Alameda-Contra Costra
Transit District

Park Street Transit Signal Priority & Signal Optimization Project

September 25, 2024

City of Alameda Transportation Commission

Casey Bruno, AC Transit

In collaboration with

METROPOLITAN TRANSPORTATION COMMISSION

MTC BusAID Program Overview

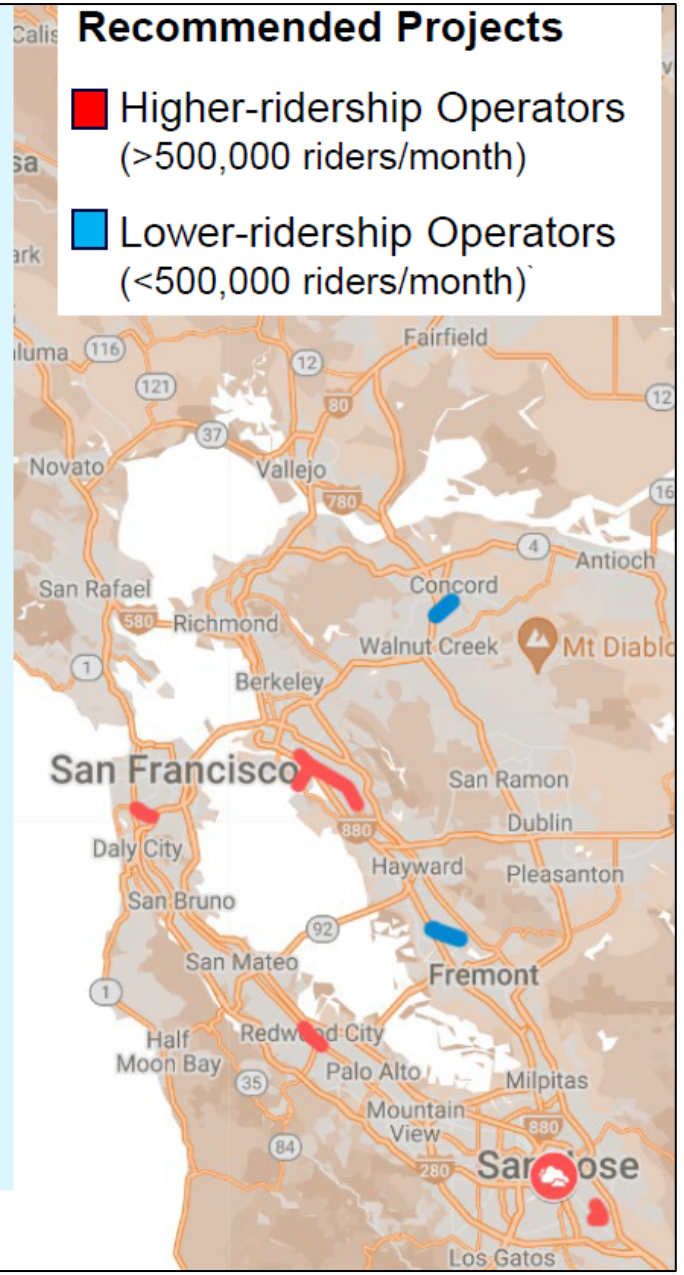
- Bus “Accelerated Infrastructure Delivery” Program
- Emphasizes near-term (quick-build) solutions at problem “hotspot” locations identified by transit operators.
- Goal: Reduce transit times and improve transit reliability
- **Park Street Transit Signal Priority & Signal Optimization Project is one of eight projects selected by MTC**
  - Complete Streets Checklist is required to receive funding

Draft Funding Recommendations

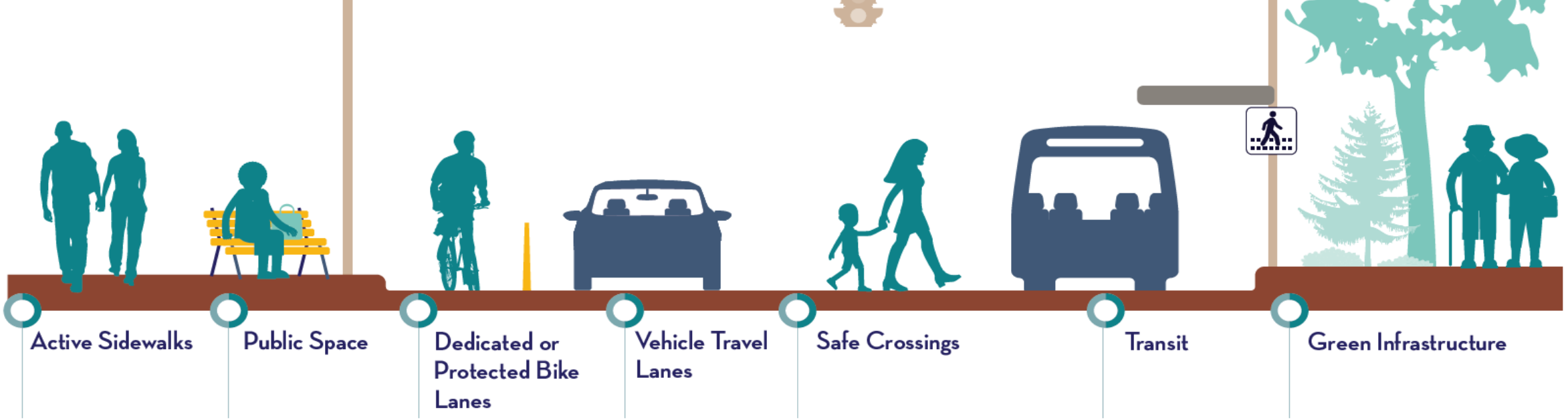
8 projects submitted by 6 operators

Project Sponsor	Project Title	Proposed Funding
AC Transit	Park St Transit Signal Priority & Signal Optimization	**$1.1M**
AC Transit	International Blvd Transit Lane Delineation	**$3.9M**
City of Concord[1]	Monument Corridor Transit Speed Improvements	**$0.4M**
SamTrans	El Camino Real Bus Boarding Islands & Bus Stop Balancing in Redwood City	**$1.4M**
SFMTA	K-Ingleside Rapid Project Ocean Ave Quick Build	**$5.0M**
Union City Transit	Alvarado-Niles Rd Part-Time Transit Lane Pilot	**$1.5M**
City of San Jose[2]	Vision Zero East San Jose Safety Corridor Project for Senter Rd *(bus boarding islands)*	**$4.0M**
City of San Jose[2]	Cloud-Based Transit Signal Priority at 174 Intersections along VTA's Frequent Network	**$1.0M**
	TOTAL	**$18.3M**

[1] *Project identified by County Connection but being implemented by the City of Concord.*
[2] *Project identified by VTA but being implemented by the City of San Jose.*



TRANSIT TRANSFORMATION ACTION PLAN



MTC Project Funding Requirements

- MTC Complete Streets (CS) Policy has a goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network
- Requirement:
  - Projects funded all or part with regional discretionary funding through MTC shall adhere to the CS Policy
  - If a project is on the regional Active Transportation Network, it should incorporate design principles based on "All Ages and Abilities," contextual guidance issued by NACTO

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

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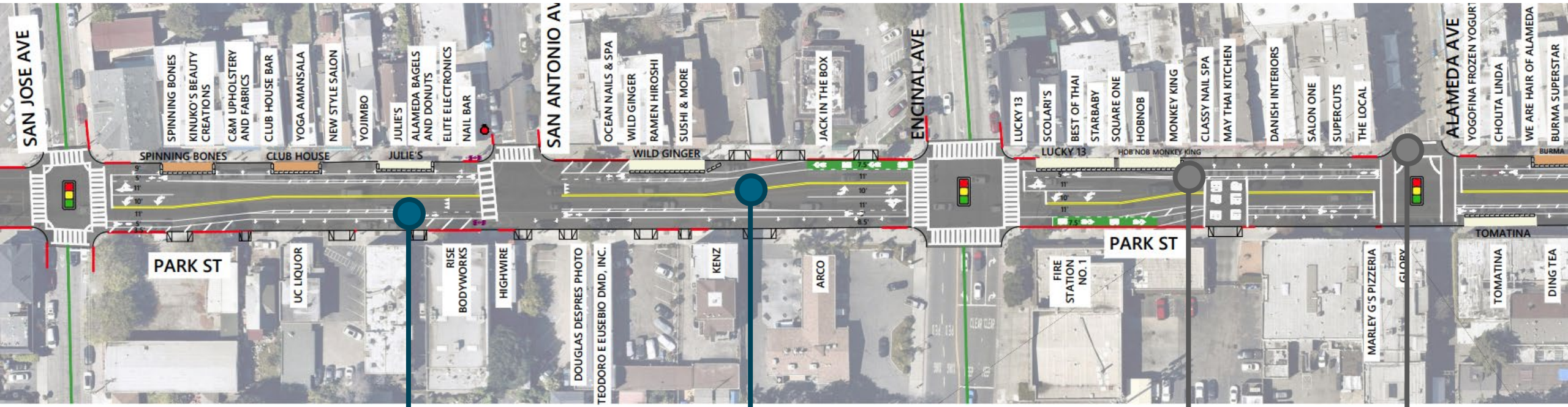
City of Alameda Restriping Effort (2024)



Buffered Bike Lanes

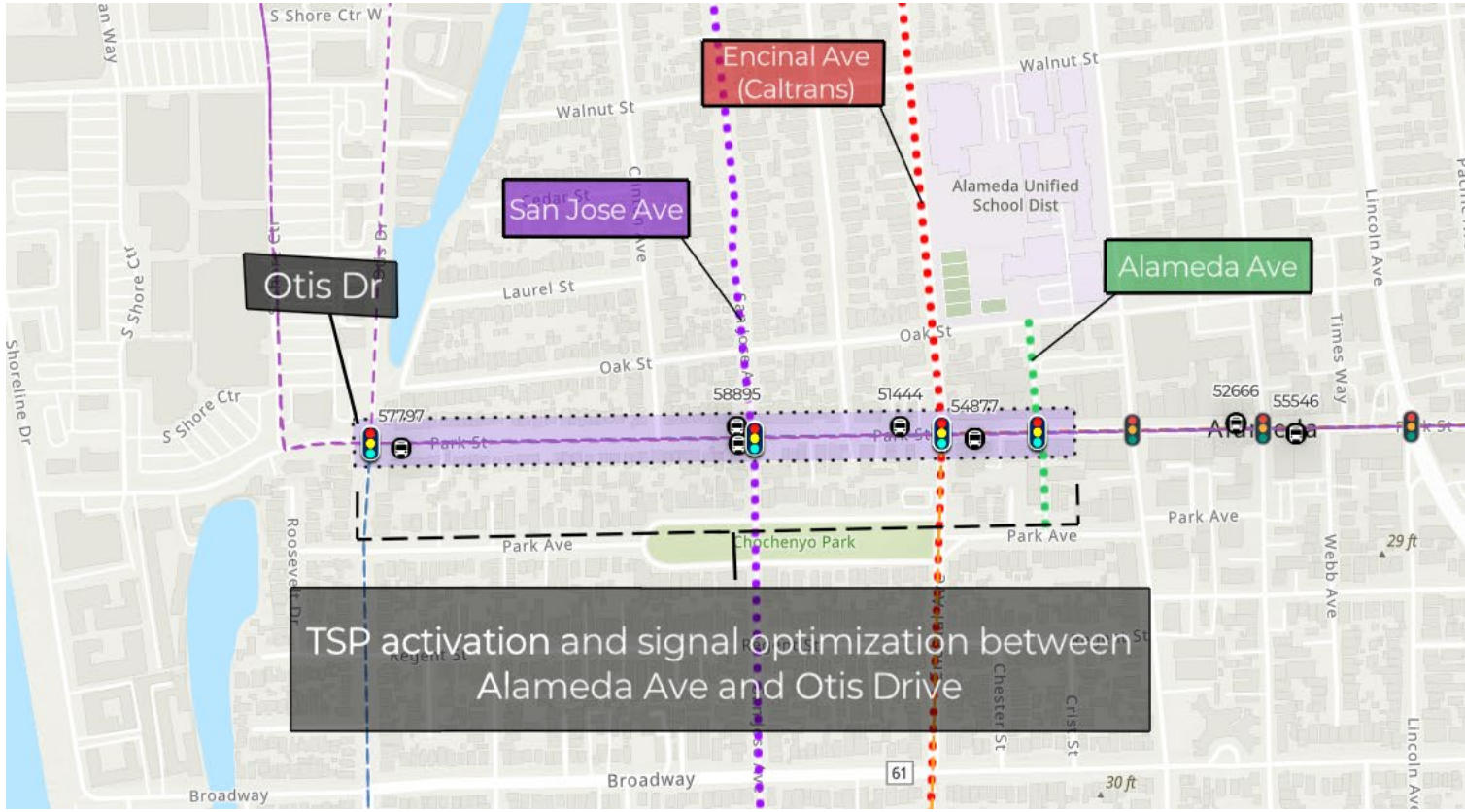
Single lane each direction + turn lanes

Curb parking

Maintain Alameda Ave street closure

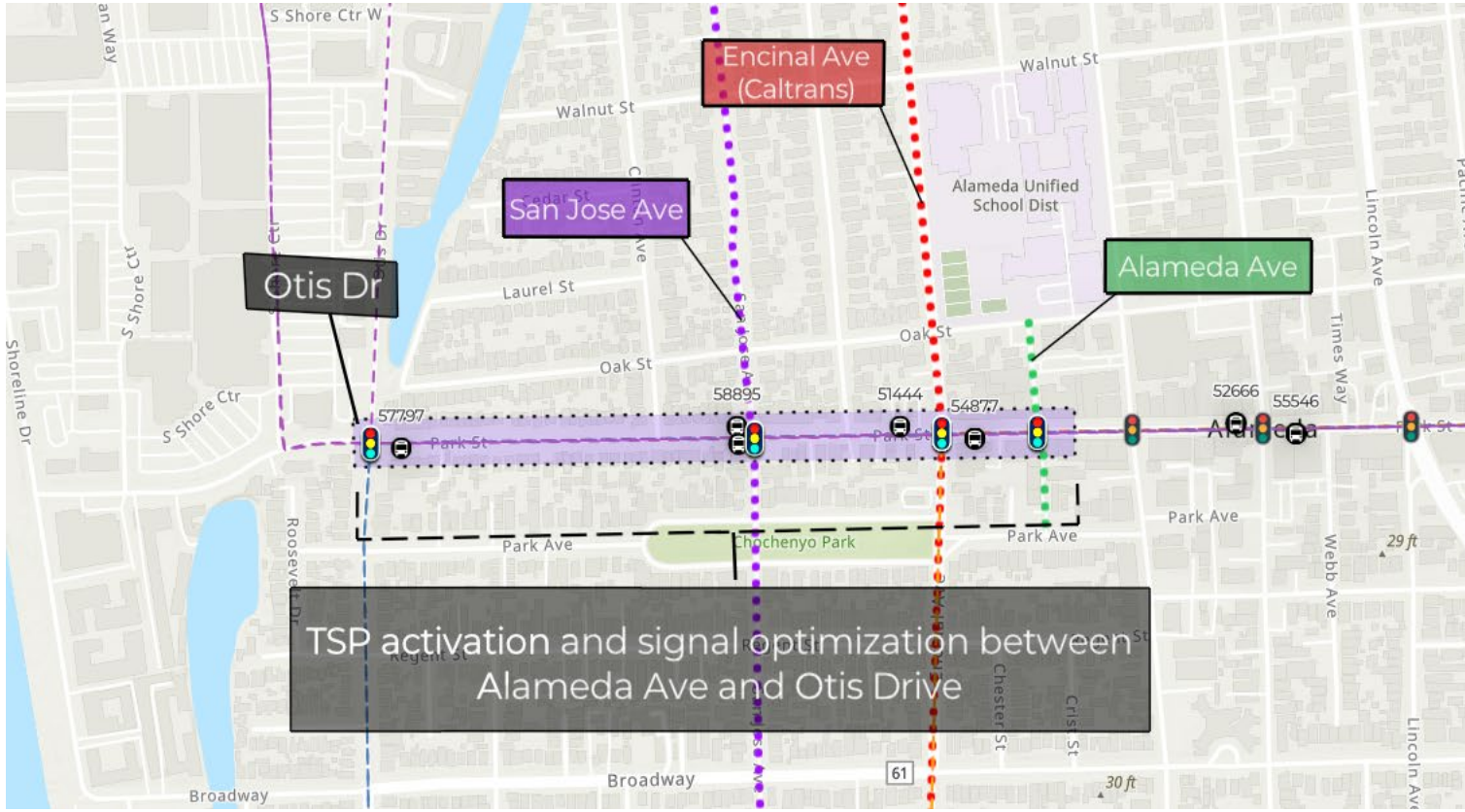
Park St Transit Signal Priority & Signal Optimization

- Park Street, from Alameda Avenue to Otis Drive
- Four AC Transit routes currently operate along Park Street: Transbay Line OX, 20, 21, 663
- Consistent with AC Transit's Major Corridors Study (2016), which identifies projects for the agency's highest ridership corridors
- This project could result in bus travel time savings of up to 50 seconds



Park St Transit Signal Priority & Signal Optimization

Project Milestones	Estimated Date
Funding Receipt	Fall 2024
Design Phase	Winter 2024/2025
Construction Phase	Late Summer/Fall 2025
Project Completion	Spring 2026
Pre-/Post-Project Evaluation	**Pre:** Winter 2024/2025 **Post:** Winter 2026



Alameda-Contra Costa Transit District

Thank you for your time!
Comments or questions?

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