



December 9, 2014

Mr. Henry Gardner  
City Administrator  
City of Oakland  
1 Frank Ogawa Plaza, 3<sup>rd</sup> Floor  
Oakland, CA 94612

Dear Mr. Gardner,

On behalf of AC Transit staff, thank you for the opportunity to provide comments on the Telegraph Avenue Complete Street Final Plan. I am pleased that our comments were well-received by the City of Oakland's Public Works Committee on December 2. In addition, I appreciate your commitment to work with AC Transit to ensure that bus service is not negatively impacted as a result of this project. Before this project goes before City Council for approval on December 9, 2014, I would like to highlight what is required to maintain the current performance level for transit along the corridor with the project.

### **Transit on Telegraph Avenue**

AC Transit operates two all-day routes the 1 and the 1R connecting downtown Oakland and downtown Berkeley. Line 800 one of AC Transit's All Nighter Lines also travels the corridor between 1a.m. – 5a.m. Over 9,000 customers use AC Transit every day to travel between Oakland and Berkeley and to destinations in between. This makes Telegraph Avenue one of the most productive, popular and heavily-invested corridors in the AC Transit service area. Though AC Transit embraces the concept of Complete Streets, such projects must prioritize performance for transit, bicycles and pedestrians with less of an emphasis on private auto travel and parking.

### **Impacts to Transit**

The current proposal contained within the Final Report has very significant differences from the Draft Final Report. Most significantly in the 20<sup>th</sup>-30<sup>th</sup> segment. AC Transit is concerned about these recommendations and the phasing of implementation because of the adverse impacts to transit operations.

The Final Plan calls for a parking protected bicycle lane in Phase I from 20<sup>th</sup>-30<sup>th</sup> Street. This will leave one through lane in each direction. With this configuration all parking maneuvers, both legal parking and illegal double parking, will take place in the only through lane. This roadway configuration makes the lane easily susceptible to delay and more likely to have unpredictable travel times.

The mitigations identified in the plan, Transit Signal Priority and Transit Islands, are expensive capital investments, but they are very necessary in order to maintain quality transit on the corridor. Under the final plan, City staff has indicated that the City will be moving forward with

the project by re-striping the road and implementing the protected bikes lanes with a travel lane reduction without securing funding for the mitigations.

The model used by the City to test the effects of the project found that without these mitigations, transit will suffer a significant decrease in speed. A complete lane reduction without treatments could slow transit to 3.9 miles per hour in the segment from 30<sup>th</sup> – 20<sup>th</sup>.

This represents a large challenge for AC Transit. When the buses run slower, AC Transit must devote more financial resources to keep the same frequencies. With a constant scarcity of dollars available for transit operations, resources would need to be used on Telegraph for maintaining the status quo rather than improving service on this or other transit corridors in Oakland.

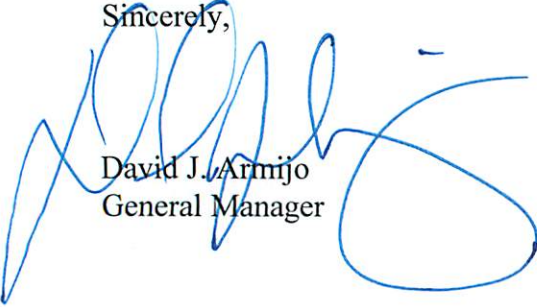
### **Recommendations**

As mitigations to the transit impacts created by the project, I ask the City of Oakland for the following:

- Providing a comprehensive phasing approach that identifies when each element in Phase 1A will be implemented. AC Transit strongly recommends that the project implement all of Phase 1A recommendations together, particularly the transit mitigations identified in the plan.
- Take the lead in identifying funding to complete the recommended transit mitigations. AC Transit would encourage the City to find funding other than those dedicated toward improving transit performance since the mitigations identified in the project will only maintain the status quo.

AC Transit looks forward to the City of Oakland taking the lead on improving transit along with other alternate transportation modes through this Complete Streets Project.

Sincerely,



David J. Armijo  
General Manager

cc: AC Transit Board of Directors  
City Council – City of Oakland