

CITY OF OAKLAND



DALZIEL BUILDING . 250 FRANK H. OGAWA PLAZA . SUITE 4314 . OAKLAND . CALIFORNIA . 94612
Department of Transportation
Safe Streets Division

Bicyclist and Pedestrian Advisory Commission, Infrastructure Committee Agenda **Thursday, May 2nd, 2024; 3:30-5:30 pm** **250 Frank Ogawa Plaza, Suite 4314, Broadway Conference Room**

BPAC Home Page: www.oaklandca.gov/boards-and-commissions/bicyclist-and-pedestrian-advisory-commission

Resources for Commissioners: <https://www.oaklandca.gov/resources/resources-for-bpac-members>

Previous Meeting Information and Minutes: <https://docs.google.com/document/d/1qQs46y3dVWNeAxMVwU3HTwjunj-b0pwANtZix-CisiWA>

Commissioner Members (co-chair in bold)

Priyanka Altman, Grey Gardner, Patricia Schader, **Dianne Yee**

Community Members (co-chair in bold)

Reginald Burnette Jr, Brendan Pittman, **Robert Prinz**

This is an in-person meeting. People participating in the meeting must attend in-person. Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

Public Survey on Return to In-Person Meetings: A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland:

<https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>.

If you have any questions, please email Robert Prinz (robert@BikeEastBay.org) and BPAC Commissioner Dianne Yee (yee.bpac@gmail.com).

The meeting will take place at 250 Frank Ogawa Plaza on the 4th floor, in the Broadway Conference Room. Here are instructions to participate in this public meeting:

- Enter the 250 Frank Ogawa Plaza building from the plaza, across from City Hall.
- Sign in at the security desk and proceed to the elevators.
- Ask the elevator attendant to provide access to the 4th floor.
- Follow the posted signs to the Broadway Conference Room from the 4th floor elevators.

Time	#	Topic
3:30	1	Introductions and Updates on Previous Agenda Items (15 minutes)
3:45	2	Public Comment (10 minutes) Members of the public may comment on any issue within BPAC Infrastructure Committee's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. To request City services, please contact the City of Oakland Call Center; information at www.oaklandca.gov/services/oak311 .
3:55	3	Link21 Attachment (30 minutes) Brian Soland (brian.soland@bart.gov) and Darin Ranelletti (darin.ranelletti@bart.gov) from BART's Planning and Development team will present an informational update on the Link21 project. For more information, see: www.link21program.org
4:25	4	Embarcadero West Rail Safety and Access Improvements Attachment (15 minutes) Acacia Dupierre (adupierre@oaklandca.gov), Senior Transportation Planner of OakDOT's Major Projects Division, will present on the Embarcadero West Rail Safety and Access Improvements project. The project will significantly increase multi-modal safety and accessibility along the Embarcadero West corridor and surrounding neighborhoods while reducing delays for freight and passenger rail. The project will focus on safety and rail reliability measures, including the reconstruction of all intersection railroad crossings and new fencing along the railroad tracks to separate trains from other road users, streetscape improvements that will create a more welcoming, walkable corridor, and a multi-use trail on the waterfront side of the street. This project also includes redevelopment of the overweight vehicle corridor between Middle Harbor Road to Market Street. At the BPAC Infrastructure meeting, project staff will provide a brief overview of the project's history and goals. Staff are applying for a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant. They are requesting a letter of support from the BPAC to include in their funding application.
4:40	5	AC Transit Transit-Supportive Design Guidelines Attachment (15 minutes) Crystal Wang, a Transportation Planner at Alameda-Contra Costa Transit District (AC Transit) will provide an update on the Transit-Supportive Design Guidelines effort, which is an update to AC Transit's current 2018 Multimodal Corridor Guidelines.
4:55	6	AC Transit Board Policy 501 Update Attachment (20 minutes) AC Transit currently operates across more than 20 cities and unincorporated areas in Alameda County and the East Bay, serving a network of 5,600 bus stops throughout its service area. Bus Stops represent the "front door" to AC Transit's service and decisions regarding their placement and condition affect riders' access to the service as well as the operation of the service itself. AC Transit Board Policy No. 501: Bus Stop Guidelines, sets forth AC Transit's guidelines for future bus stop placement regarding spacing, location, and accessibility. The policy is due for its five-year update to clarify bus stop policy elements aligning with the needs and preferences of AC Transit riders and to reflect the latest in best practices and customer needs. Specifically, the goals of this update include making the policy more customer-focused, addressing safety concerns that affect bus stop placement, and ensuring rider access to the District's service network.
5:15	7	Future Agenda Item Suggestions (15 minutes)



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email pgerard@oaklandca.gov or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a pgerard@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ pgerard@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

LINK21

CONNECT NORTHERN CALIFORNIA

City of Oakland BPAC Infrastructure Committee

May 2, 2024



Why Link21

Economy, Jobs & Housing:

- Inadequate transportation system
- Jobs and affordable housing imbalance

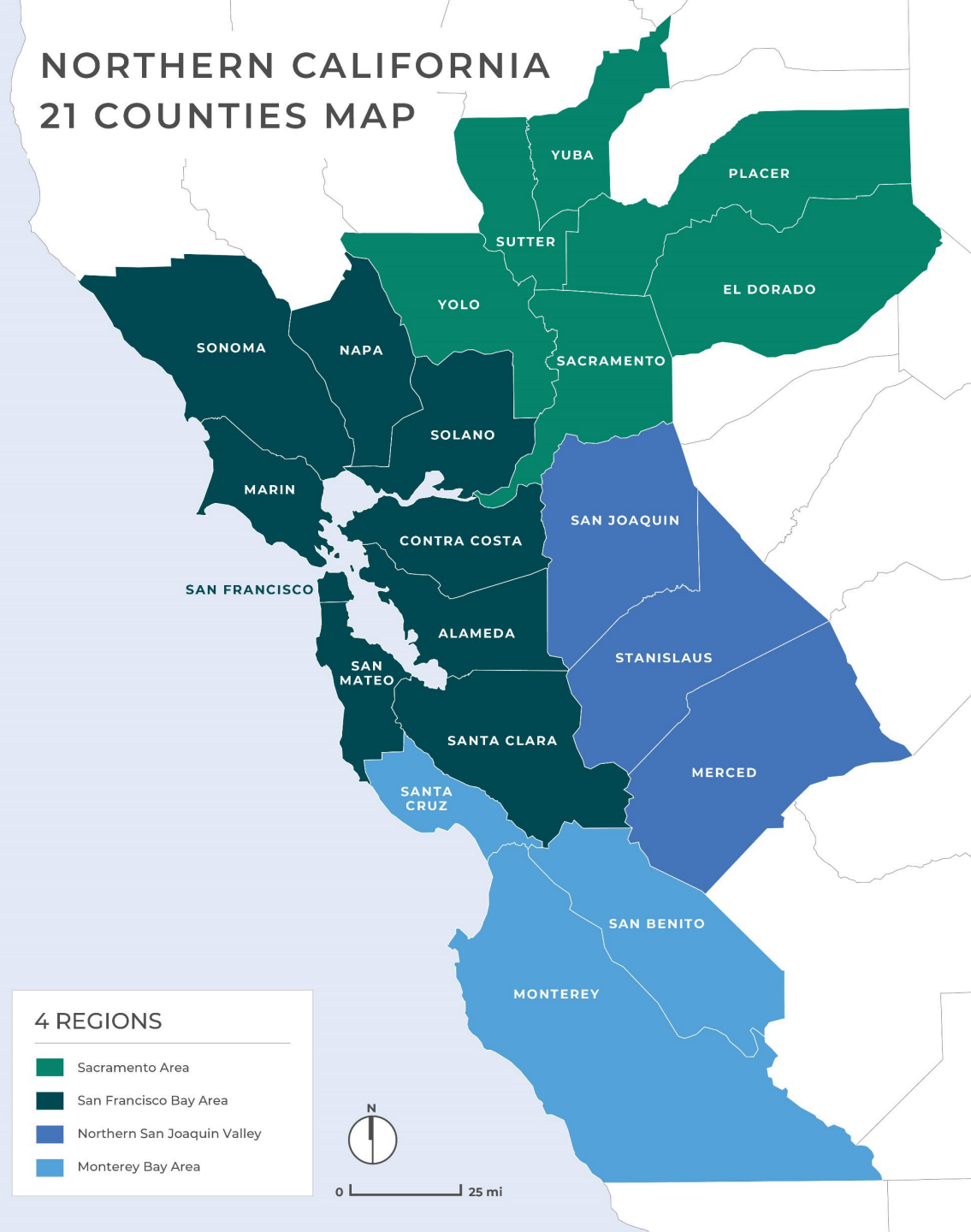
Road Congestion & Climate Risks:

- Traffic back to pre-pandemic levels
- Climate risks & unhealthy air pollution

Passenger Service & Infrastructure:

- Inconvenient, disconnected train network
- Limited-service reliability
- Inadequate service for priority populations

NORTHERN CALIFORNIA 21 COUNTIES MAP

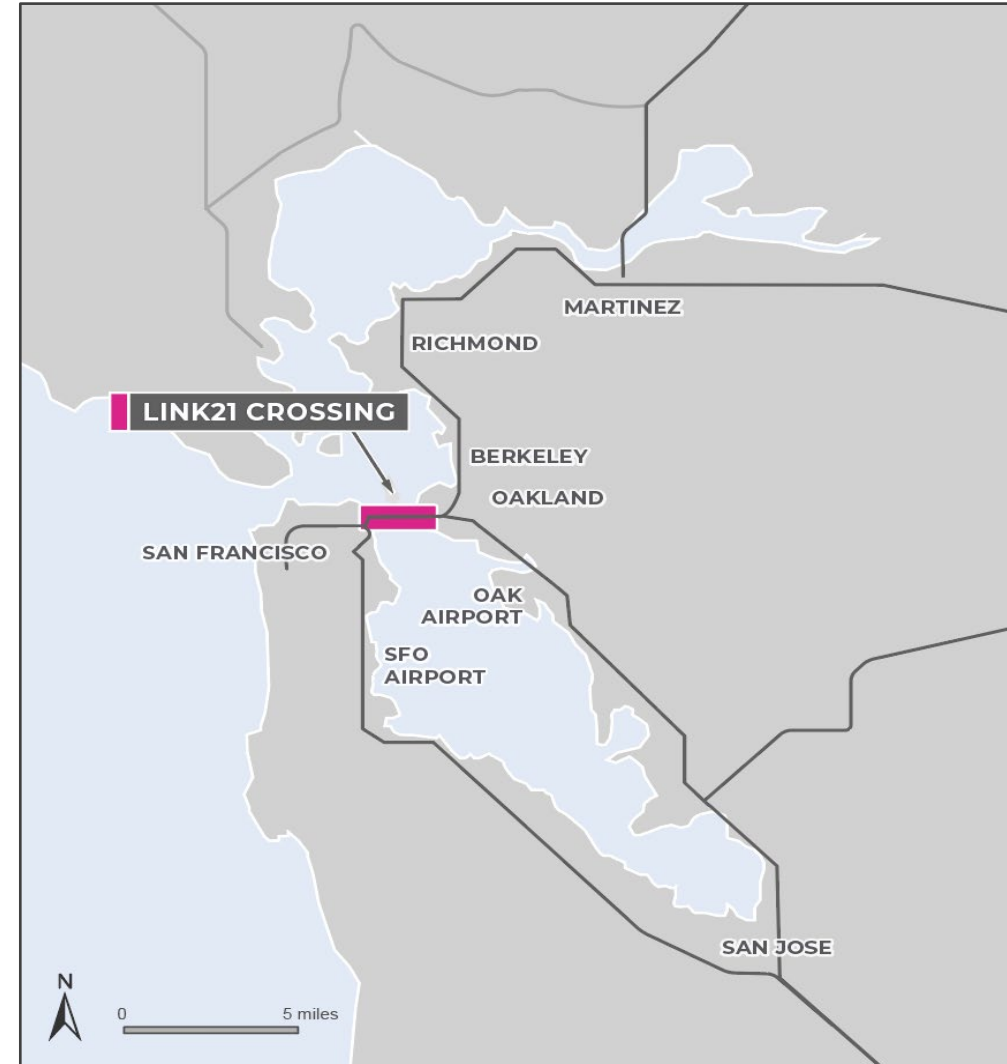


Link21 – Connecting People and Places

The Vision

Link21 and its partners will:

- Transform the BART and Regional Rail network into a more integrated system.
- Provide a faster, more connected, equitable, affordable, & accessible train service.
- Include a new transbay passenger rail crossing.



Link21 Goals



Transform the Passenger Experience



Promote Equity and Livability



Support Economic Opportunity and Global Competitiveness



Advance Environmental Stewardship and Protection



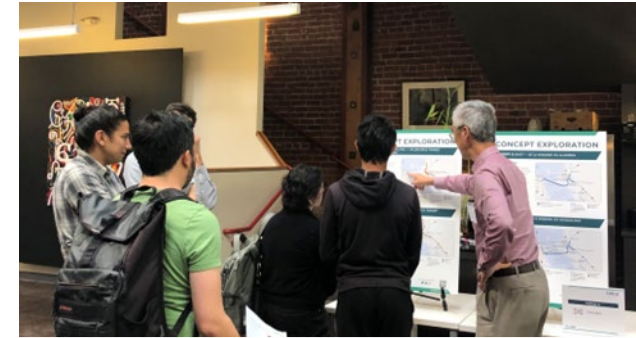
Link21 Commitment to Equity & Engagement

Advancing Equitable Outcomes

- Community Partnerships & Co-Creation
- Equity Advisory Council
- Targeting Priority Populations
- Equity Metrics & Analysis

Program Shaped by Public Input

- Briefings, presentations, large events & meetings
- Community events and in-station outreach
- In-person & digital communications



Targeted Engagement in Oakland – Partial List

Link21 Equity Advisory Council (EAC)

- Bi-monthly meetings (includes four Oakland representatives)

Staff Briefings & Presentations

- Monthly meetings with OakDOT, Planning & Building Department, and Port of Oakland
- Jurisdictional Working Group (includes Oakland representatives)

Community & Link21 Events (examples)

- Events – Rose Foundation New Voices Rising
- Open Houses – Jack London Improvement District



Targeted Engagement in Oakland

Community-Based Organizations and Leaders

- Asian Pacific Environmental Network (APEN)
- Black Arts Movement Business District
- Black Cultural Zone
- Causa Justa: Just Cause (CJJC)
- Center for Employment Opportunities (CEO)
- Creating Restorative Opportunities and Programs (CROP)
- Ella Baker Center
- East Bay Asian Youth Center
- East Oakland Youth Development Center
- Friends of San Antonio Park
- Jack London Business Improvement District



Targeted Engagement in Oakland – Continued

Community-Based Organizations and Leaders

- Longfellow Community Associations
- Oakland Asian Cultural Center
- Oakland Chinatown Chamber
- Prescott Neighborhood Council
- Rose Foundation
- St. Columba Catholic Church
- Trybe
- Unity Council
- We Lead Ours (WELO)
- West Oakland Environmental Indicators Project
- West Oakland Neighbors



What We've Heard - Highlights

Rider Experience

- Increased frequencies & longer hours
- Improved reliability & access
- Improved safety on trains
- Fare affordability

Program Funding and Management

- BART fiscal cliff & funding

Infrastructure and Network Integration

- Interested in underground tracks / access in West Oakland
- Enthusiasm for Oakland Jack London BART Station
- Interest in San Antonio BART or Capitol Corridor Station



Link21 Program Key Milestone

Phase 1 Work Completed:

- ✓ Concept Development & Analysis
- ✓ Service Planning
- ✓ Options Evaluation
- ✓ Engagement & Outreach

Next Steps:

- Decision on Train Technology in the crossing
 - Standard-gauge (Regional Rail)
 - Broad-gauge (BART)
- Further planning to define project (alignment, station locations, etc.)



Standard-Gauge (Regional Rail) Crossing

Accommodates multiple train services

Benefits for Oakland:

- Direct (one-seat) rail service between Oakland and the Peninsula, Emeryville, Alameda, and West Berkeley
- Faster and better-connected rail service to Sacramento, Stockton, and the I-80 corridor
- A new rail transfer hub in Downtown Oakland
- Potential new rail stations in Oakland (Downtown, West Oakland, and Jack London Square)
- New alignment of passenger rail through Oakland is underground



Green lines = Urban | Metro Service

Purple lines = Intercity | Express Service

- Direct connection to future transit service at the Salesforce Transit Center, including California High Speed Rail.



Broad-Gauge (BART) Crossing

Accommodates only BART service

Benefits for Oakland:

- Direct BART connection from Oakland to Alameda, Mission Bay, and SOMA
- Higher frequency service on existing BART lines in the East Bay
- New Transfer location between BART and Intercity/Express service in Oakland
- Potential new BART stations in Oakland, (Downtown, Jack London Square, and San Antonio)
- New alignment of passenger rail through Oakland is underground



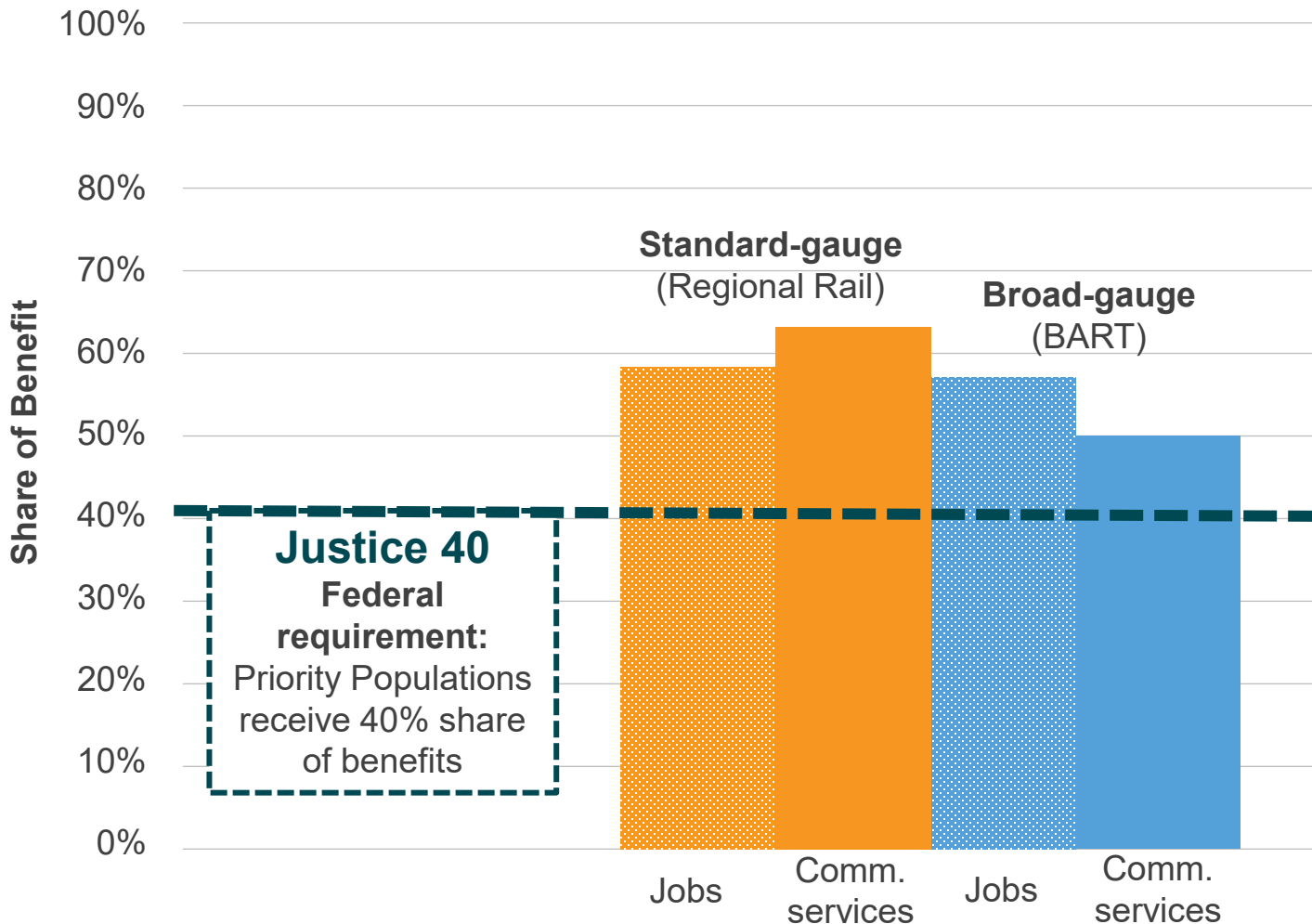
Green lines = Urban | Metro Service

Purple lines = Intercity | Express Service



Promoting Equity and Livability

Comparison: Share of Benefits for Priority Populations



BOTH TECHNOLOGIES

Exceed Justice 40 requirements

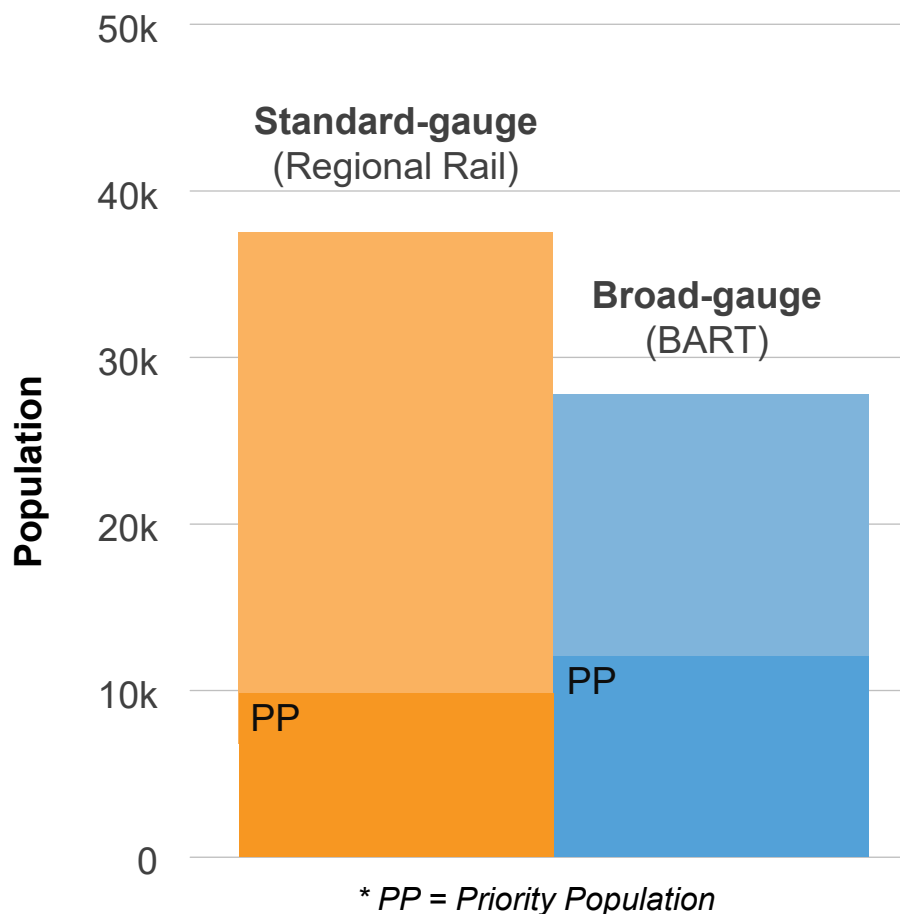
- 50 - 63% share of benefits for enhanced access to jobs & community services to Priority Populations
- More than half of the new trips are by low-income households



Supporting Economic Opportunity & Livability

Comparison: Access to Stations and Jobs

Access within ½ Mile of Station



Jobs within 1 hour commute

- Approximately **45,000 more jobs will be accessible** for the average person with either crossing
- Approximately **80,000 more jobs will be accessible** for the average person within Priority Population areas with either crossing

BOTH TECHNOLOGIES

support economic opportunity & livability
by improving access to stations and jobs



Oakland Considerations

- A new **central transportation hub** for the Megaregion
- Improved **access to jobs** and destinations for Oaklanders
- Alignment with **Oakland plans**
- Improved **safety, health, and air quality** for Oaklanders
- Substantial investment to **advance equity**
- Potential new alignment and stations will be assessed in **future phases**

Next Steps for Link21

Advance a **Preliminary Project** for further refinement to define a Project for Environmental Review

May: Update

- Formation of Capitol Corridor Board Ad Hoc Committee
- BART Board: May 23 Informational
- Ongoing Agency Briefings

June: Outreach & Recommendation

- Online Public Open House
- June 27 BART Board: Crossing Technology Recommendation
- Capitol Corridor Ad Hoc Committee meeting

September: Board Action

- September 12 BART Board: Stage Gate 2 Action
- September 18 Capitol Corridor: Stage Gate 2 Action



Thank you



Appendix

An Overview of Analysis Results:

Where Train Technology Offers Similar Benefits & Where They Differ

Similarities

- Equitable outcomes
- Improved access to stations & jobs
- Expanding Transbay capacity

Differences

- Megaregional connectivity
- Interoperability & redundancy (multiple operator access)
- Amplifying benefits of rail investments

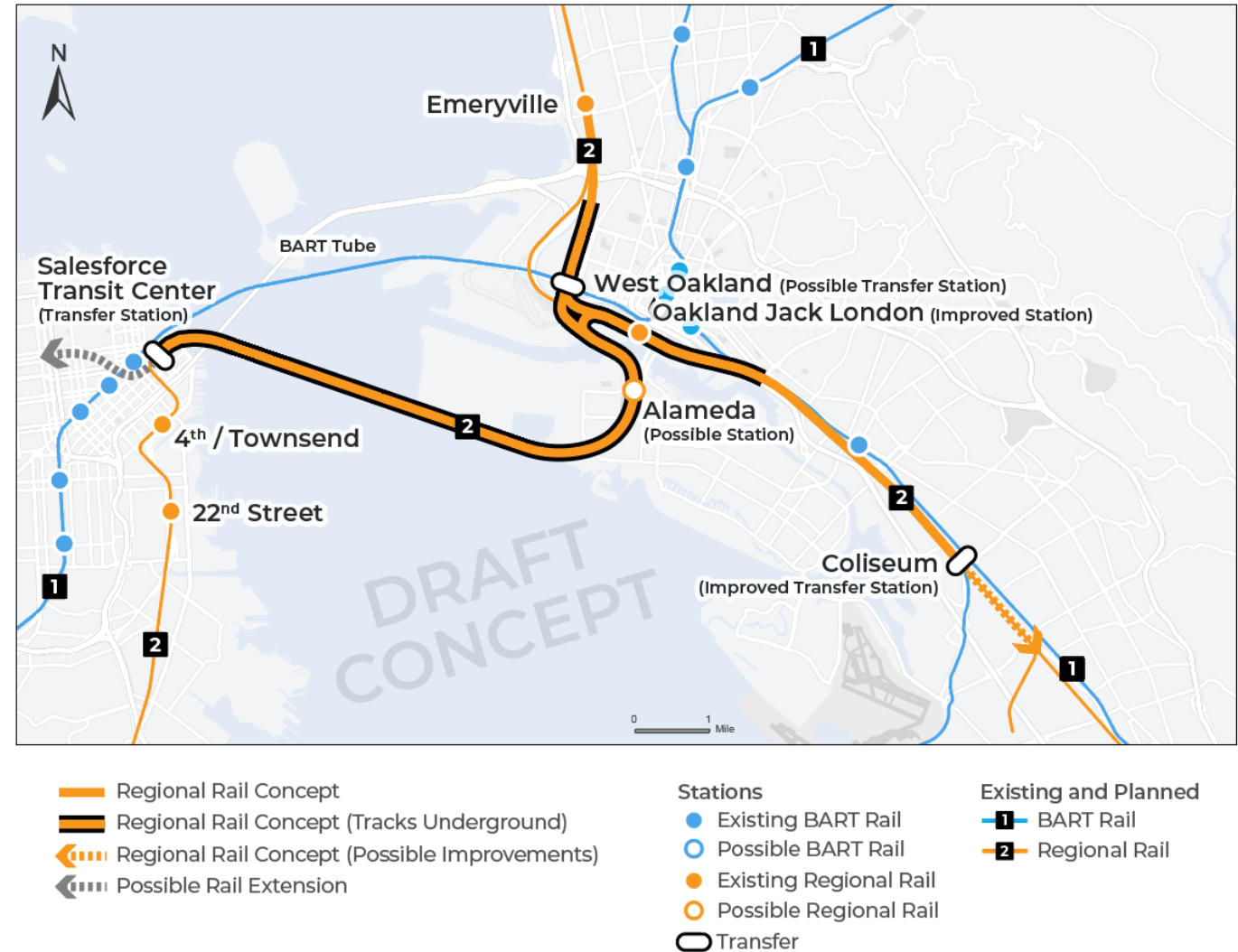
Future Considerations

- Ridership
- Cost
- Funding Opportunities

Link21 Concept A:

Service Benefits

- Includes Urban | Metro and Intercity | Express service on Regional Rail tracks
- Prioritizes Oakland connection to BART over shorter travel time between East Bay and San Francisco
- Creates new connection in West Oakland (transfer between Regional Rail & multiple BART lines)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/Silicon Valley

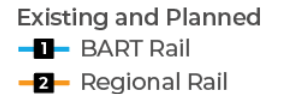
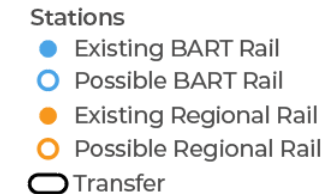
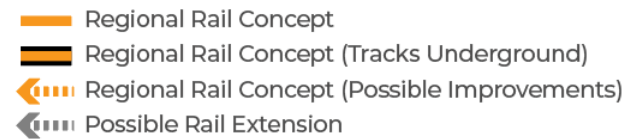
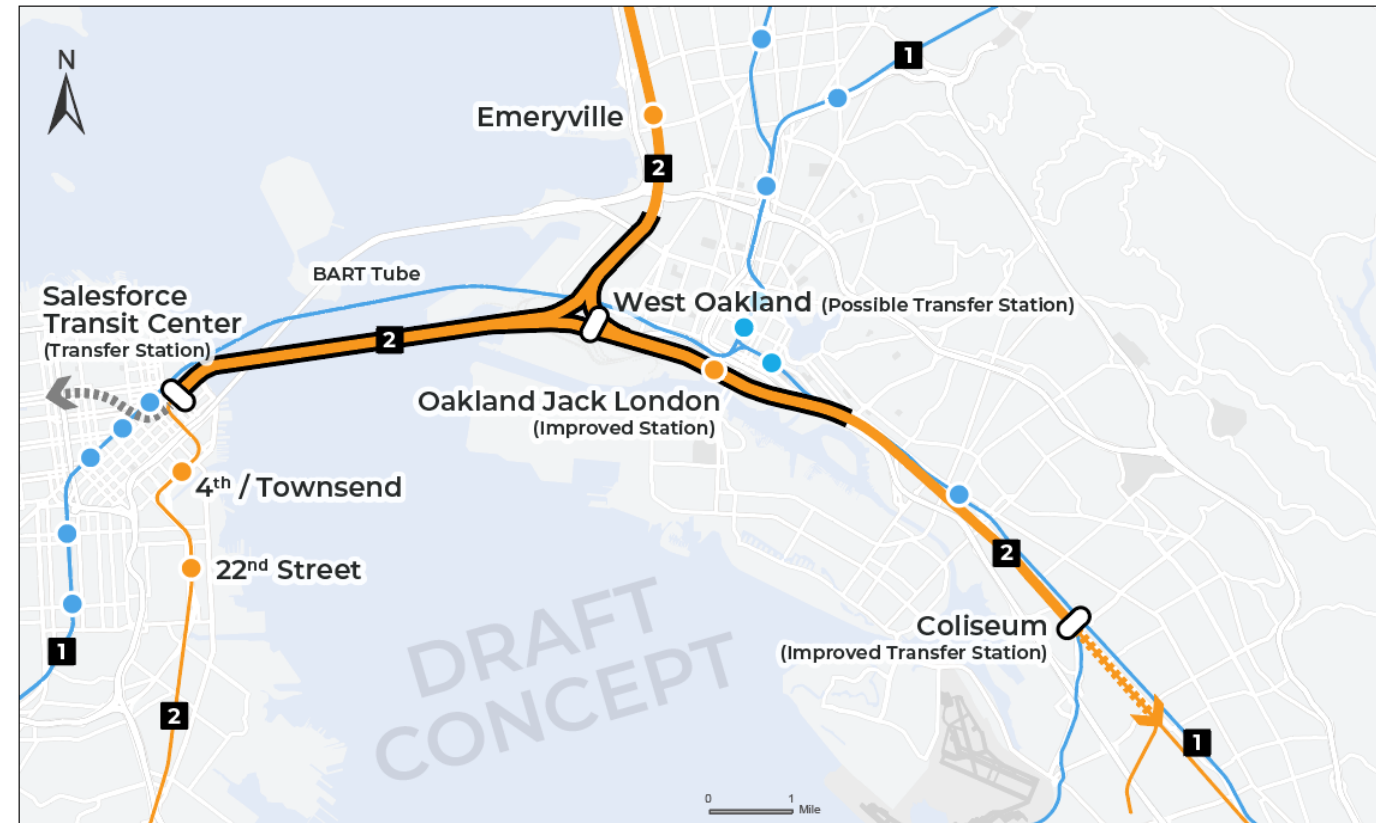


Concept includes BART system improvements

Link21 Concept B:

Service Benefits

- Includes Urban | Metro and Intercity | Express service on Regional Rail tracks
- Prioritizes shorter travel time between East Bay-San Francisco over more station stops in Oakland
- Creates new connection in West Oakland (transfer between Regional Rail & BART for southbound riders)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/Silicon Valley

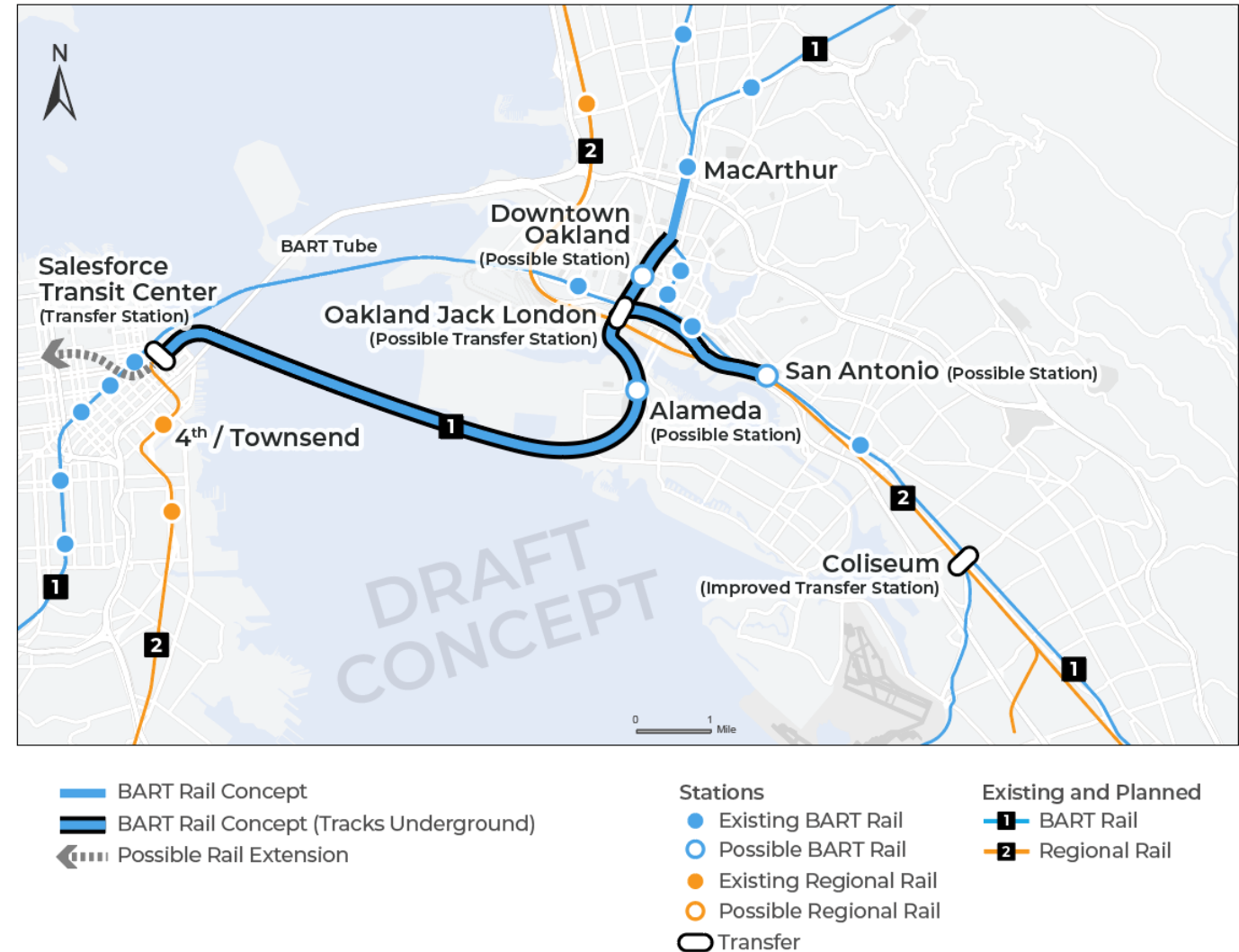


Concept includes BART system improvements

Link21 Concept C:

Service Benefits

- Increases Urban | Metro service and includes stronger connection to Intercity | Express service on Regional Rail tracks
- Creates new connection in Oakland Jack London (transfer between Regional Rail and multiple BART lines)
- Serves Market Street / Financial District in San Francisco (near Salesforce Transit Center for Regional Rail service to the Peninsula/Silicon Valley)

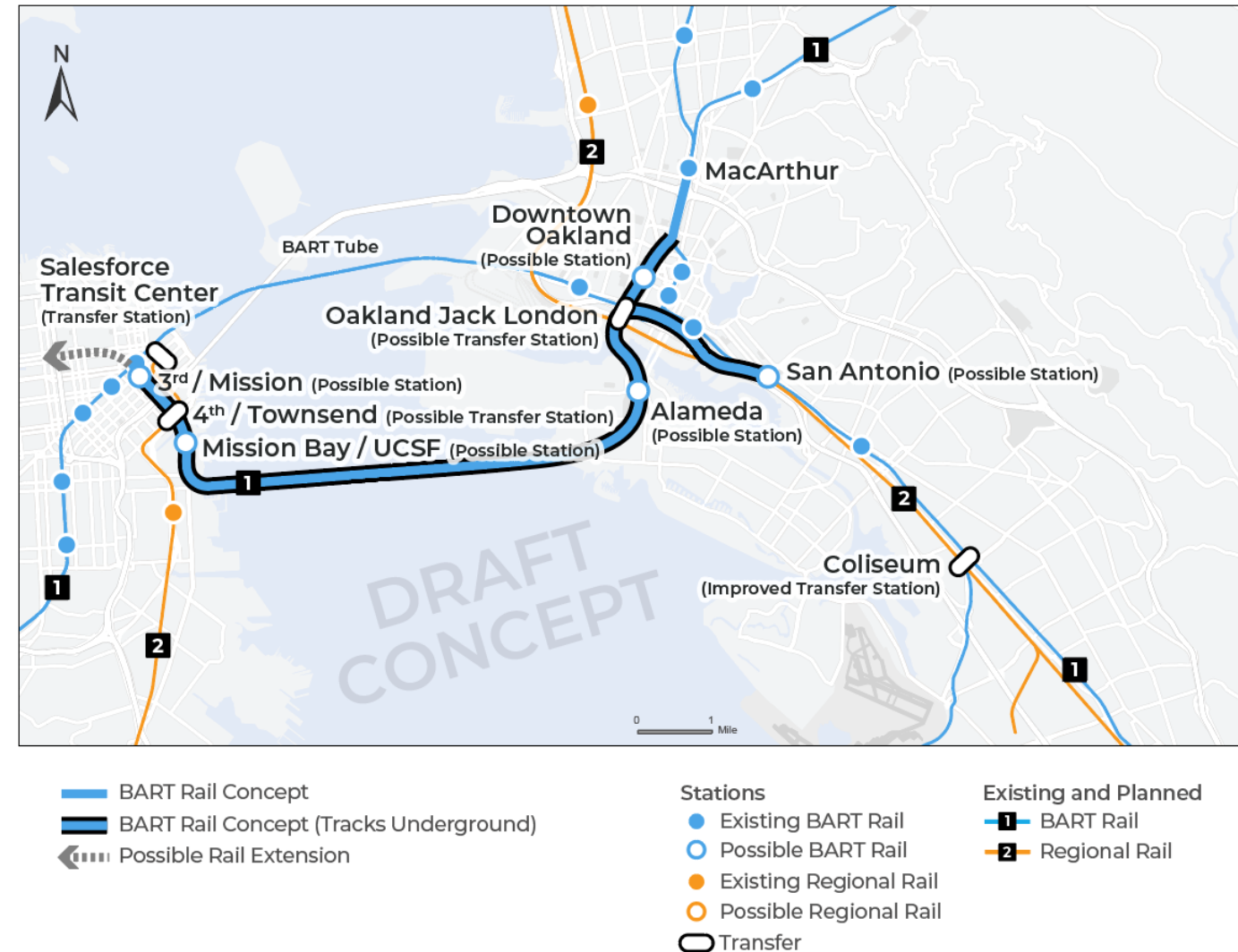


Concept includes Regional Rail system improvements

Link21 Concept D:

Service Benefits

- Increases Urban | Metro service and includes stronger connection to Intercity | Express service on Regional Rail tracks
- Creates new connection in Oakland Jack London (transfer between Regional Rail and multiple BART lines)
- Serves Mission Bay / UCSF in San Francisco and 4th/Townsend station to transfer to Regional Rail service to reach Peninsula/Silicon Valley

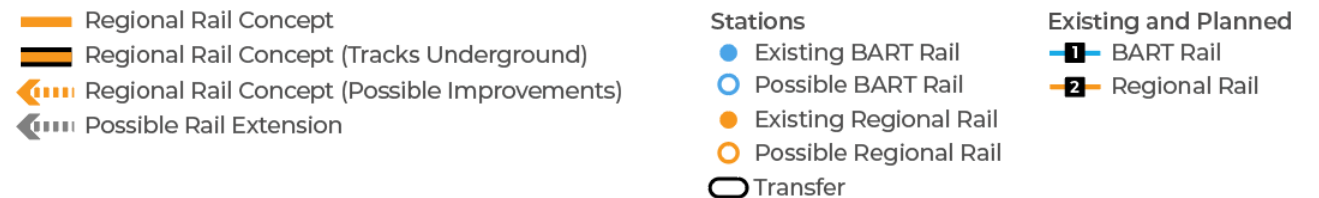
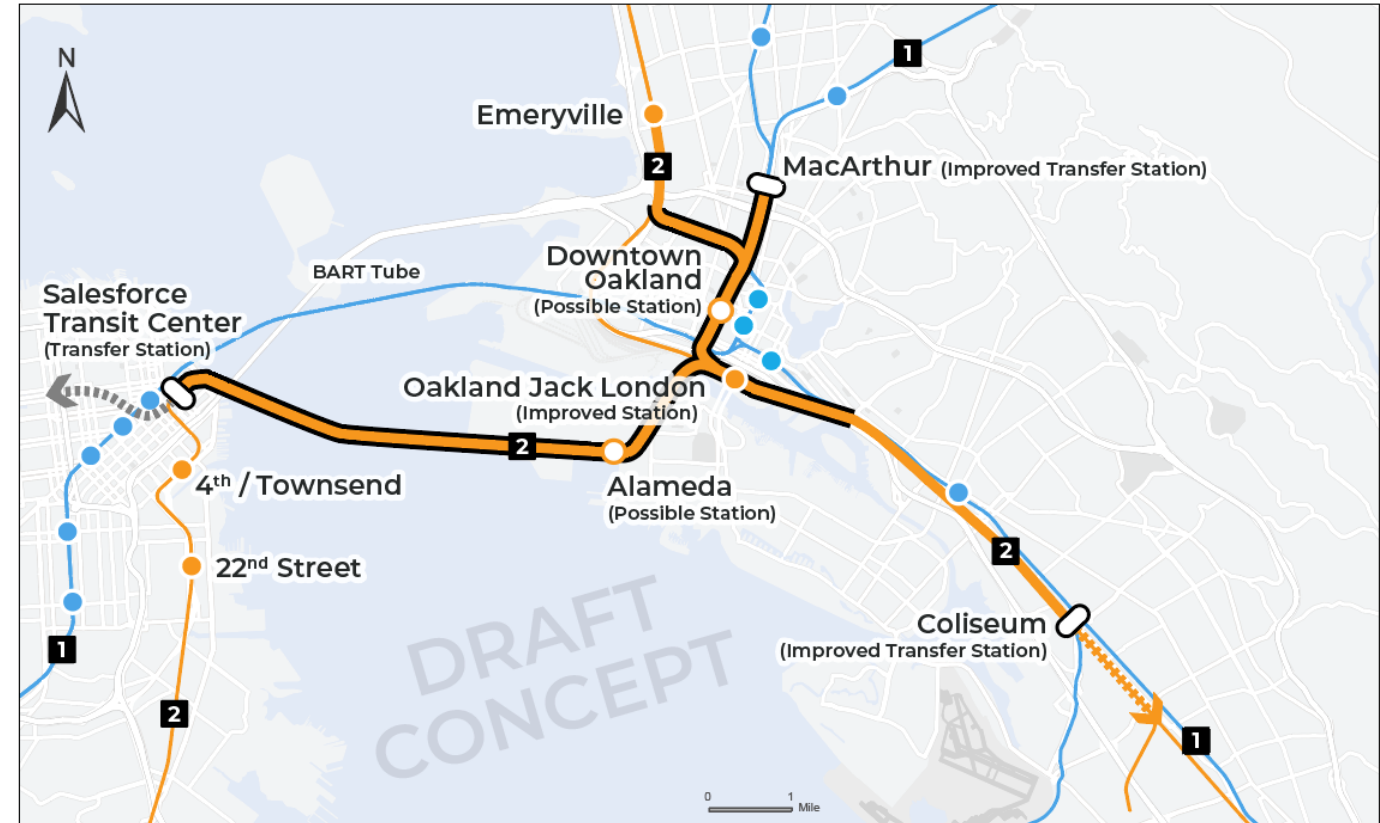


Concept includes Regional Rail system improvements

Link21 Concept E:

Service Benefits

- Includes Urban | Metro and Intercity | Express service on Regional Rail tracks
- Prioritizes Oakland connection to BART over shorter travel time between East Bay and San Francisco
- Creates new connection at MacArthur station in Oakland (transfer between Regional Rail & multiple BART lines)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/Silicon Valley

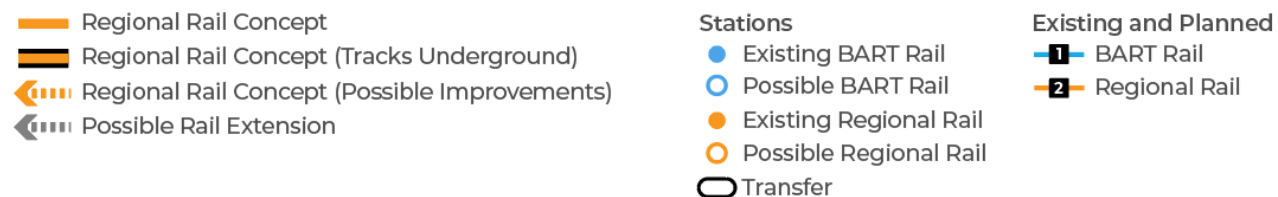
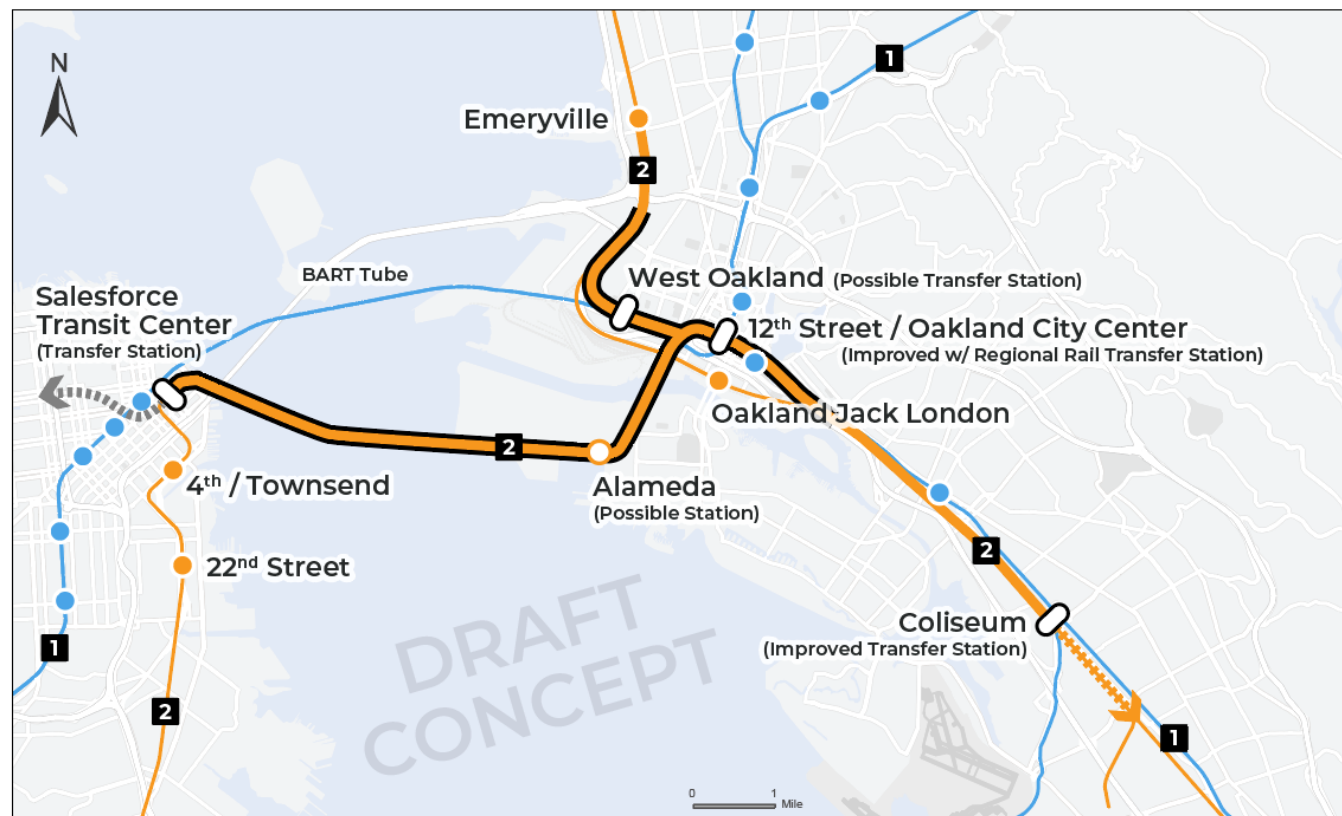


Concept includes BART system improvements

Link21 Concept F:

Service Benefits

- Includes Urban | Metro and Intercity | Express service on Regional Rail tracks
- Prioritizes Oakland connection to BART over shorter travel time between East Bay and San Francisco
- Creates new connection in Downtown Oakland (transfer between Regional Rail & multiple BART lines)
- Connects to Salesforce Transit Center offering riders an easy trip to the Peninsula/Silicon Valley



Concept includes BART system improvements

Embarcadero West Rail Safety & Access Improvements



Major Projects Division

Bicycle and Pedestrian Advisory Committee | Infrastructure Committee
May 2, 2024



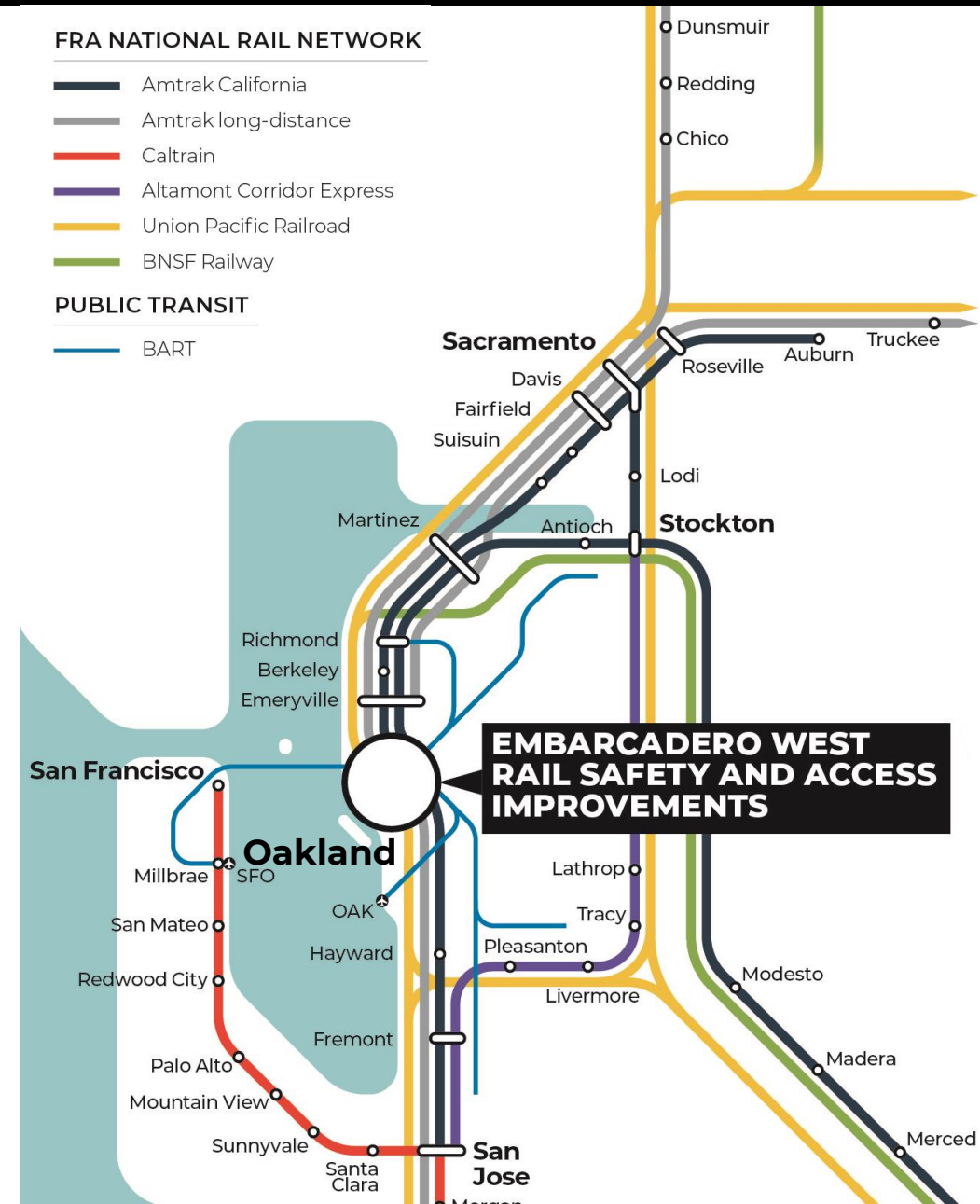
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DEPARTMENT OF
TRANSPORTATION

Existing Conditions & Need

Regional & National Significance

- **65 trains a day** use this corridor, moving freight and passenger rail throughout the U.S.
- This **one-mile segment** accounts for **25% of vehicle incidents** along Amtrak's **160-mile** segment from San Jose to Auburn
- **1860s-era** shared roadway and rail design is NOT:
 - meeting current rail safety standards
 - accessible for people with disabilities
 - a welcoming connection to the waterfront



Project Goals & Opportunity

Project Goals

- Significantly increase railroad crossing safety for all users on the roadway
- Improve reliability for freight and passenger rail operations
- Enhance connections to the Jack London District and Waterfront

Opportunities

- Leverage available funding to deliver a once-in-a-century project



CITY OF
OAKLAND

DEPARTMENT OF
TRANSPORTATION

Project Scope Embarcadero West: Market St – Oak St

- **Reconstruct at-grade crossings**
 - RR Xing gates, sidewalk bulb-outs, ADA ramps, high-vis crosswalks
- **Protective fencing along railroad tracks**
- **Mitigate vehicle-train conflicts**
 - **North side** limited to passenger and loading access
 - **South/waterfront side** multi-use path
 - Emergency vehicle access ensured on both sides
- **Lighting and directional signage**

At Middle Harbor Rd - Redesign of Overweight Truck corridor



Design Concept
Embarcadero West at Clay
facing east

Project Context and Funding Opportunity



Consolidated Rail Infrastructure And Safety Improvements Program Grant

- **CRISI** FY23-24 applications due May 28
- MPD enhancing previous application to request 45% of \$96M project cost
- Requesting BPAC letter of support

Project Timeline

	2024	2025	2026	2027	2028	2029
Project Design	Active					
Community Engagement	Active					
Construction				Active		

MPD will be conducting engagement for 35% design until August 1st!

To learn more about the project, visit www.oaklandca.gov/EmbarcaderoWest

To learn more about the Major Projects Division, visit www.oaklandca.gov/MPD

Contact us at mpd@oaklandca.gov

TRANSIT-SUPPORTIVE DESIGN GUIDELINES (TSDG)

Oakland BPAC Infrastructure Committee
May 2, 2024



PRESENTATION AGENDA



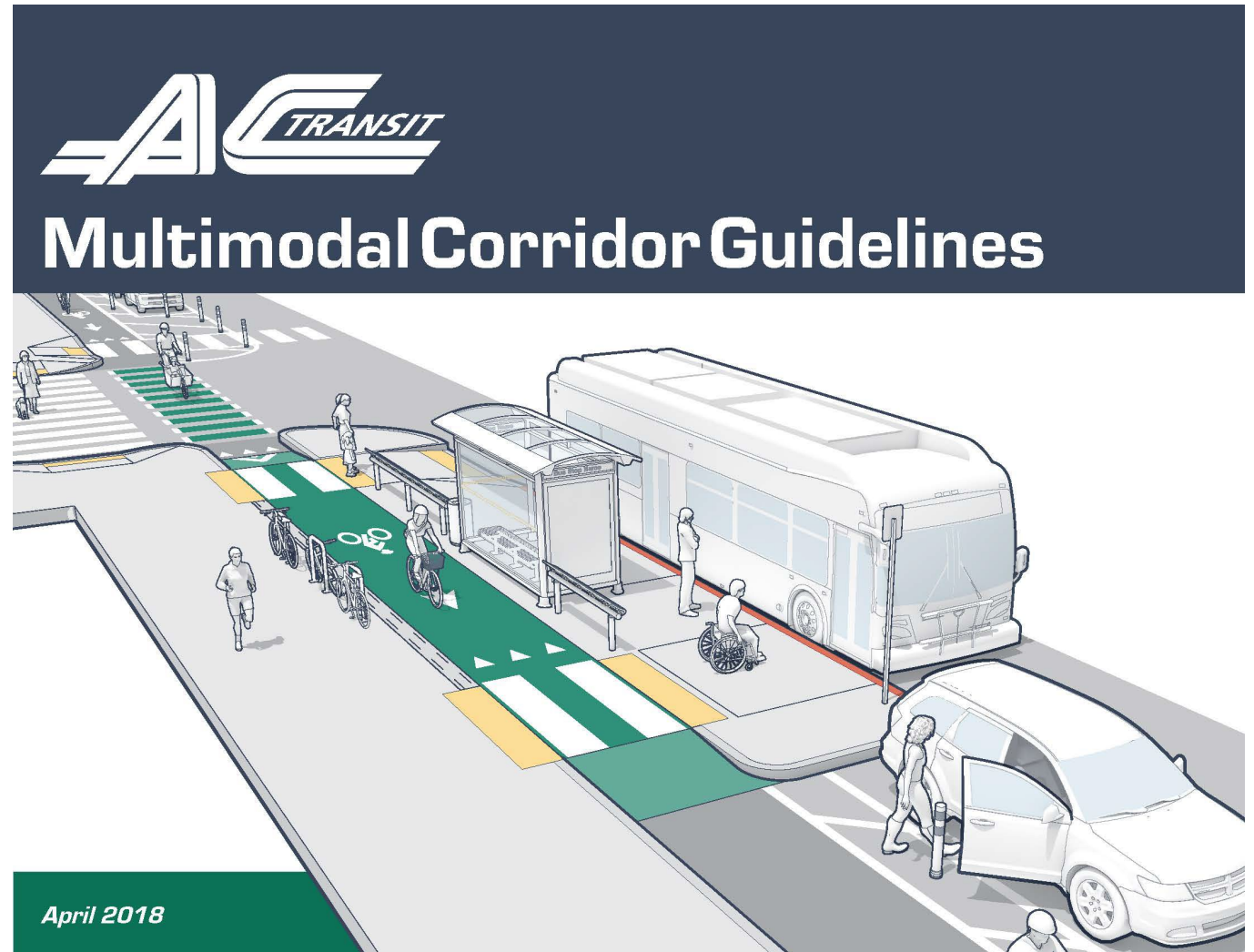
1. Project Overview
2. Guideline Overview
3. Discussion
4. Next Steps & Timeline

PROJECT OVERVIEW



The 2018 AC Transit Board-approved Multimodal Corridor Guidelines provided design recommendations for bicycle facilities at bus stops.

The current Transit-Supportive Design Guidelines (TSDG) effort is an update to address considerations for paratransit operations and other design features that promote safe and efficient transit service.



CHAPTER 1: GUIDE OVERVIEW



- Intent of the guidelines
- Goals of the guidelines
 - Facilitate high-quality transit and paratransit service
 - Serve as AC Transit's official resource for planning and designing bus stops
 - Serve as a resource for developers and local agencies
- Guiding principles
- How to use the guidelines document

CHAPTER 2: EXISTING GUIDELINES AND STANDARDS



- AC Transit Bus Stop Guidelines (2019)
- AC Transit Designing with Transit (2004)
- AC Transit Bus Parklet Design Manual (2018)
- AC Transit Bus Stop Furniture Guidelines (2022)
- Alameda CTC Central County Complete Streets Design Guidelines (2016)
- ANSI/IES RP-8-22: Design Of Roadway Facility Lighting
- Caltrans Highway Design Manual (2020, 7th Edition)
- California Manual on Uniform Traffic Control Devices (2014)
- AASHTO Bike Guide (2012, 4th Edition)
- AASHTO Green Book (2018, 7th Edition)
- NACTO Urban Street Design Guide (2013)
- NACTO Transit Street Design Guide (2016)
- NACTO Urban Bikeway Design Guide (2011)
- NADTC Toolkit for the Assessment of Bus Stop Accessibility and Safety (2014)
- Public Right-of-Way Accessibility Guidelines (PROWAG) (2023)



- AC Transit vehicle dimensions and transit service types
- Preferred lane widths
- Turning transit vehicle assumptions
- Vertical deflection elements on roadways
- Paratransit operations
 - East Bay Paratransit (EBP) vans can stop at: bus stop/paratransit combo stops, paratransit only stops, loading zones, off-street lots with dedicated spaces, bike lanes when accessing a curb space, drive-through driveways
 - EBP vans cannot stop at: driveways (vans are not permitted to back out), red curbs (including bus stops)

CHAPTER 4: BUS STOP SITING



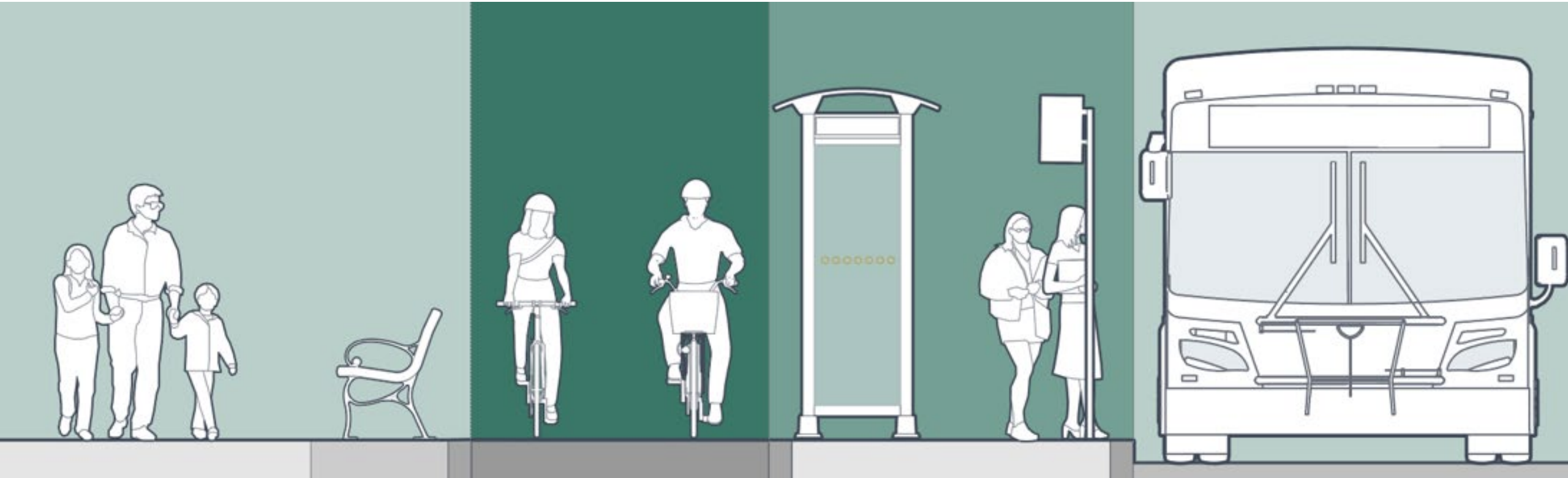
- Bus stop spacing
- Land use
- Connections between bus routes
- Transit centers
- Bus layover spaces and operator relief points
- Bus stop placement relative to intersections and roundabouts



CHAPTER 5: BUS STOP DESIGN



- Universal access
- Bus stop length
- Door locations
- Benches
- Bicycle parking
- Bus shelters
- Lean bars
- Lighting
- Trash receptacles
- Street trees

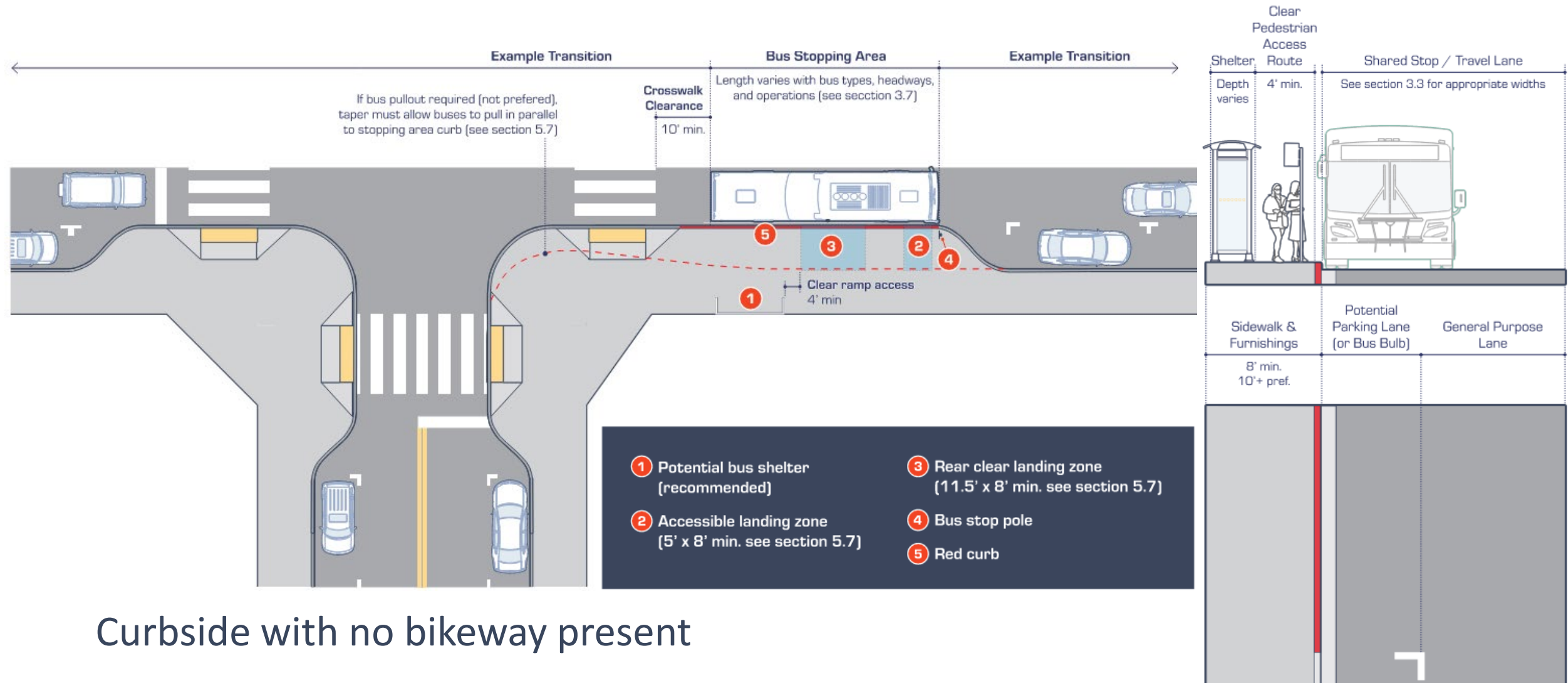


CHAPTER 6: BUS STOP DESIGN TYPOLOGY



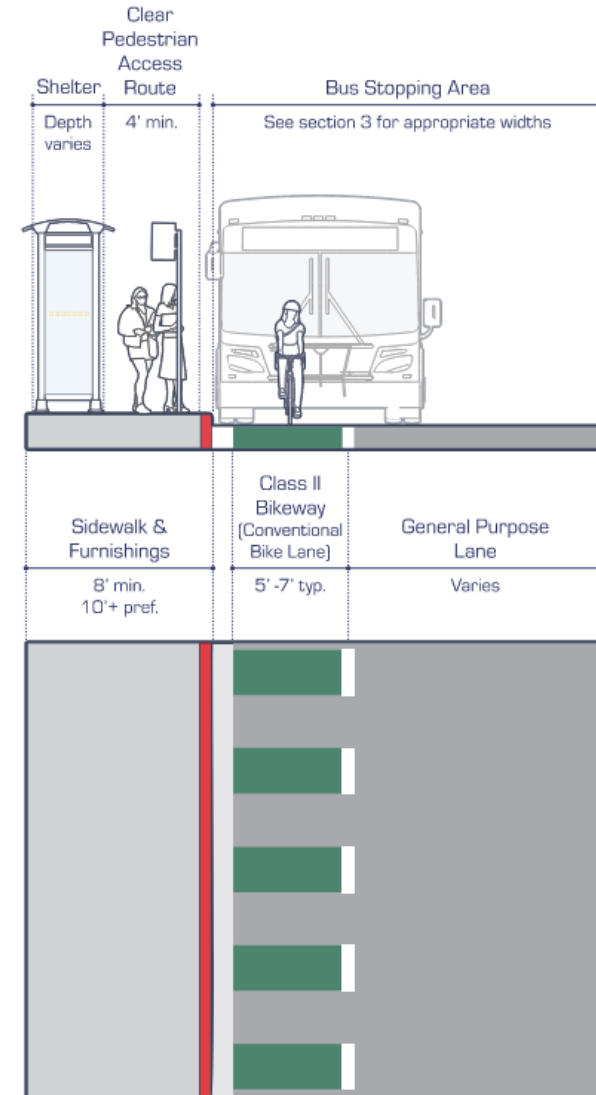
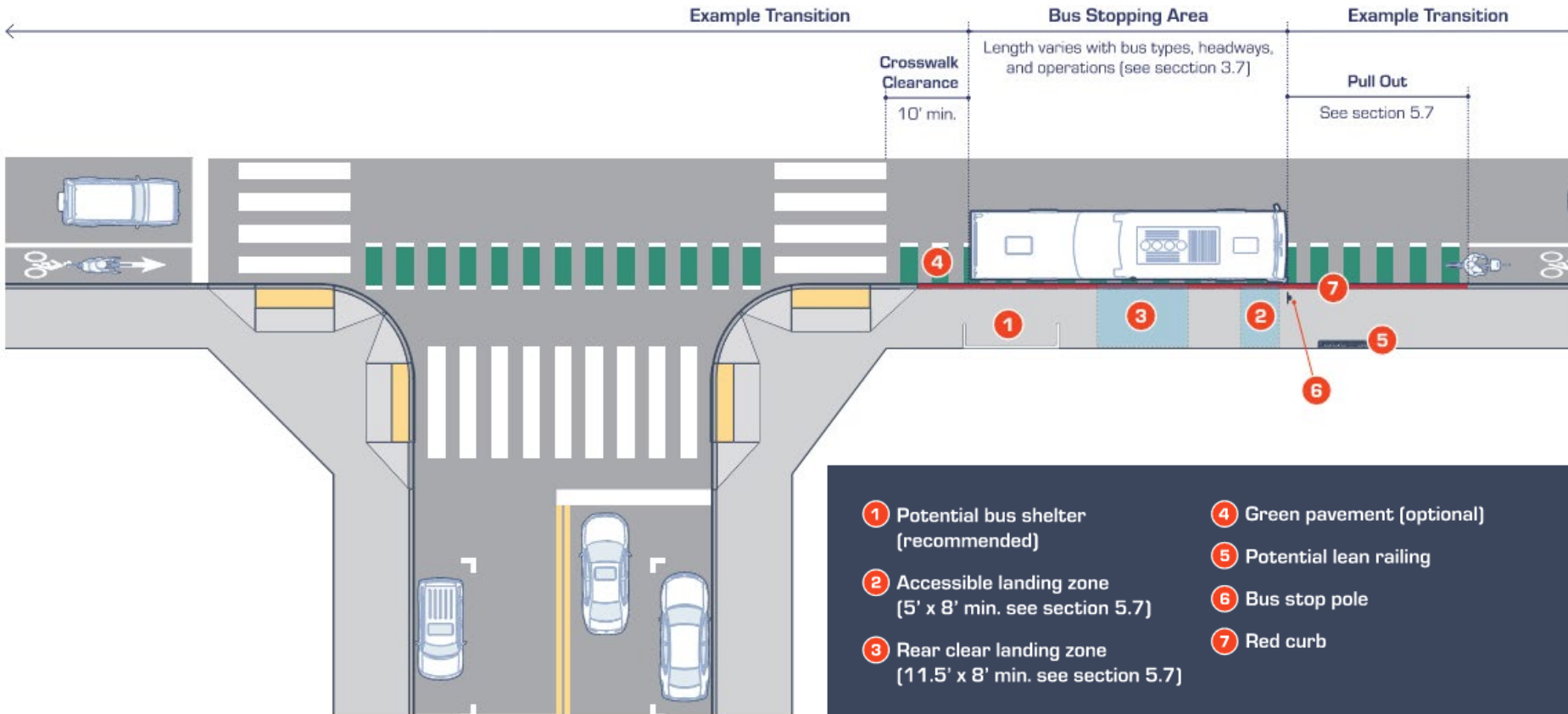
- Curbside with no bikeway present
- Shared lane with Class II bikeway
- Floating bus stop with sidewalk-level bikeway
- Floating bus stop with roadway-grade bikeway
- Constrained step-out landing
- Integrated shared-use path

CHAPTER 6: BUS STOP DESIGN TYPOLOGY



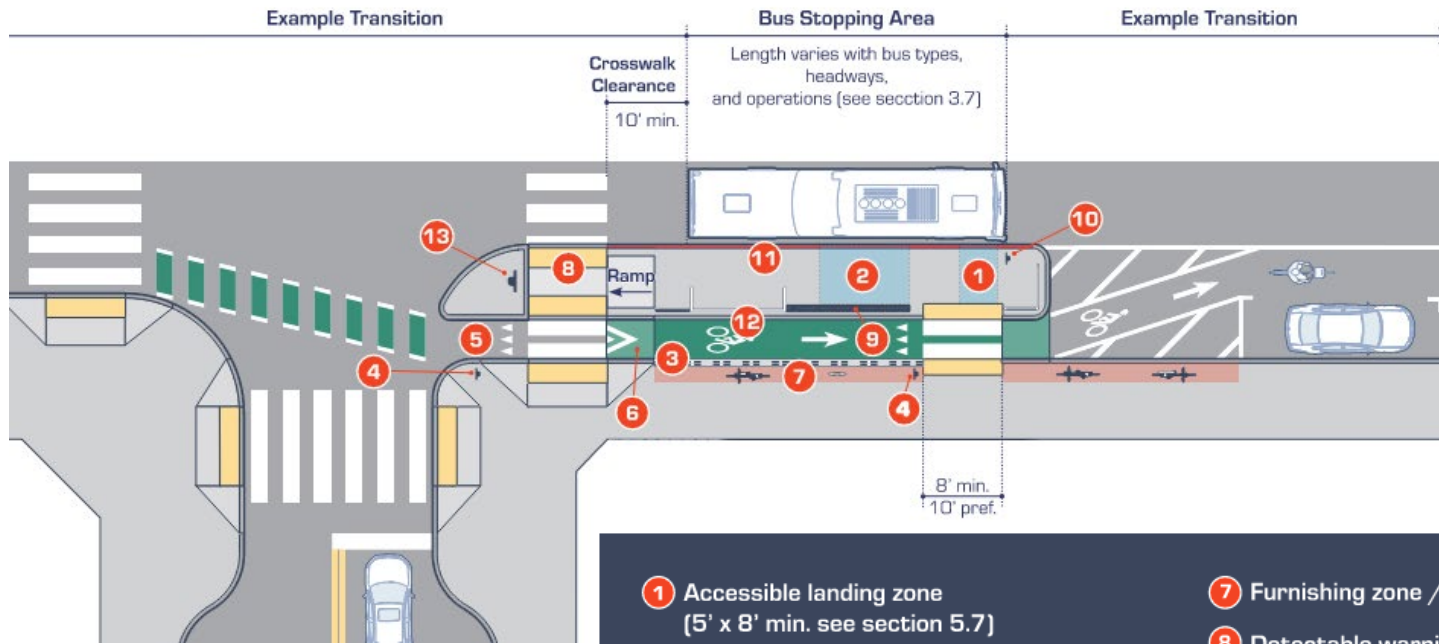
Curbside with no bikeway present

CHAPTER 6: BUS STOP DESIGN TYPOLOGY

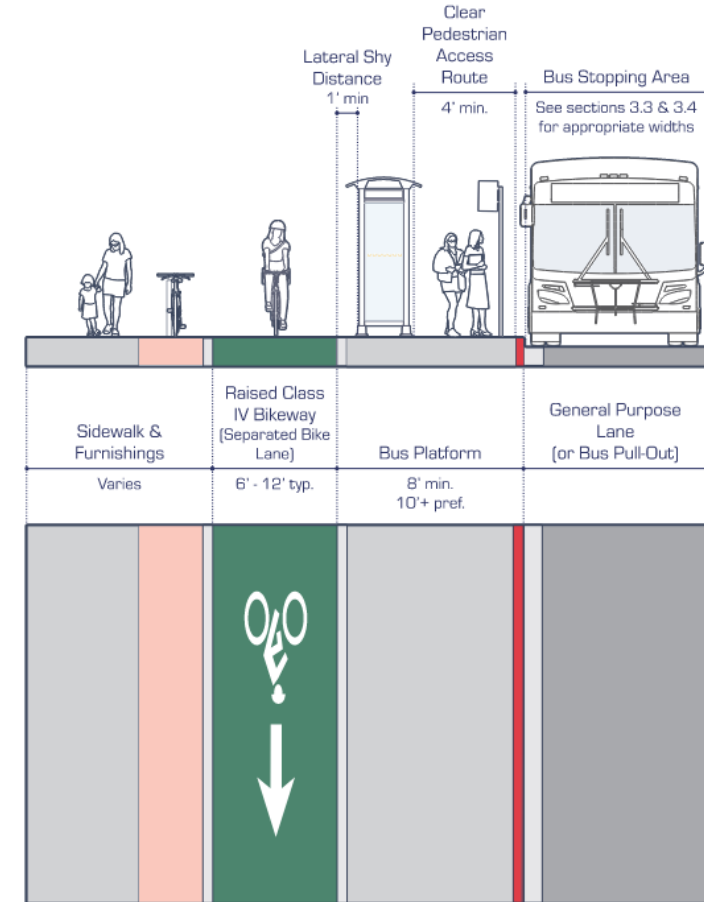


Shared lane with Class II bikeway

CHAPTER 6: BUS STOP DESIGN TYPOLOGY



- 1 Accessible landing zone (5' x 8' min. see section 5.7)
- 2 Rear clear landing zone (11.5' x 8' min. see section 5.7)
- 3 Green pavement (optional)
- 4 Bikes yield to peds sign (optional)
- 5 Bicyclist yield area
- 6 Bicycle ramp (gradient and placement varies)
- 7 Furnishing zone / cane-detectable edge
- 8 Detectable warning surface
- 9 Lean railing / cane-detectable edge
- 10 Bus stop pole
- 11 Red curb
- 12 Potential bus shelter (recommended)
- 13 APS pushbutton (preferred location varies)



Floating bus stop with sidewalk-grade bikeway

CHAPTER 6: BUS STOP DESIGN TYPOLOGY



Example Transition

Bus Stopping Area

Example Transition

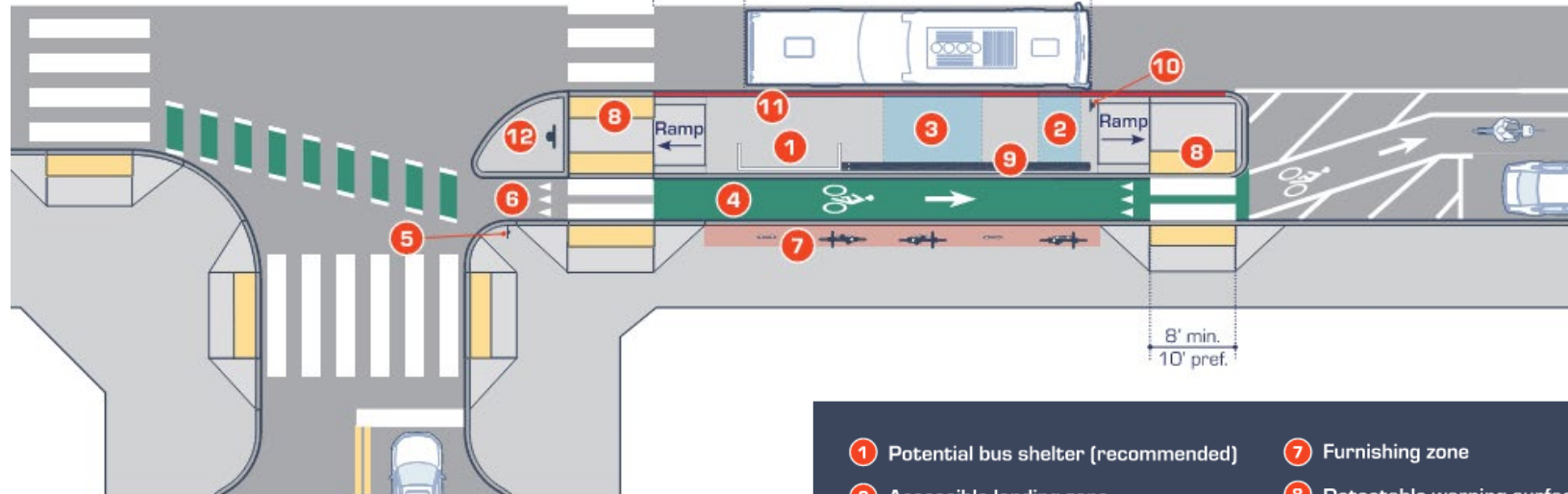
Length varies with bus types, headways, and operations (see section 3.7)

Crosswalk Clearance
10' min.

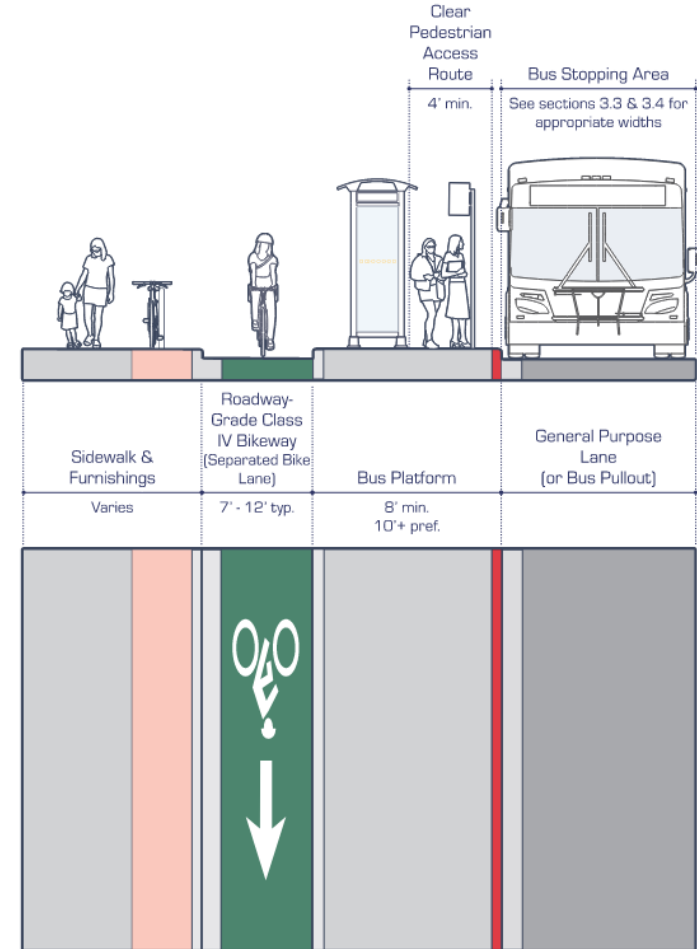
8' min.
10' pref.

Clear Pedestrian Access Route
4' min.

Bus Stopping Area
See sections 3.3 & 3.4 for appropriate widths

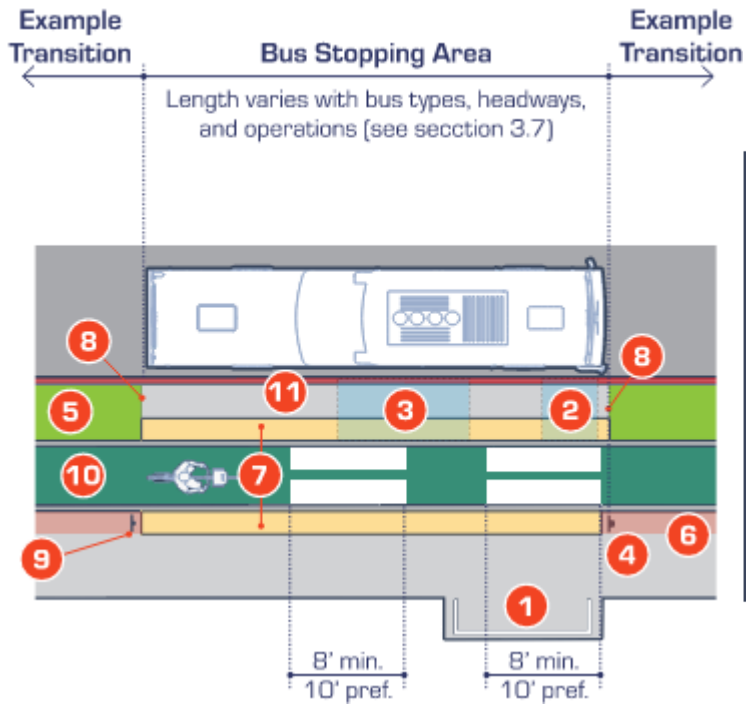


- 1 Potential bus shelter (recommended)
- 2 Accessible landing zone (5' x 8' min. see section 5.7)
- 3 Rear clear landing zone (11.5' x 8' min. see section 5.7)
- 4 Green pavement (optional)
- 5 Bikes yield to peds sign (optional)
- 6 Bicyclist yield area
- 7 Furnishing zone
- 8 Detectable warning surface
- 9 Lean railing (optional)
- 10 Bus stop pole
- 11 Red curb
- 12 APS pushbutton (preferred location varies)

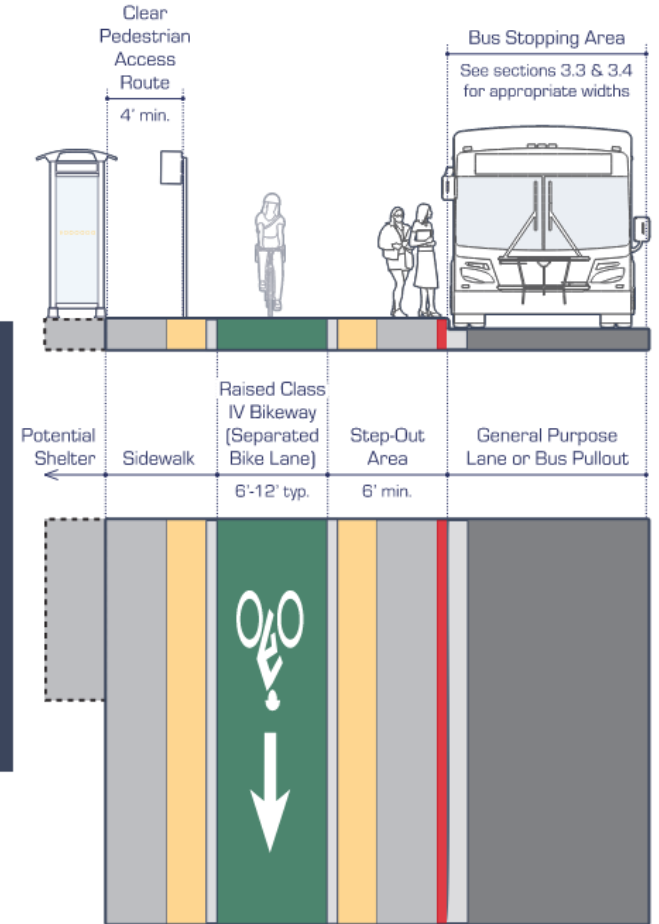


Floating bus stop with roadway-grade bikeway

CHAPTER 6: BUS STOP DESIGN TYPOLOGY

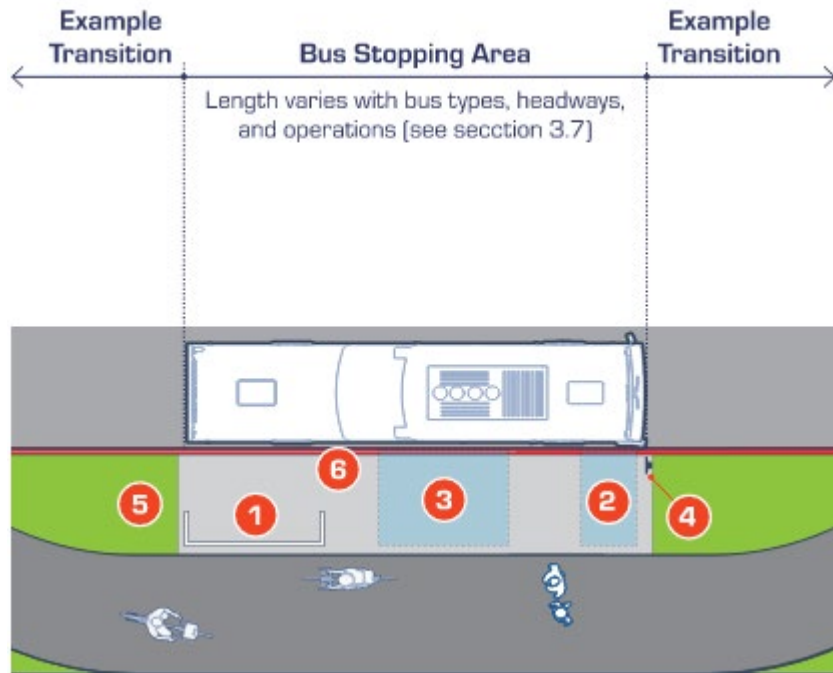


- 1 Potential bus shelter (recommended)
- 2 Forward ramp deployment clear zone
- 3 Rear ramp deployment clear zone
- 4 Bus stop pole
- 5 Buffer treatment varies
- 6 Furnishing zone / cane detectable edge
- 7 Detectable warning surface
- 8 Cane-detectable "bookends"
- 9 Bikes yield to peds sign (optional)
- 10 Green pavement (optional)
- 11 Red curb



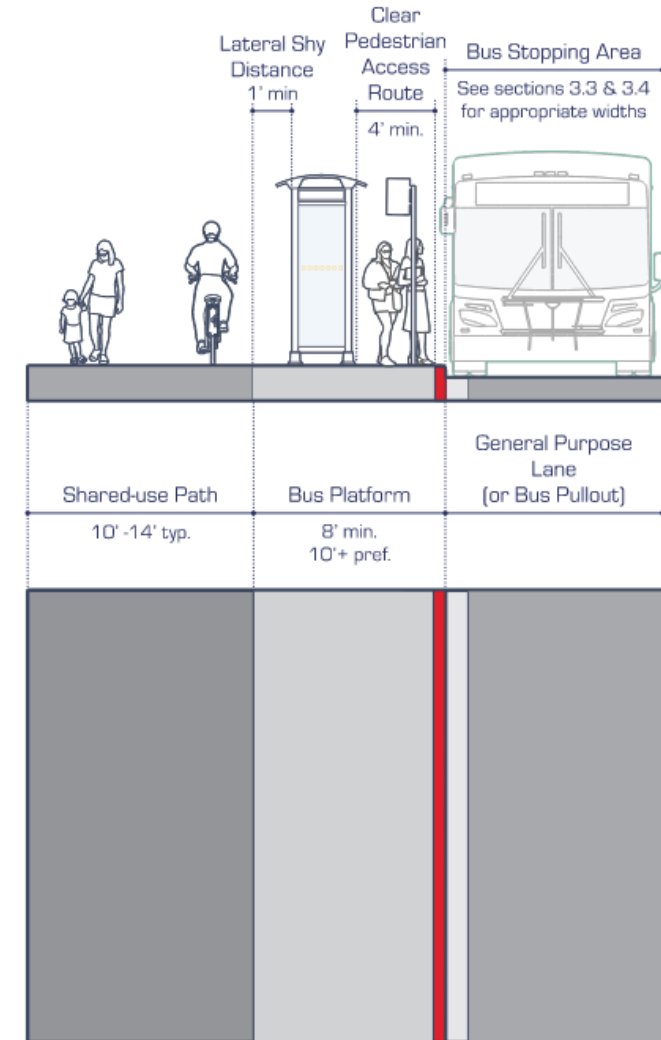
Constrained step-out floating bus stop

CHAPTER 6: BUS STOP DESIGN TYPOLOGY

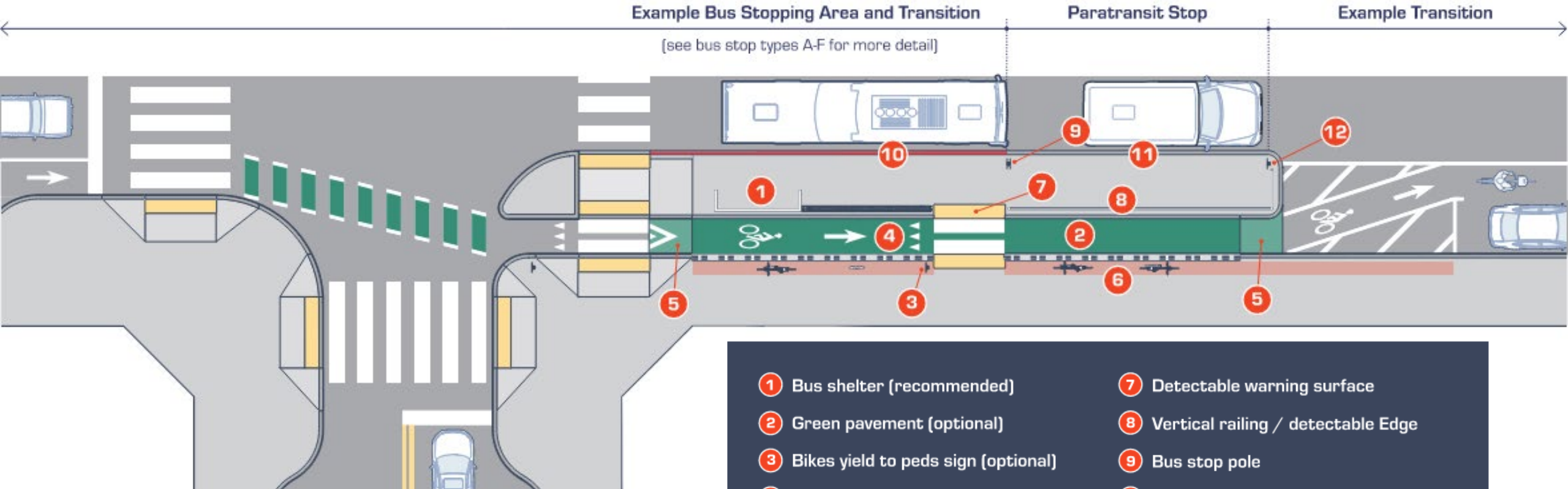


- 1 Potential bus shelter [recommended]
- 2 Accessible landing zone (5' x 8' min. see section 5.7)
- 3 Rear clear landing zone (11.5' x 8' min. see section 5.7)
- 4 Bus stop pole
- 5 Buffer treatment varies
- 6 Red curb

Class I Bike Path Bus Stop (Shared-Use Path)



CHAPTER 6: BUS STOP DESIGN TYPOLOGY



- 1 Bus shelter (recommended)
- 2 Green pavement (optional)
- 3 Bikes yield to peds sign (optional)
- 4 Bicyclist yield area
- 5 Bicycle ramp
- 6 Furnishing zone / detectable edge
- 7 Detectable warning surface
- 8 Vertical railing / detectable Edge
- 9 Bus stop pole
- 10 Red curb
- 11 White curb
- 12 Paratransit stop sign (no parking)

Paratransit stop design

CHAPTER 7: BUS STOP DESIGN TYPE SELECTION



- Considerations for selecting a bus stop type on:
 - High speed roadways
 - Bus routes with frequent service
 - Constrained ROW
- Integrating additional guidance on typology selection as a process



- AC Transit responsibilities
 - Installing and maintaining the bus stop flag and pole
 - Other responsibilities may apply depending on terms defined in a maintenance agreement with a local jurisdiction
- City/jurisdiction responsibilities
 - Sidewalk and street maintenance
 - Red curb maintenance
 - Jurisdiction-owned trash can maintenance
 - Tree trimming

DISCUSSION



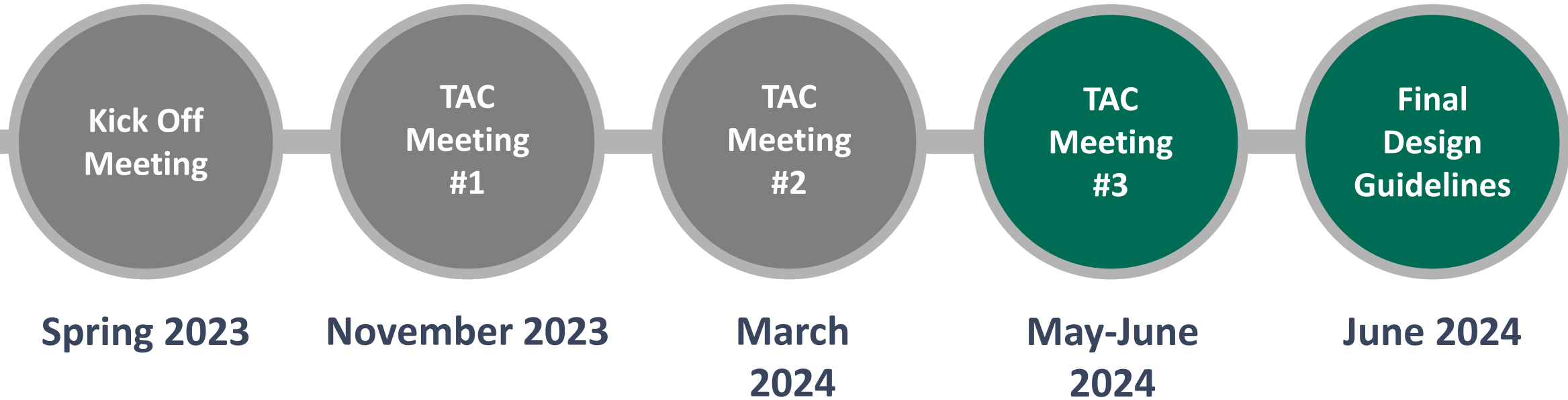
- Feedback on the bus stop design typologies
- Comments on current experiences with bus/bike interactions
- Comments on current experiences with accessing and waiting at bus stops

OUTREACH



- In-reach with AC Transit staff
- AC Transit Board, General Manager's Advisory Committee (GMAC), East Bay Paratransit Access Committee (EBPAC)
- Presentations at Interagency Liaison Committees (ILCs)
- Presentations to Transportation Commissions
- Presentations to Bicycle/Pedestrian Advisory Committees
- Presentations to Commissions on Persons with Disabilities and Commissions on Aging

PROJECT TIMELINE





Thank you!

STAFF CONTACT

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Transportation Planner

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AC TRANSIT BOARD POLICY 501 UPDATE

May 2024



Agenda

Overview

Stakeholder Engagement

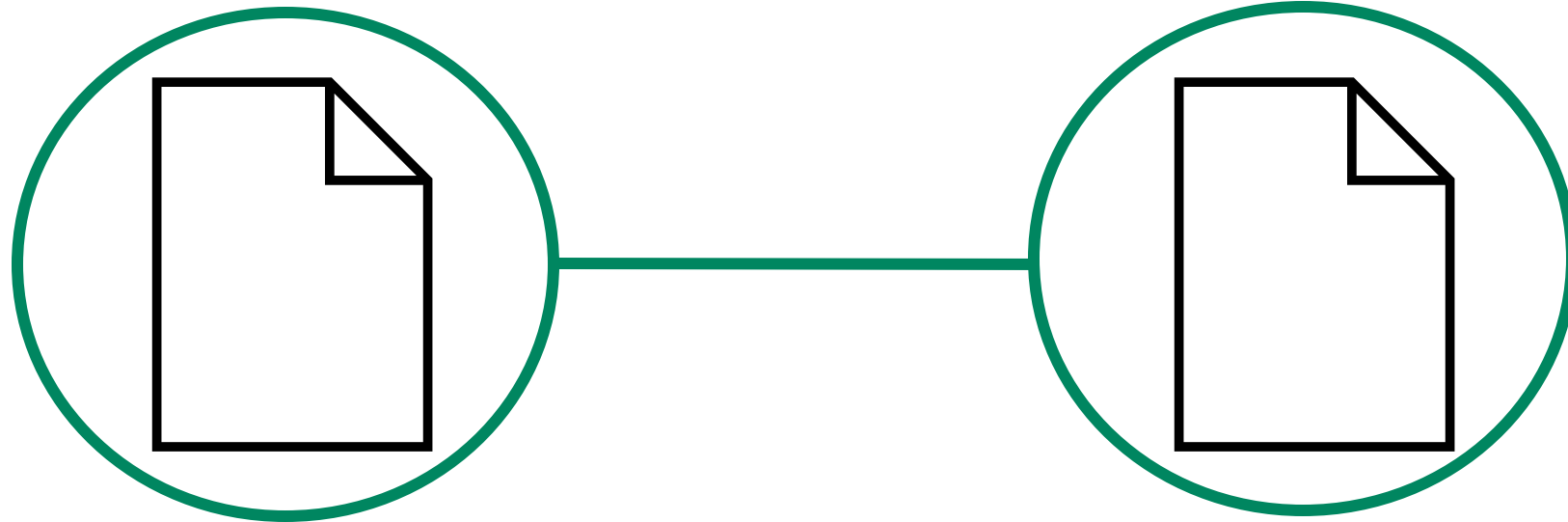
Guiding Principles

Timeline

Questions & Discussion

OVERVIEW

EXISTING BUS STOP POLICIES AND GUIDANCE



**Board Policy 501:
Bus Stop Guidelines**
bus stop placement
including spacing,
location, length, &
accessibility.

**501A: Administrative
Regulation**
the process for reviewing
bus stops by District staff

WHY UPDATE THE POLICY?

- Policy due for a five-year update
- Make the policy more customer-focused
- Develop a hierarchy for decision making
- Reflect the District's priorities and goals
- Easing navigation between different bus stop related documents:
 - Bus Stop Furniture Design Guidelines
 - 501 Administrative Regulation: Bus Stops
 - Transit Supportive Design Guidelines

STAKEHOLDER ENGAGEMENT

INTERNAL STAKEHOLDER ENGAGEMENT

Bus Stop Committee

Supervision

MarCom

Maintenance

LACR

Safety

Scheduling

Transportation

Legal

Long Range Planning

Service Planning

Other Stakeholders

Accessible Services

Division Safety Committees

Pole Crew

EXTERNAL STAKEHOLDER ENGAGEMENT

External stakeholder engagement would take place during the month of May & Early June

Webpage

Feedback Form/Email

Social Media

BP 501 Technical
Advisory Committee

General Manager's
Access Committee

ILC
Presentations

eNews to riders, community-based
organizations and elected officials

Presentations to
Other Existing
Bodies

GUIDING PRINCIPLES

PEER REVIEW TAKEAWAYS

The peer review aggregated the most common guiding principles and goals of agencies' bus stop design processes.



Our guiding principles were derived from the most frequently utilized principles of peer agencies:

Safety

Comfort

Accessibility

Legibility

Visibility

Convenience

Community Connectivity

Maximize Efficiency

GUIDING PRINCIPLES

The peer review and internal feedback led us to four guiding principles for the policy update.

Safety

Comfort

Accessibility

Feasibility

Reliability

GUIDING PRINCIPLES

Safety

Ensuring the safety of **riders, operators, and pedestrians** by implementing measures to **mitigate risks and hazards** at bus stops. Includes bus stop placement in well-lit areas with clear signage and designated waiting areas to prevent incidents and enhance security.

Comfort

Creating welcoming and pleasant environments by providing **amenities such as seating and shelter** to offer respite from **weather elements** and facilitate a more enjoyable waiting experience.

Ensuring **cleanliness, and aesthetic enhancements** can contribute to a positive rider experience.

Accessibility

Strategically located to serve the needs of riders, considering **proximity** to residential areas, employment centers, schools, and other **key destinations**

Designing and locating bus stops with consideration for the needs of **diverse riders' demographics**, including individuals with disabilities, seniors, and families.

GUIDING PRINCIPLES

Feasibility

Feasibility of a bus stop location hinges on critical factors such as ADA compliance, visibility, sidewalk conditions, and supporting land uses. **Community input** plays a pivotal role in this assessment, as local residents, businesses, and organizations offer valuable insights into the practicality of the proposed bus stop placement. Their perspectives help gauge factors such as accessibility, safety concerns, and impacts on their daily lives. **Positive community input** can bolster the feasibility of a bus stop placement by affirming its alignment with local needs and preferences. On the other hand, **community opposition** or concerns may signal potential challenges or unaddressed issues, causing staff to reconsider the viability of the proposed bus stop placement.

Reliability

Optimizing the reliability of bus service by implementing measures to **minimize wait times** and provide **consistent service** for riders. bus stop placement and design to facilitate **efficient boarding and alighting** processes, reducing dwell times, and **streamlining rider flow**. In addition, staff will need to strategically develop policy around the spacing of bus stops to find the balance between rider accessibility and service reliability.

TIMELINE

TIMELINE & NEXT STEPS



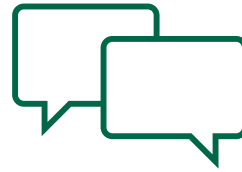
March

Gather Internal Feedback
Develop Updated Policy
March 27th Board Briefing



March -April

Develop Draft Policy



May

Gather Feedback
on Draft Policy



June

Present Draft Policy to the
Board
Finalize Policy based on
Feedback



July

Present Final Policy to the
Board for Approval

Current Stage

Thank you!
Questions?