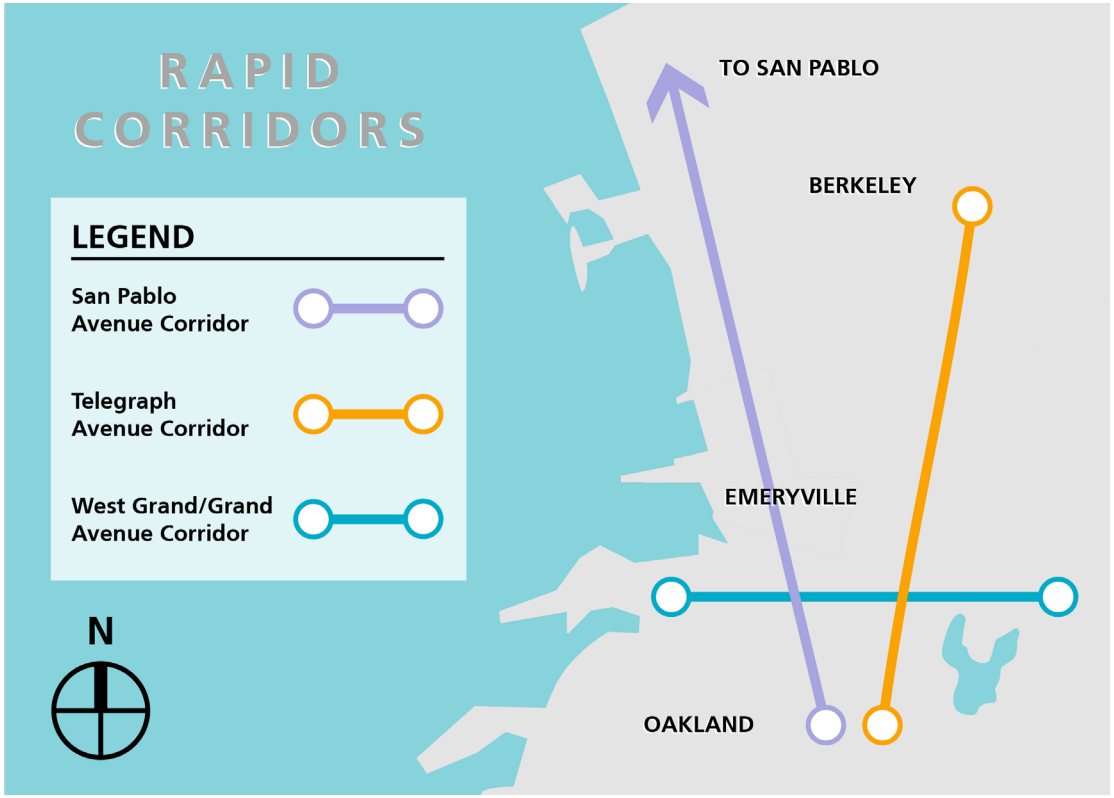
**Reduce Travel Time**

**Enhance Transit Reliability**

# PROJECT BACKGROUND

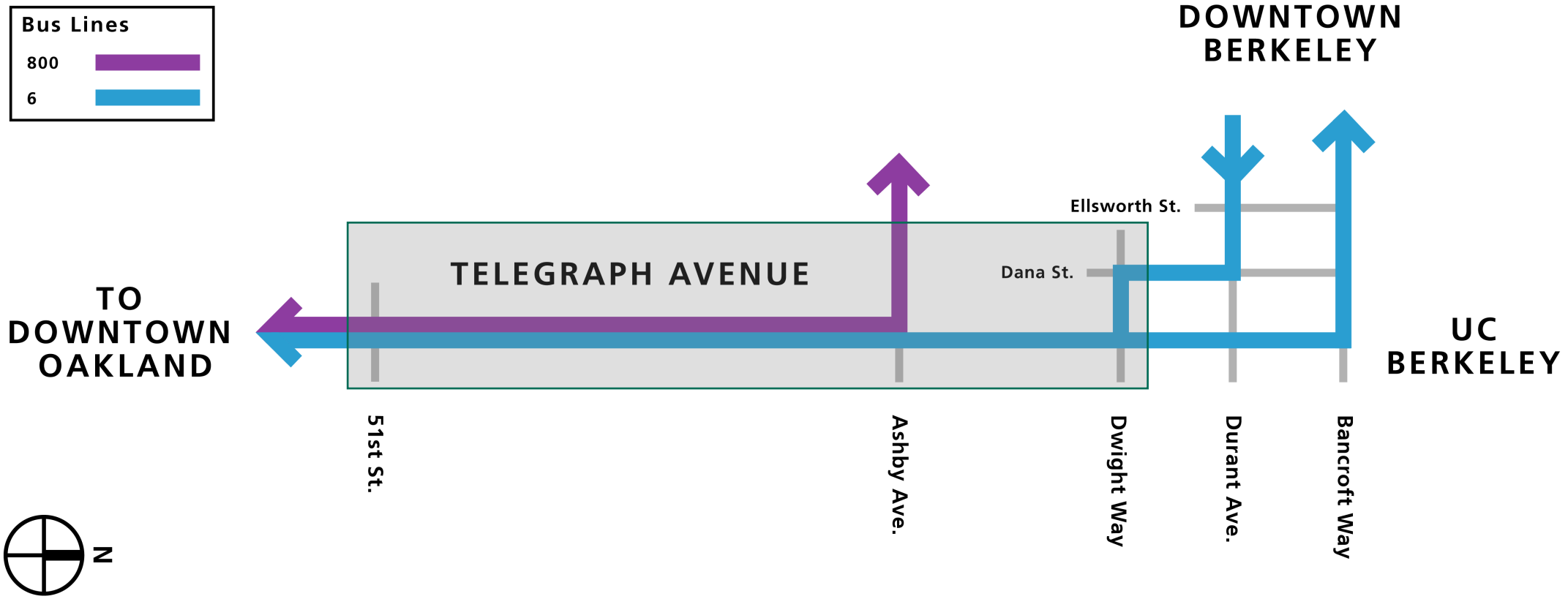
Projects are currently underway for the following Rapid Corridors:

- San Pablo Avenue
- Grand/West Grand Avenue
- **Telegraph Avenue**
  - The Dana Complete Street Pilot Project is along this corridor but not included in this presentation



# PROJECT AREA

Improvements will be made along four miles of Telegraph Avenue from 20th Street in Oakland to Downtown Berkeley.



# PROPOSED IMPROVEMENTS AND BENEFITS

| | Benefits of Proposed Improvements | | |
|---|---|---|---|
| **Proposed Improvements** | **Reduce Travel Time** | **Enhance Transit Reliability** | **Improve Access to/from the Bus** |
| Move stop for better access | ✓ | ✓ | ✓ |
| Extend red curb for better bus access | ✓ | ✓ | ✓ |
| Optimize bus stop spacing | ✓ | ✓ | |
| Improve traffic signals | ✓ | ✓ | |
| Repair some sidewalks | | | ✓ |

# PROJECT ELEMENTS

## NEAR-SIDE TO FAR-SIDE STOP

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

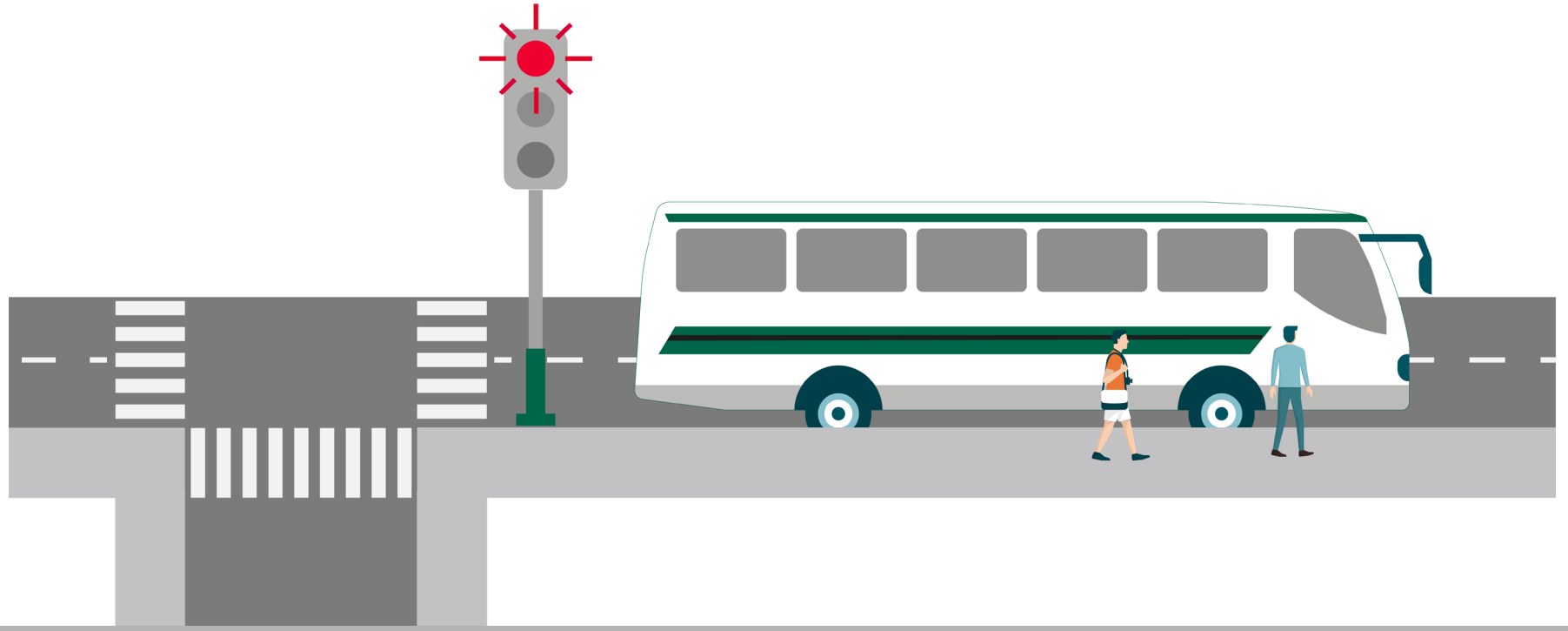
*This can create safety concerns for pedestrians using nearby crosswalks who might be hidden by the bus and not visible to drivers.*

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

# PROJECT ELEMENTS

## NEAR-SIDE TO FAR-SIDE STOP

By placing a bus stop on the far-side, buses can use the improved traffic signals and easier curb access to move more quickly along Telegraph Avenue, while providing improved visibility to pedestrians crossing the street.



# PROJECT DESCRIPTION

## LONGER BUS STOPS

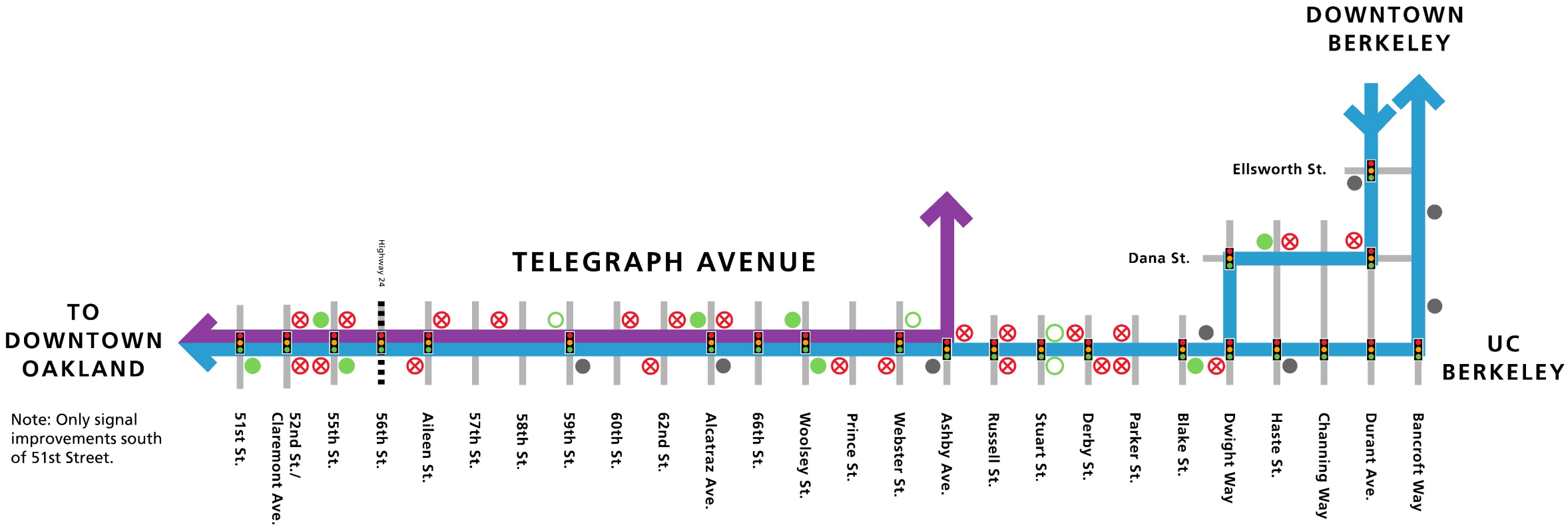
Longer bus stops improve passenger boarding access and safety as well as traffic flow and safety by providing buses with more space to align to the curb.

# PROJECT ELEMENTS

**OPTIMIZE BUS STOP SPACING:**

- Bus stop locations are proposed to be adjusted to achieve desired spacing

# PROJECT ELEMENTS




Note: Only signal improvements south of 51st Street.

## Legend

### Bus Stop Changes

- Addition
- Improvement
- Existing to Remain
- Remove Existing

### Additional Improvements

- Traffic Signal Improvements

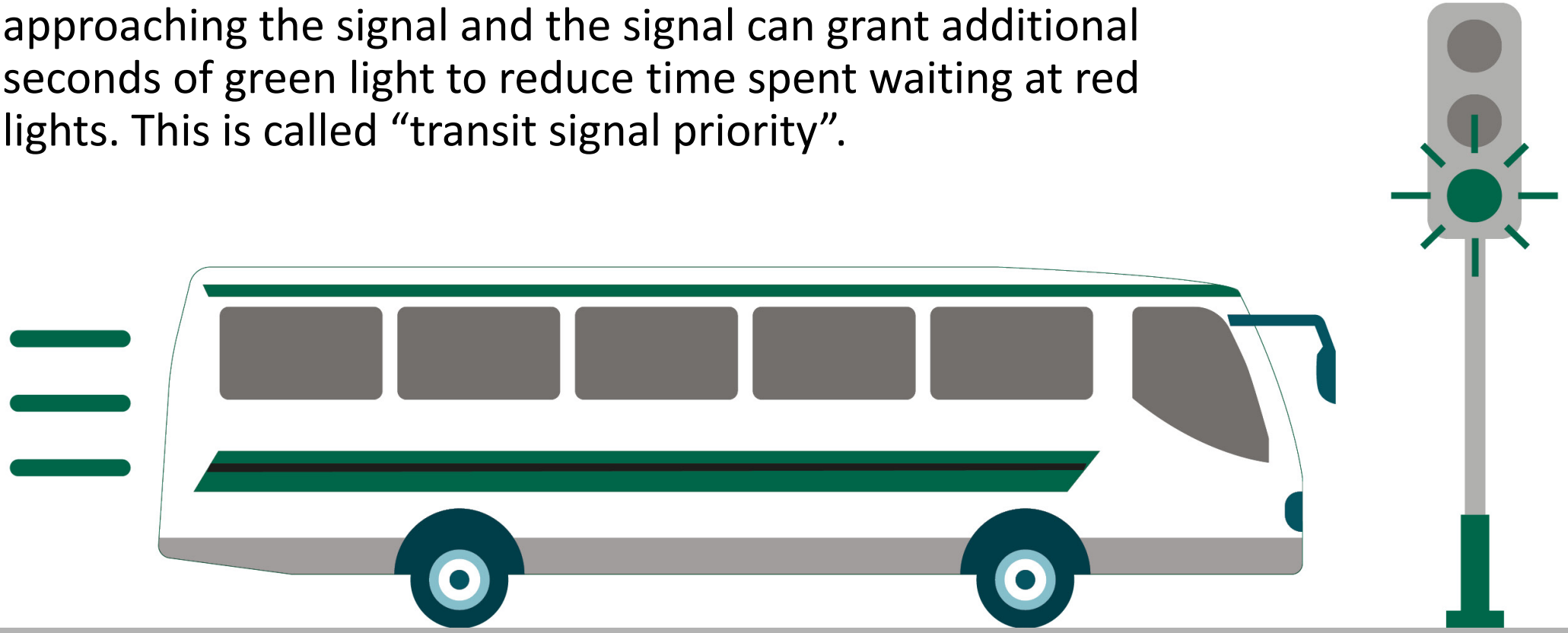
### Bus Lines

- 800
- 6

# PROJECT ELEMENTS

**PROPOSED TRAFFIC SIGNAL IMPROVEMENTS:**

Improved traffic signals allow buses to request priority upon approaching the signal and the signal can grant additional seconds of green light to reduce time spent waiting at red lights. This is called “transit signal priority”.



# 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**

# TRADE-OFFS

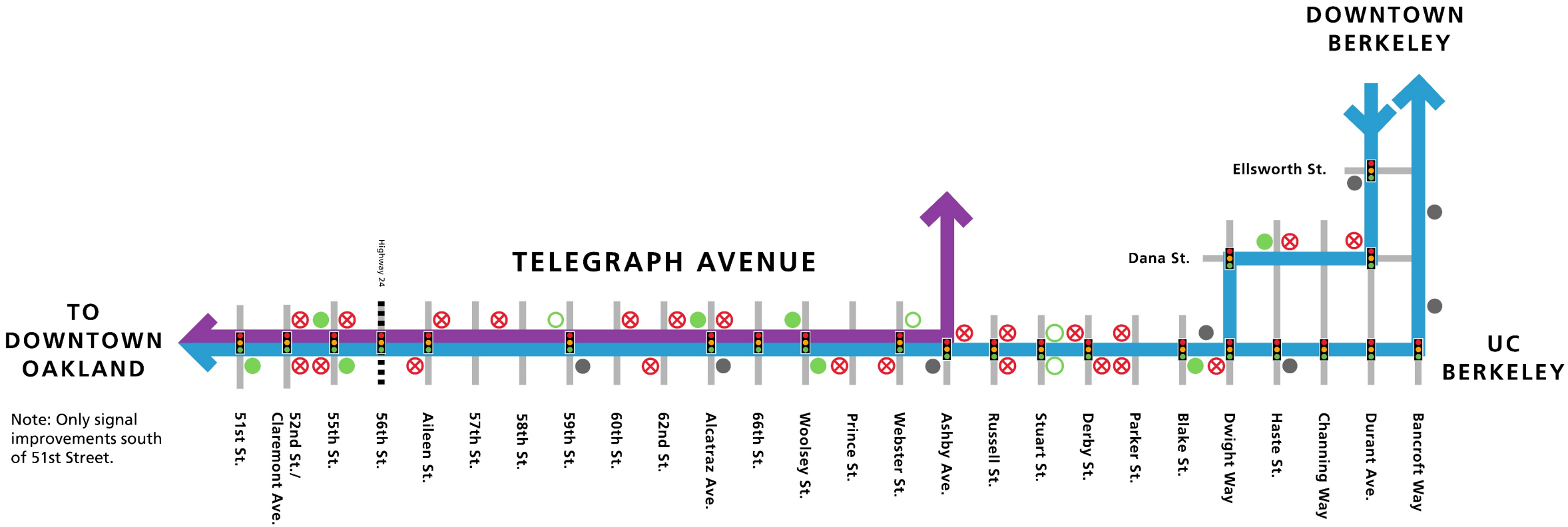
Adjusting and increasing bus stop spacing results in faster travel time and improved transit reliability

- On Telegraph Avenue in the project area, average maximum walking distance to reach any bus stop will be 2 blocks or 2 ⅓ minutes
- There will be a net gain of 11 parking spaces, with some localized removal of parking

**Increased Bus Stop Spacing**

**Parking Changes**

# PROPOSED IMPROVEMENTS

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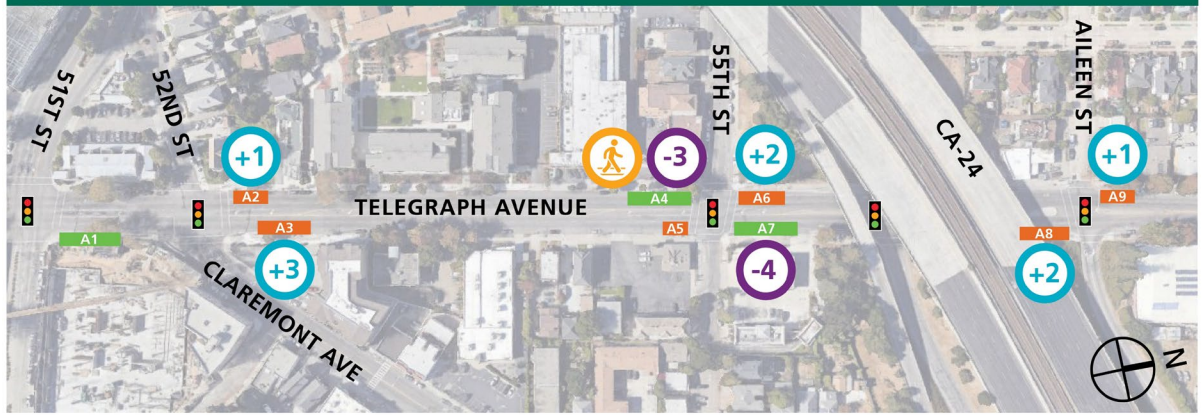
# PROPOSED IMPROVEMENTS

## A 51st Street - Aileen Street




## B 58th Street - 60th Street


### LEGEND

**Bus Stop Changes**

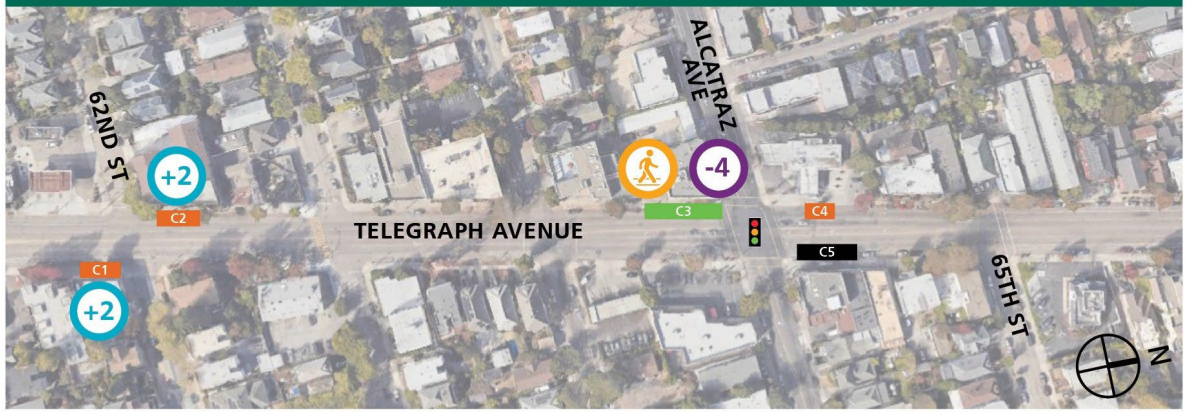
- Added
- Improved
- Removed
- Existing to Remain
- Sidewalk Improvement
- Red Curb Extension

**Additional Improvements**

- Traffic Signal Improvements
- Parking Gain
- Parking Loss

# PROPOSED IMPROVEMENTS

## C 62nd Street - Alcatraz Avenue




## D Woolsey Street - Prince Street


**LEGEND**

**Bus Stop Changes**

- Added
- Existing to Remain
- Removed
- Sidewalk Improvement

**Additional Improvements**

- Traffic Signal Improvements
- Parking Gain
- Parking Loss

# PROPOSED IMPROVEMENTS

## E Webster Street - Russell Street


## F Stuart Street - Derby Street


## G Parker Street - Dwight Way


**LEGEND**

**Bus Stop Changes**

- Added
- Removed
- Improved
- Existing to Remain
- Sidewalk Improvement
- Red Curb Extension

**Additional Improvements**

- Traffic Signal Improvements
- Parking Gain
- Parking Loss

# PROJECT TIMELINE

**NOW**

**PUBLIC INPUT**

**SPRING 2021**

COMMENT DEADLINE:
June 25, 2021

**FINALIZE DESIGN**

**SUMMER – FALL 2021**

**CONSTRUCTION**

**SPRING – FALL 2022**

## SURVEY LINK:
tinyurl.com/rc-telegraph

## TO SHARE COMMENTS/QUESTIONS:

EMAIL:
planning@actransit.org

PHONE:
(510) 891-7262

MAILING ADDRESS:
AC Transit
1600 Franklin Street
Oakland, CA 94612

## DEADLINE FOR SURVEY AND COMMENTS/QUESTIONS:

June 25, 2021

## FOR MORE INFORMATION:

PROJECT WEBSITE:
http://www.actransit.org/rapid-corridors

**THANK YOU FOR YOUR TIME!**