



Transportation Town Hall Meeting

September 27, 2012



State of Transportation in San Leandro

Welcome and Introduction

Mayor Stephen Cassidy

State of Transportation in San
Leandro

Uche Udemezue, Engineering &
Transportation Department

LINKS Shuttle

Gordon Galvan, LINKS

Paratransit / FLEX

Joann Oliver

BART Projects in San Leandro

Tim Chan, BART

AC Transit

AC Transit Staff

Alameda County Transportation
Commission

Art Dao, Alameda CTC

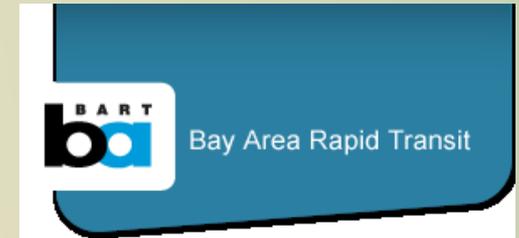
Wrap Up and Open House

State of Transportation in San Leandro

- Transportation Modes
 - Rapid Transit
 - Buses
 - Bikes / Pedestrians
 - Roads
- Funding Opportunity
- New Funding Impacts
- A Look Into The Future

Transportation Modes

Rapid Transit



Partner-Bay Area Rapid Transit (BART)

- San Leandro Challenges
 - Parking
 - Land Development Adjacent to Station
 - Station Appearance / Security / Access for the Disabled (ADA)
 - Station Interrelationship with Buses and Pedestrians

Transportation Modes

Buses

Partner - Alameda County Transit
FLEX Shuttle
Links
East Bay Paratransit



□ San Leandro Challenges

- Complete Public Transit Experience
- East – West Connection
- Bus Frequency
- Future North / South Connection with Bus Rapid Transit (BRT)



Transportation Modes

Bikes / Pedestrians

□ Highlights

- San Leandro has one of the most recognized Bike/Pedestrian Master Plans in the State
- Currently Building Out a Network of Class II and Class III Bike Paths
- Improving Accessibility for all Users

□ Challenges

- Older City Limitation Issues
- Limited Funding



Transportation Modes

Roads

- Capacity Needs
- City Road Condition

Capacity Needs

- Balanced Approach Toward Improved Mobility
- Improvements for Other Modes, Signal Coordination
- Three Locations Identified in General Plan with Capacity Issues
 - E. 14th Street at Dutton Avenue
 - Marina Blvd. at I-880 NB On-ramp
 - Marina Blvd. at I-880 SB On-ramp



County Wide Transportation Plan Met Needs – Existing Projects

- I-880/Davis Street Interchange
- I-880/Marina Blvd. Interchange
- I-880/Washington Ave./Beatrice St. Interchange
- Downtown San Leandro TOD
- East 14th-Hesperian-150th Improvements
- Bay Fair BART TOD
- San Leandro Streetscape and Pedestrian Improvements
- Traffic Signal System Upgrade

County Wide Transportation Plan

Unmet Needs – New Projects

- Marina Boulevard Widening
- Eden Road
- East 14th Street Streetscape
- Doolittle Drive Streetscape
- MacArthur Boulevard Streetscape
- Eastbay Greenway – UPRR Corridor
- Washington/Lewelling Intersection
- Traffic Signal System Improvements

Overview of the City's Road Condition

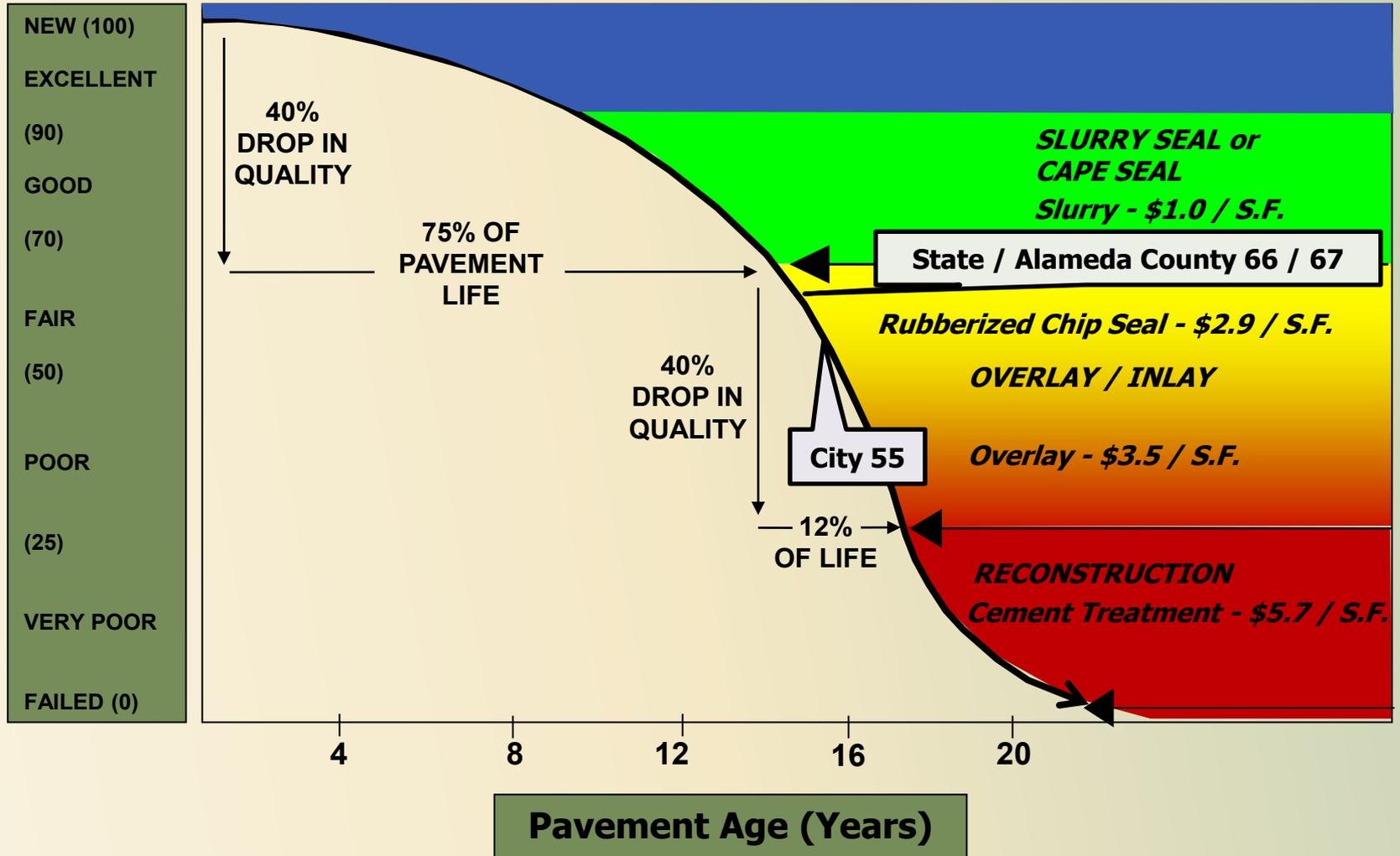
City's Roadway Assets

- 179 centerline miles
 - 392 lane miles
 - About 818 acres of asphalt
 - About the size of Council District 5
 - The area of over 600 football fields
- 1,050 inspected pavement sections analyzed in the Pavement Management System (PMS)
- State Highway (Caltrans Responsibility)
 - East 14th Street (State Highway 185)
 - Doolittle Drive North City Limit to Davis Street (State Highway 61)
 - Davis Street – Doolittle Drive to East 14th Street (State Highway 112)

What is Pavement Condition Index

PAVEMENT CONDITION
(Approx. PCI)

RECOMMENDED TREATMENT



Street Condition Example - 100



Street Condition Example - 70



Street Condition Example – 55



09/18/2012

Street Condition Example - 3

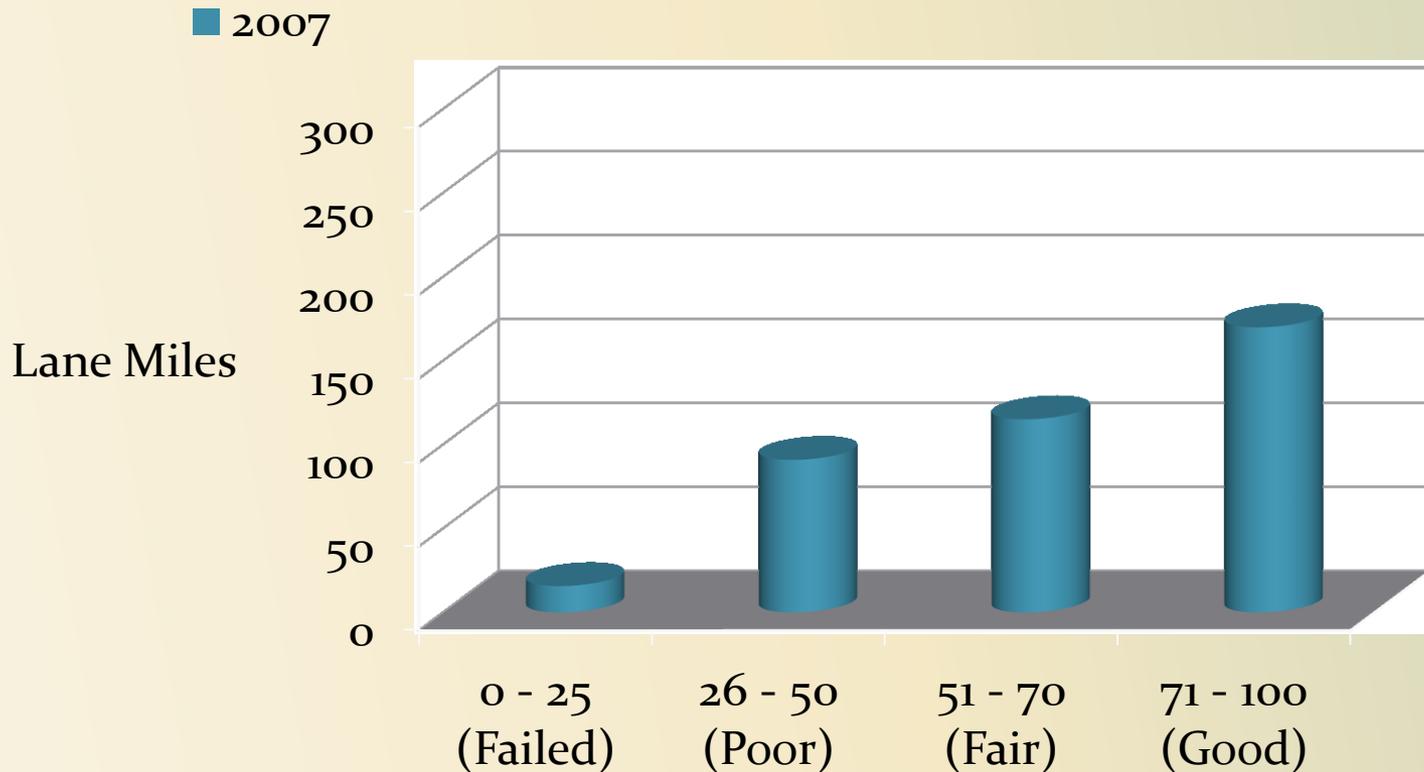


Pavement Condition Index (PCI) vs. Unfunded Backlog

- ❑ PCI is an indicator of how one street's condition compares to another
- ❑ Unfunded Backlog represents the funds required to raise all street segments to a target PCI
- ❑ PCI Average does not provide a good picture of Unfunded Backlog
- ❑ Example: 3 streets each 500 feet long and 50 feet wide
 - ❑ All three streets have a PCI of 70 their average PCI is 70 - Recommended Treatment costs would be \$75,000
 - ❑ The same 3 streets with PCIs of 25, 90, 95 has the same PCI average of 70; however the recommended treatment costs would be \$142,500

Street Condition 2007 (PCI 60)

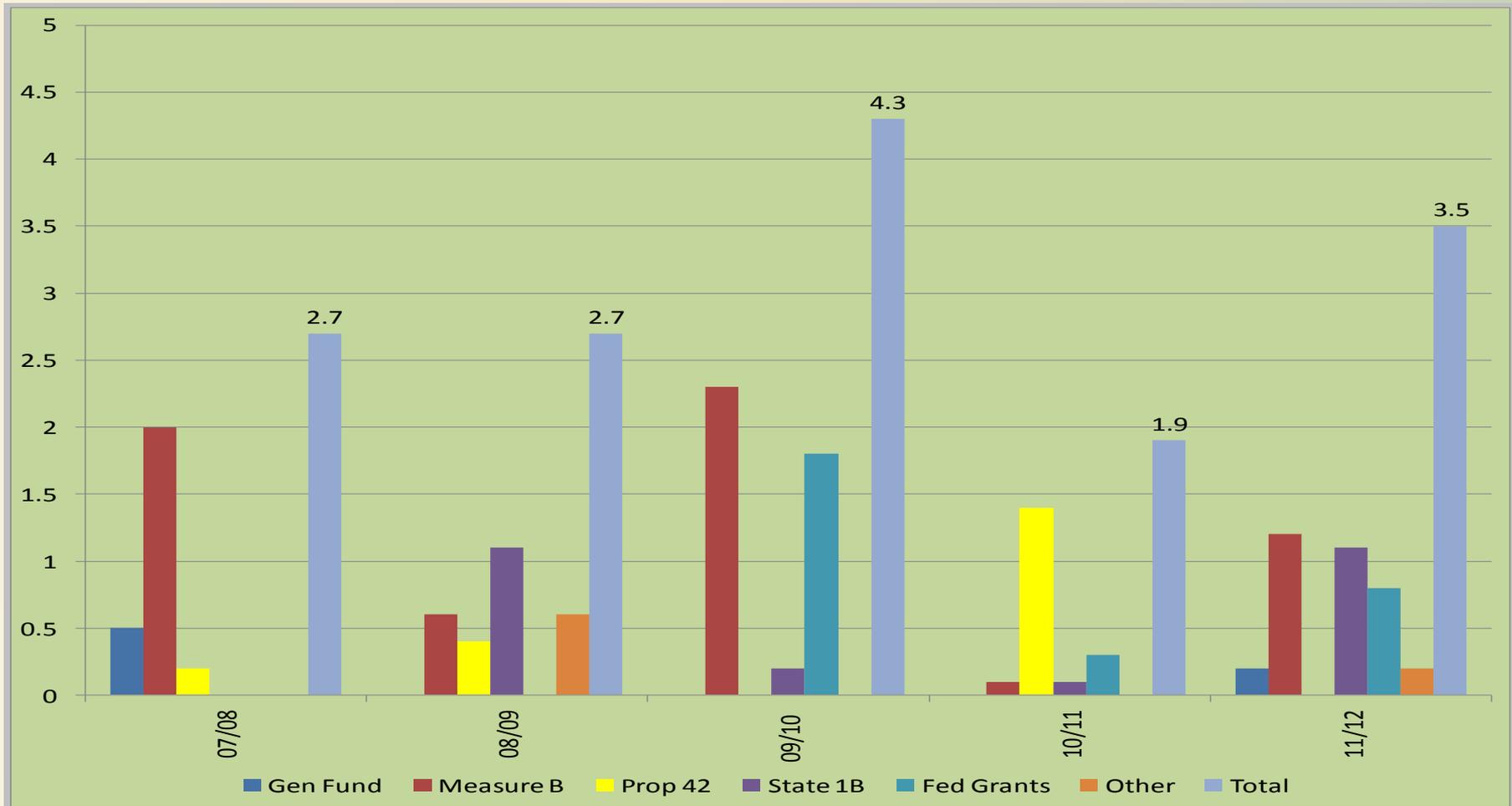
Unfunded Backlog - \$68M



Annual Spending (Millions)

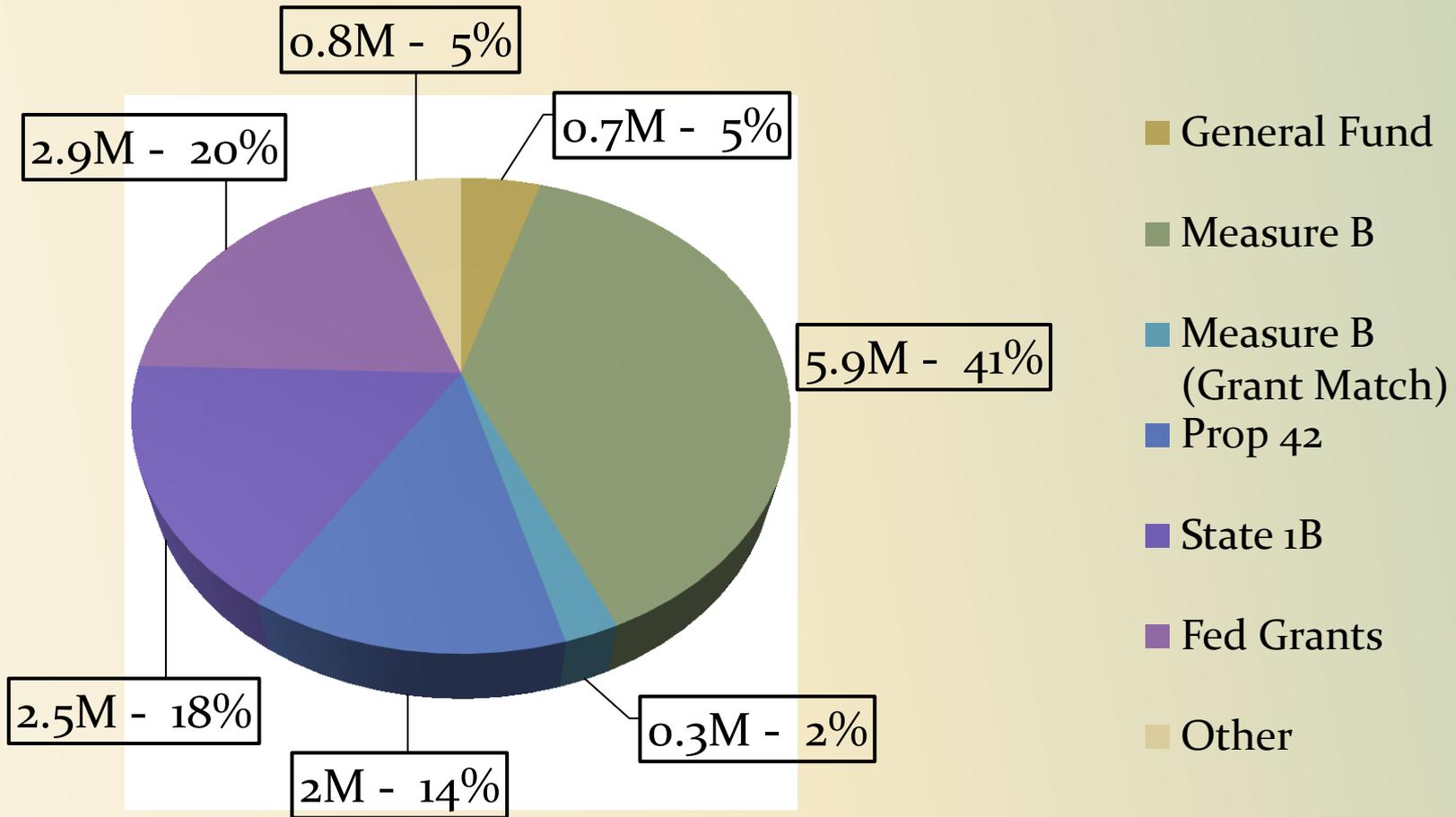
2007 to 2011

Total \$15.1M



Funds Used For Roads

\$15.1 Million



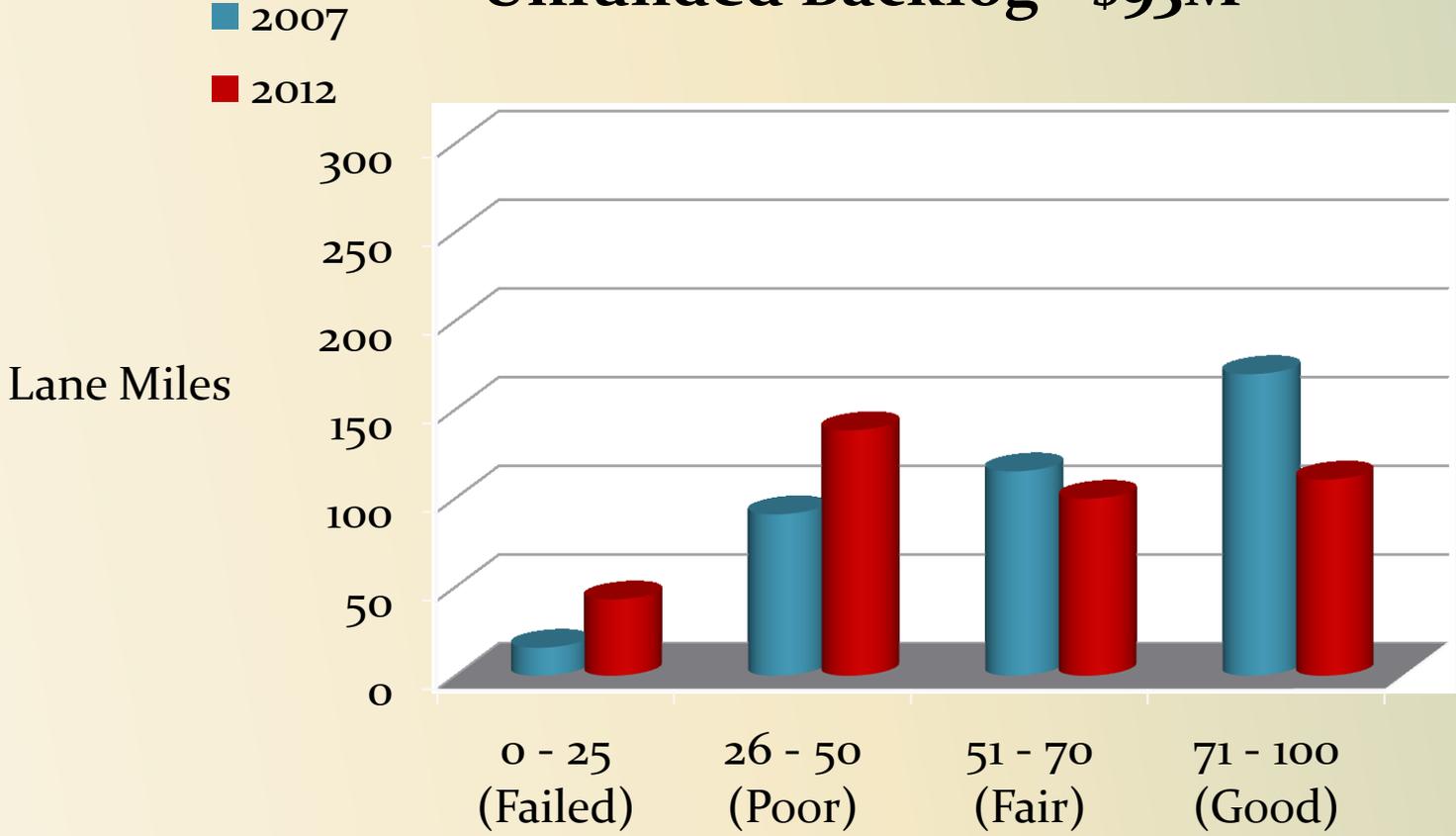
Pavement Improvement 2007-2011

- Street Reconstruction 15 Lane Miles
 - Overlay, Inlay, or Reconstruction
- Maintenance Treatments 50 Lane Miles
 - Slurry, Cape Sealing, Microsurfacing



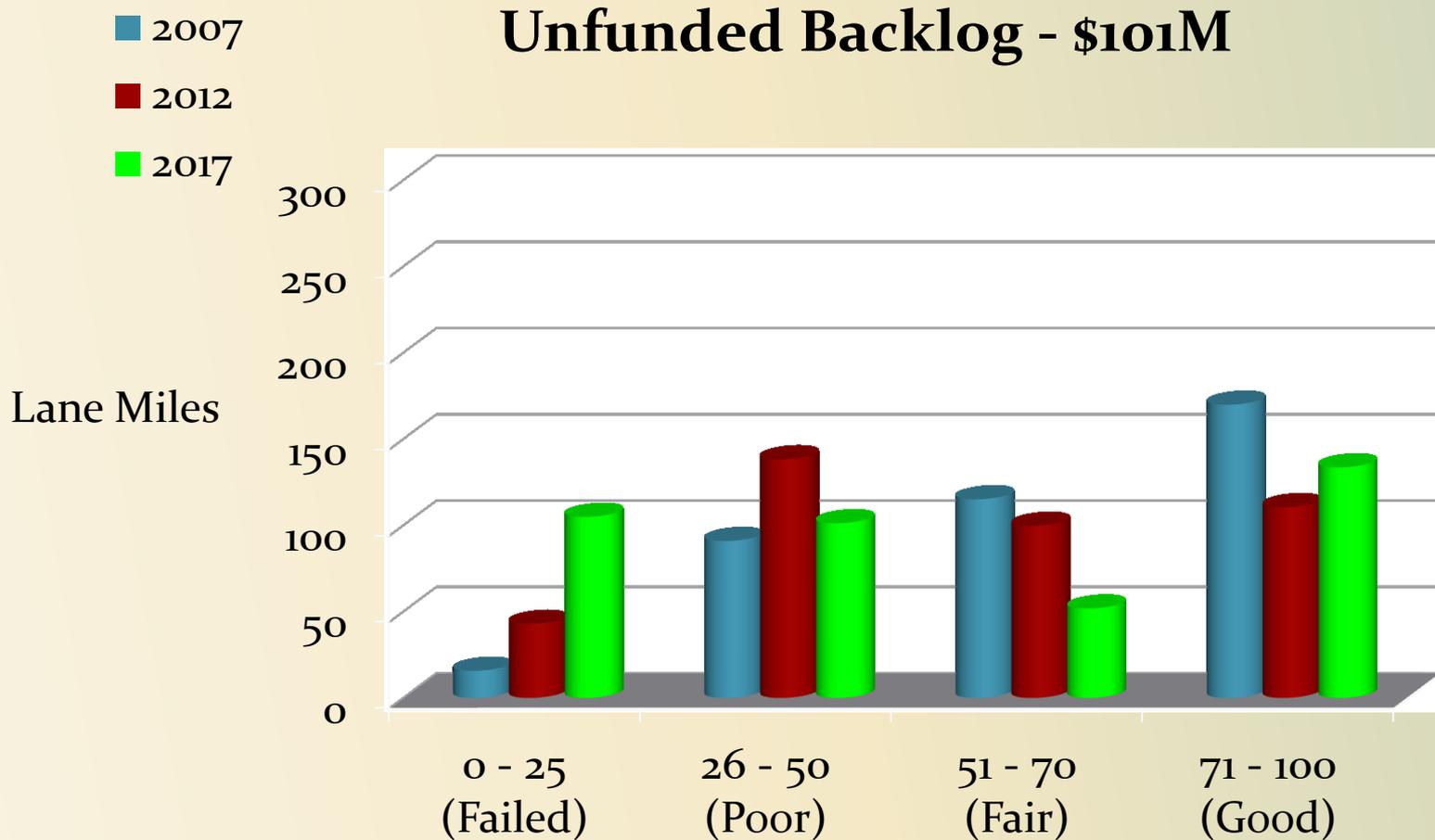
Street Condition 2012 (PCI 55)

Unfunded Backlog - \$93M



Street Condition 2017 (PCI 48)

Current Funding Levels \$3M / Yr



Funding Opportunity

Measure B1



San Leandro Direct Benefits From the Passage of Measure B1

- Annual funding for roads increases from \$1.2M to Approximately \$2.2M
- \$30M in additional Streets and Roads Funds
- \$20M in potential project specific funding for arterial street improvements
- Increase in annual Paratransit funds from \$260K to \$500K
- Increase in annual Bicycle and Pedestrian Safety funds from \$230K to \$410K

Indirect Benefits of Measure B1

- I-880 Northbound HOV/HOT Project
- Highway Capital Projects
- Major Commute Corridor Improvements
- Freight Corridor Improvements
- BART Station Modernization
- AC Transit BRT - East 14th Street / MacArthur Blvd.
- AC Transit Operating Funds
- Student Transit Pass Program
- Streetscape and TOD Investments – Downtown / Bay Fair
- Bay Trail and East Bay Greenway Projects

What a \$14M per year program might look like



- 13 - 16 lane miles of street reconstruction
- 40 - 60 lane miles of other surface treatments (slurry / cape)
- The addition or reconstruction of 200 - 300 curb ramps to meet Americans with Disabilities Act requirements
- Traffic signal detection upgrades, striping improvements, and other street related improvements funded by various sources

Street Condition 2017 (PCI 65)

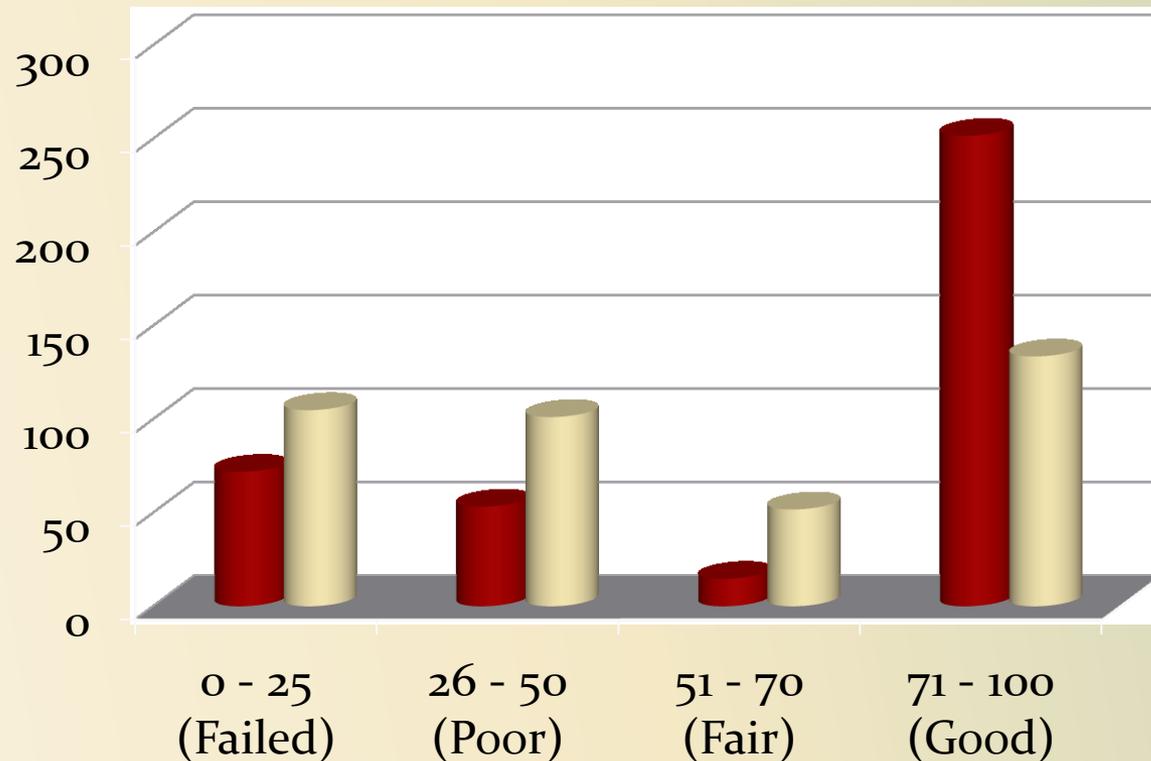
with additional Meas. B1 funding \$14M / year

■ \$14M/yr

■ \$3M/yr

Unfunded Backlog - \$57M

Lane Miles



Summary

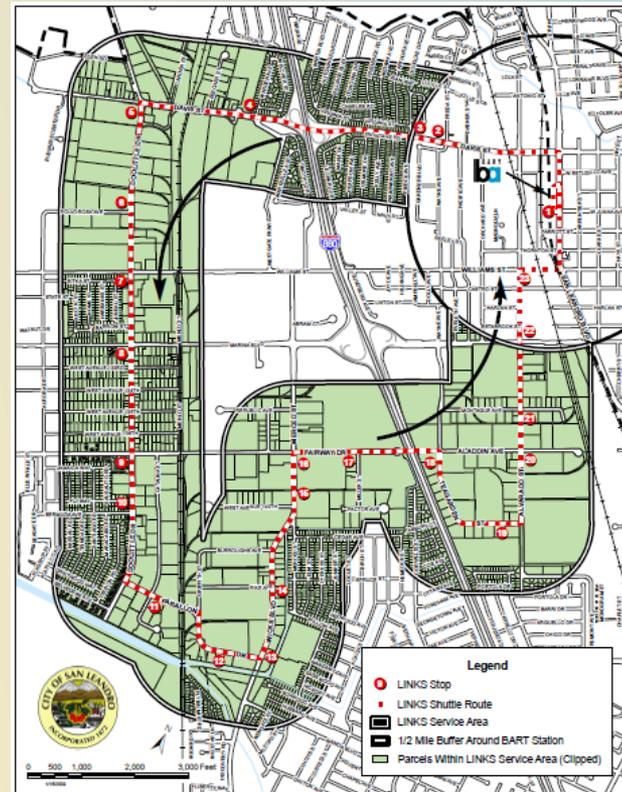
- Under current funding, pavement conditions will continue to decline
- As pavement work is deferred, the type of repair becomes more intrusive to residents and substantially more expensive
- As pavement conditions worsen, maintenance needs increase
- Traditional funding sources continue to be unreliable
- Measure B1 will provide 5 years of improving street conditions

A Look into the Future

- After 2017, the average PCI will have improved from 55 to 65
- \$6M per year will be required to maintain the PCI
- If we do not find long term funding after the 5 years, spending will drop to \$4.6M per year with a resulting drop in PCI to 62 by 2022
- Regional vs. Local Funding
- Comprehensive Transportation Solution



- Gordon Galvan
- sanleandrolinks.com
- 510-828-2063



LINKS Service Area and Route



Transportation for Seniors and People with Disabilities
Funded by Measure B

City of San Leandro FLEX Paratransit Service



Paratransit Services

Vehicles are Lift-Equipped

FLEX Shuttle (15,000 rides/year)

- Disabled Adults (18+) and Seniors (60+)
- 2 Interconnecting Shuttles operate within San Leandro
- Monday – Friday, 9:00 am – 4:00 pm
- \$20 Annual Registration Fee (includes Shuttle, Medical & Taxi)
- Shuttle rides are free

Medical Transportation (1,500 rides/year)

- Door to Door Service
- Medical Trips within Alameda County
- Disabled Adults (18+) and Seniors (75+)
- Monday – Friday, 8:00 am – 5:00 pm
- \$4/10 miles

Interim Service – Transportation for riders waiting for East Bay Paratransit Certification

New Taxi Voucher Pilot Program

New Taxi Voucher Program

- CTC - Expand South County Taxi Voucher Program into Central County.
- Subsidized Taxi Vouchers - \$3.50 voucher purchases \$14 of taxi meter fare
- Funded through the County Mobility Management Plan (Measure B Gap Funds)
- Opportunity to provide same day transportation and an additional transportation option

74% of San Leandro paratransit survey respondents said that same day transportation was very important.

Paratransit Services are Measure B Funded

FLEX Shuttle

FY 2012-13 Measure B Grant

\$254,752

Medical Transportation

Minimum Service Level Grant

\$ 75,000

New Taxi Voucher Program

County Mobility Management Program - Measure B



San Leandro Transportation Town Hall Meeting

September 27, 2012

BART Today (FY12)

Basic System Facts



- Regional and local rail rapid transit
- 3 county district in Alameda, Contra Costa and San Francisco; also serves San Mateo
- 5 Lines, 44 Stations, 46K Parking Spaces
- 367K vs. 404K avg weekday riders in Sept 2012 (9 days over 400K)
- Operating Funds:
 - Rail farebox recovery ratio: 70%
 - Other sources: Sales tax, Property tax, SamTrans



Critical Reinvestment Needs



- After ~40 years, reinvestment and upgrades are vital
- Investment projects include:
 - Replace/Add Rail cars
 - Station Modernization
 - Track Improvements
 - Traction Power
 - Capacity Enhancements
 - Train Control/Communication systems

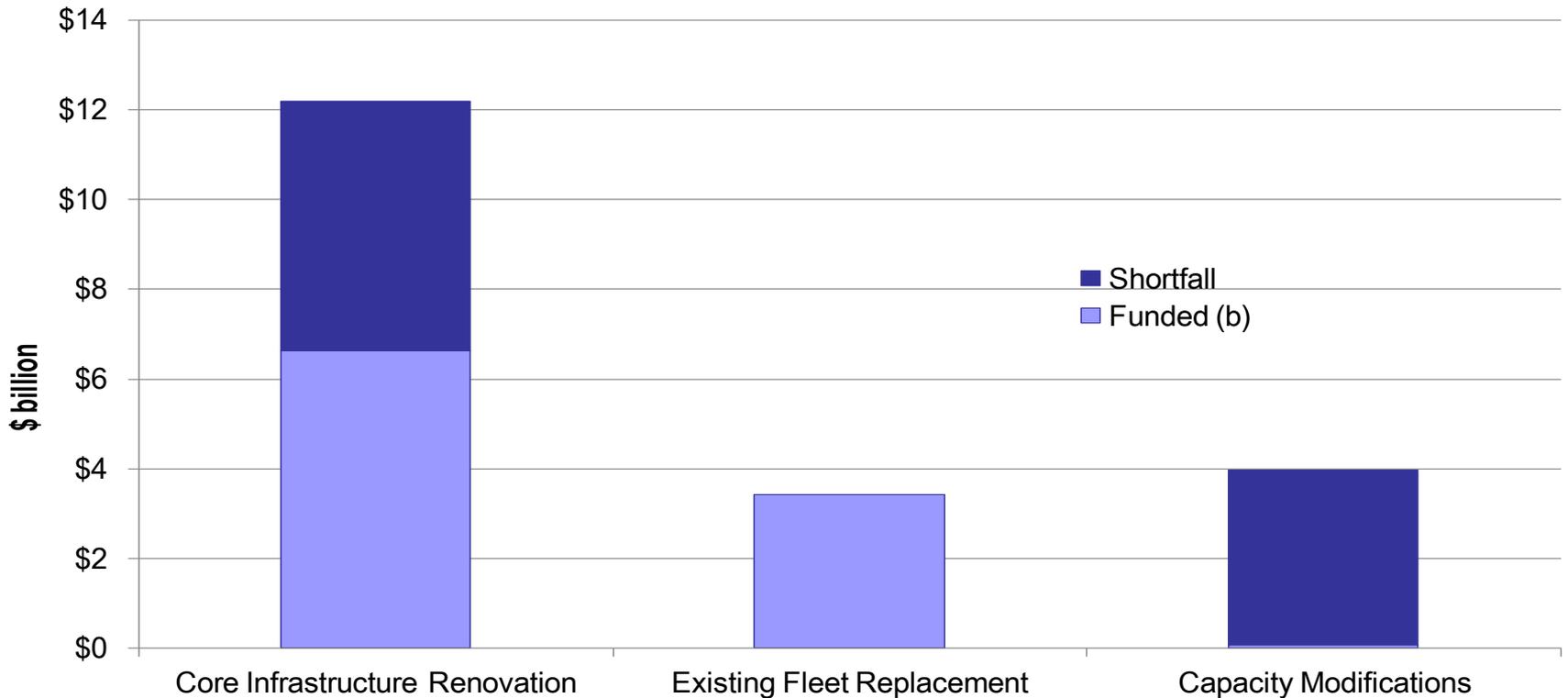


BART Capital Program for Core System

Major Funding Shortfalls

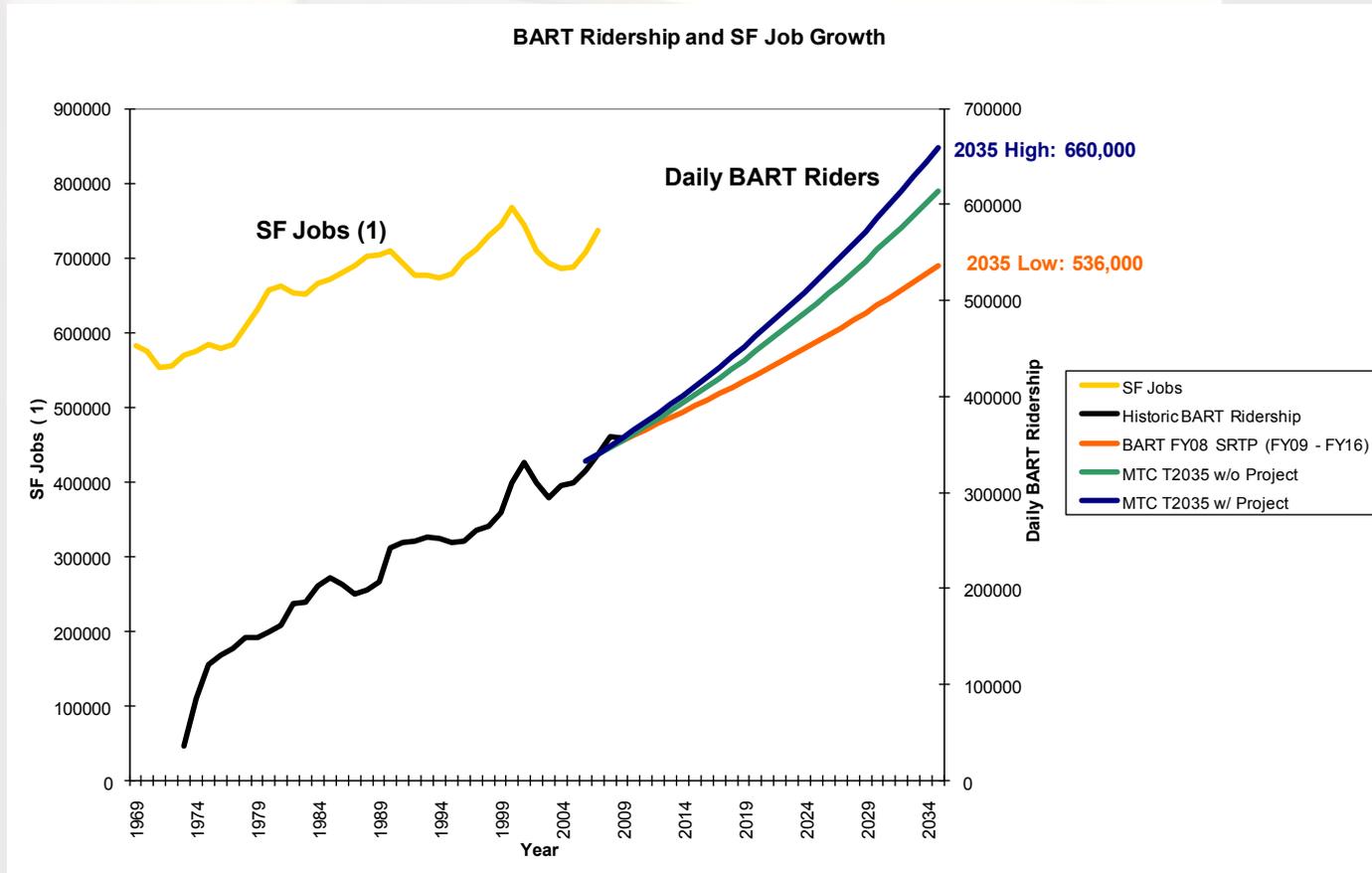


BART Capital Program (a)
(\$billion)



(a) Not shown are \$30 million in Security improvements and \$30 million in Quality Enhancements
(b) Funding as "programmed" in MTC 2035 Regional Transportation Plan

BART Average Daily Ridership Historic Trends and Projections



(1) US Bureau of Labor Statistics

How TEP Benefits BART



Sustain BART Operations - This measure allows BART to sustain our 40-year old system by:

- BART Maintenance (first time annual pass thru) - \$540,000 annually; \$38.7 million over 30-year period
- East Bay Paratransit Program - \$1.6 million annually; \$132.8 million over 30 years

Get More Out of Existing BART System - We will reinvest in the core system, and play a stronger role in allowing the region to grow more sustainably through investments in:

- Station Modernization and Capacity Program - total \$90 million – for essential projects largely ineligible for federal grant funds
- Bay Fair Connection/BART Metro - total \$100 million
- TOD / PDA projects for compact growth and improved station access (potential, no specific \$ amounts)
- Bicycle and pedestrian projects to improve public health and increase access to BART stations (potential, no specific \$ amounts)

How TEP Benefits BART



Expand the Reach of Transit - Serve new areas through investments in:

- Irvington Station - \$120 million
- BART to Livermore - \$400 million

TEP Improves BART's State of Good Repair (Station Modernization)



Enhance the Customer Experience - We will expand on a program to:

- Upgrade escalators and elevators;
- Improve ADA facilities and safety;
- Enhance passenger information systems (signage, public announcement, real-time arrival information systems);
- Upgrade fare collection equipment to meet existing and increased service demands;
- Improve non-motorized access to BART by increased bicycle/pedestrian improvements;
- Replace aging equipment; and
- Make stations more welcoming by improving architectural design and place making.

TEP Improves BART's State of Good Repair (Station Modernization)



Improve Sustainability - About 15 % of BART GHG emissions are due to energy use in our stations. We need to:

- Replace aging lighting systems with induction lamps & LED technology;
- Install solar panels (power purchase agreements); and
- Upgrade to energy efficient fixtures around restrooms and other facilities.

Encourage Transit-Oriented Development - Prioritize investments for cities to grow more compactly near BART stations, to:

- Enhance livability in the region;
- Grow transit ridership;
- Reduce greenhouse gases; and
- Provide an alternative to driving.

San Leandro Station



- Wayfinding + Real Time (Implement 2013)
- San Leandro Transit Center (Design underway)
 - Accommodate Bus Rapid Transit + local bus + shuttle service
 - Improve pedestrian + bike connections
 - Evaluate passenger pick up zone
- TOD Implementation (Underway)



Bay Fair Station



- Safety and Security Improvement Project (Almost Done)
 - Ped Bridge
 - Bus Area
 - Underpass
 - Bike
- Wayfinding + Real Time (Implement 2013)
- TOD Planning (On Hold)



AC Transit in San Leandro

September 2012



Transportation Expenditure Plan

- **AC Transit will receive double the current allocation**
 - **Almost \$1.7 billion for Operations, Maintenance & Safety**
 - **Opportunity for more bus service, facility maintenance & upgrades, vehicle purchases, general improvement of bus service**
 - **Includes \$26 million for AC Transit BRT projects**
 - \$10 million is dedicated solely for the East Bay BRT
 - An additional \$16 million for other AC Transit projects during East Bay BRT construction
 - **Almost \$400 million for East Bay Paratransit Operations**





Transportation Solutions for Central Alameda County and Beyond

San Leandro Transportation Town Hall

A Presentation for the
Arthur L. Dao, Executive Director
September 27, 2012



Overview

- Agency Overview
- Successful Project Implementation
- 2012 Transportation Expenditure Plan Development
- Benefits to San Leandro and the County
- TEP Support
- Measure B1 on the November 2012 Ballot

Alameda CTC

- Newly founded agency in July 2010
- The Alameda CTC Commission is comprised of 22 members, with the following representation:
 - *All five Alameda County Supervisors*
 - *All cities*
 - *AC Transit and BART*

Mayor Green , Chair
Supervisor Haggerty, Vice Chair



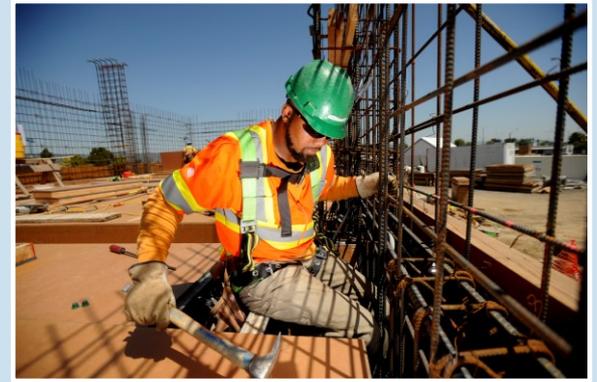
Members of the first Alameda CTC Commission

Successes: Exceptional Value

- Merger saves \$3 million
- 100% clean audits for 10 years
- Citizens Watchdog Committee (CWC) reviews and reports annually to the public
- Close work with regional, state and federal governments to fund valuable programs to:
 - *Extend the life of aging infrastructure*
 - *Increase safety*
 - *Protect the environment*
 - *Improve transportation access for all communities*
 - *Create jobs*

Jobs and Economic Vitality

- Job creation through contracts with local companies
- More efficient movement of people and goods that stimulates the economy
- Investments in transportation systems to attract and retain businesses
- Over \$495 million in the past decade to Alameda County businesses



A Long History of Investments

1986

1990

2000

2010

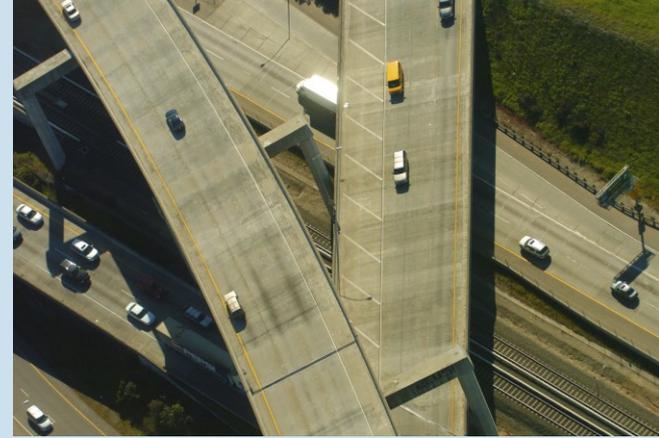
2020

ACTA – 1986 Measure B

- Alameda County passes sales tax measure for transportation
 - *2nd measure in California after Santa Clara County*
 - *\$1 billion, 15-year plan*
 - *Pass through funds only for local streets and roads, AC Transit and about 1% for paratransit*

History: Examples of ACTA Capital Projects

- BART to Castro Valley and Dublin/Pleasanton
- I-880 Reconstruction and Carpool Lanes
- Port of Oakland/Airport Road Project
- San Leandro Fairway/
Alladin Overcrossing
(first project completed)



Voters Extend Sales Tax

2000

2010

2020

ACTIA – 2000 Measure B

- Alameda County passes extension in 2000 with 81.5% voter approval
- \$3 billion, 20-year plan
- 40% capital projects, 60% programs
- Major project delivery successes
 - *Economic vitality*
 - *Improved mobility*
 - *Community benefits*

Economic Vitality: BART to Warm Springs

BART to Warm Springs (WSX)

Sponsor

**Bay Area Rapid Transit
(BART)**

Cost Estimate

\$ 890M

2000 Measure B
Commitment

\$ 224.4M

Construction

Under Construction

Anticipated Completion

2015

- Expands critical commuter rail line in Alameda County
- First stage for extension to Silicon Valley
- Expanded access to jobs utilizing transit



Economic Vitality: BART Oakland Airport Connector

BART Oakland Airport Connector (OAC)

Sponsor

**Bay Area Rapid Transit
(BART)**

Cost Estimate

\$ 484.1M

2000 Measure B
Commitment

\$ 89M

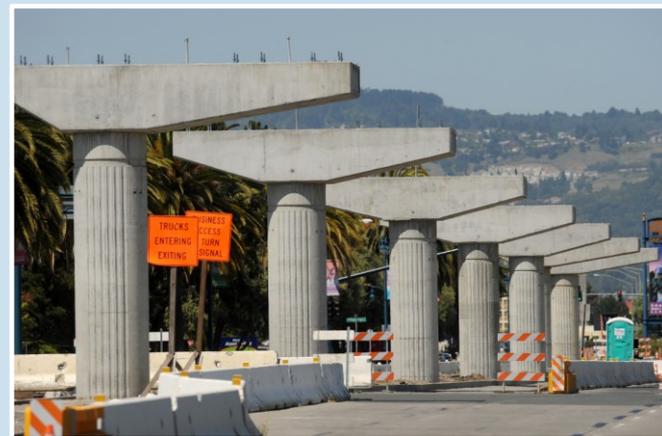
Construction (DBOM)

Under Construction

Anticipated Completion

May 2014

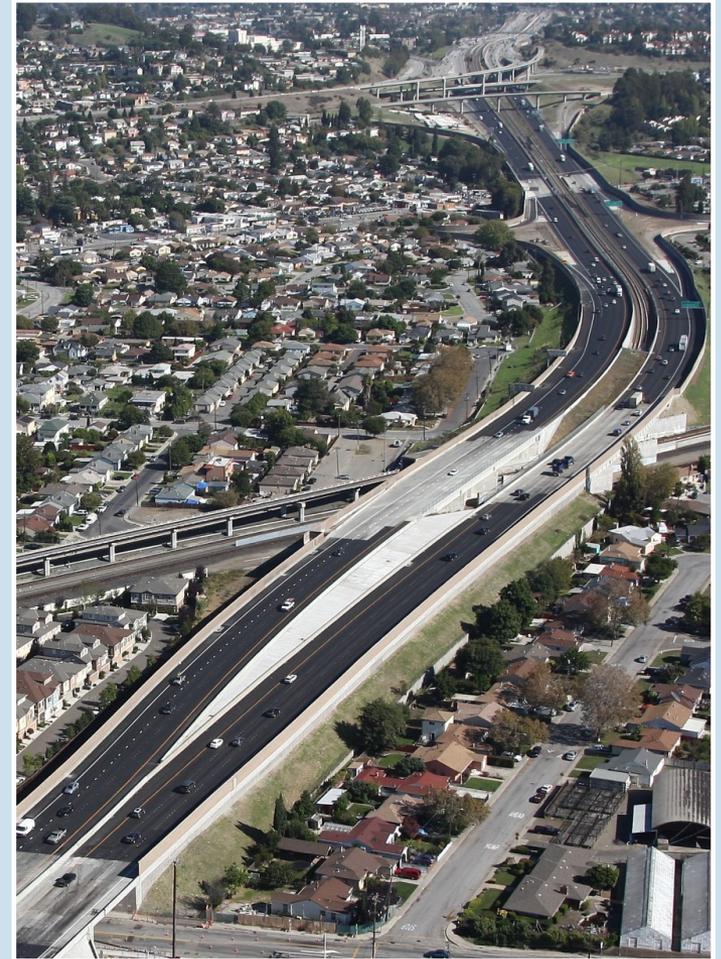
- Connects Coliseum Station to Oakland International Airport
- Provides better transportation access for people traveling to and from the region
- Provides local jobs and strengthens the economy



Improved Mobility: Congestion Relief

I-238 Widening Project

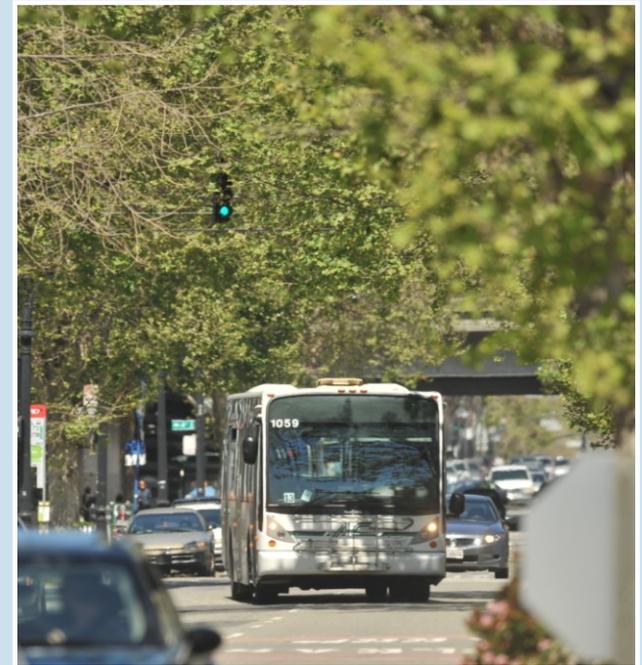
- Helped reduce congestion on major connector corridor between I-580 and I-880
- Ribbon cutting ceremony held October 2009



Improved Mobility: Congestion Relief

East Bay Bus Rapid Transit

- Travel time reduction in heavily traveled transit corridors in San Leandro and Oakland
- Rail-like bus stations
- Dedicated bus lanes
- Signal priority
- Cross walk improvements



Community Benefit Successes

San Leandro Slough Bridge – Gap Closure

Sponsor

City of San Leandro

Cost Estimate

\$ 2.5M

2000 Measure B

Commitment

\$ 0.1M

Construction Completed

May 2010



Community Benefit: Safe Routes to Schools

Safe Routes to Schools

Sponsor

Alameda CTC

Cost Estimate

\$ 2.3M

2000 Measure B
Commitment

\$.27M

Countywide

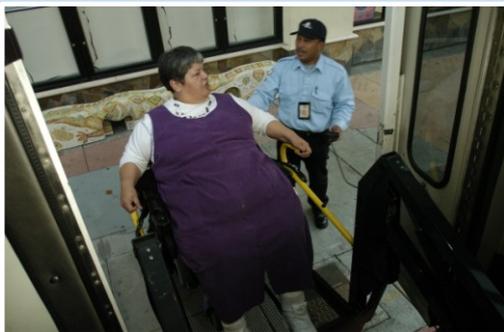
- Encourages children to walk and bike to school
- Increases children's health
- Decreases carpools, congestion and pollution



Community Benefit: Travel Training

Travel Training for Seniors

- Trains seniors and persons with disabilities to ride AC Transit, BART and other transit in Alameda County
- Engages ethnic communities and non-English speakers
- Fosters community and social support networks



TEP Summary

- Investments are focused on a \$7.8 billion multimodal plan over 30 years
 - *Mass Transit – 48% (\$3.7B)*
 - Senior/Disabled Transportation
 - Student Transit Pass Program
 - *Local Streets & Roads – 30% (\$2.3B)*
 - Freight and Economic Development
 - *Highway Maintenance and improvement – 9% (\$677M)*
 - Freight and Economic Development
 - *Safety Bike and Pedestrian routes – 8% (\$651M)*
 - *Sustainable Land Use and Transportation – 4% (\$300M)*
 - *Technology and Innovation – 1% (\$77M)*

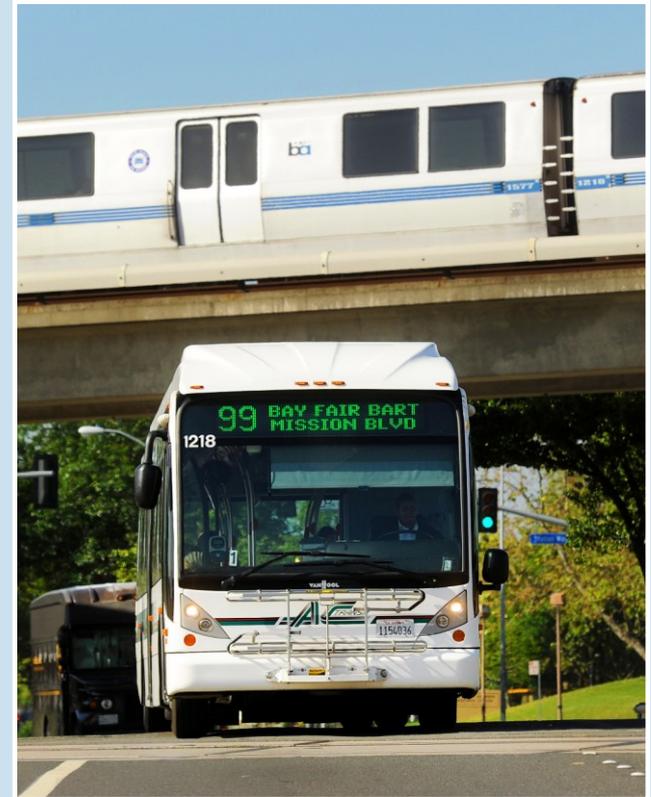
2012 TEP Development

- Culmination of two-year process:
 - *Steering Committee – 13 elected officials*
 - *CAWG – 27 members*
 - *TAWG – 58 participants*
- Extensive outreach throughout the County
 - *Over 40 public meetings specifically on CWTP-TEP development, 2 public opinion polls (over 2/3 support)*
- Analysis of over 300 applications submitted as part of spring 2011 call for projects and how to leverage current investments to meet Plan's vision and goals
- Responsible investments with extensive safeguards to achieve 2/3 voter approval



Public Transit

- Public Transit = \$3.7 billion, 48% of funds
 - *Mass Transit: Operations, Maintenance, and Safety Program – \$1,857M, 24%*
 - Student transit pass program \$15M
 - Innovative grants: successful youth transit pass programs receive priority
 - *Specialized Transit For Seniors and Persons with Disabilities – \$774M, 10%*
 - *Bus Transit Efficiency and Priority – \$35M, 0.5%*
 - *BART System Modernization & Expansion – \$710M, 9.2%*
 - *Regional Rail Enhancements – \$355M, 4.6%*



Local Streets & Roads

- Local Streets & Roads = \$2.3 billion, 30% of funds
 - Major Commute Corridors, Grade Separations, Seismic Safety, Freight* – \$800M, 10%
 - Local Streets & Roads pass-through program to cities and County – \$1,548M, 20%

* Funds will be allocated through the Capital Improvement Program every two years, based on readiness and geographic equity. Complete streets requirement.



Highway Efficiencies & Freight

- Highway Efficiencies & Freight = \$677 million, 8.7% of funds
 - *Highway Capital Projects – \$600M, 7.7%*
 - I-80 Improvements
 - Route 84 Improvements
 - I-580 Improvements
 - I-680 Improvements
 - I-880 Improvements
 - *Freight & Economic Development – \$77M, 1%*
 - Port of Oakland is 5th busiest container port in Country



Bicycle & Pedestrian

- Bicycle & Pedestrian = \$651 million, 8.4% of funds
 - *Gap Closure on Three Major Trails: Iron Horse, Bay Trail and East Bay Greenway/UPRR Corridor – \$264M, 3.4%*
 - *Bike and Pedestrian pass-through program to cities and County – \$230M, 3%*
 - *Bike and Pedestrian grant program for regional projects and trail maintenance – \$153M, 2%*



Sustainability, Land Use, Technology

- Sustainable Land Use & Transportation = \$300 million, 4% of funds
 - *PDA/TOD Infrastructure Investments** – \$300M, 4%
- Technology, Innovation & Development = \$77.4 million, 1% of funds

* Funds will be allocated through the Capital Improvement Program every two years, based on readiness and geographic equity. Complete streets requirement.



Alameda County Benefits: Direct Allocations to the City of San Leandro

TRANSPORTATION SALES TAX ALLOCATIONS TO SAN LEANDRO				
	First Year of New Measure in Fiscal Year 2013-2014			Total Funding 2013-2042
	Current	With New TEP	Increase	Current + New
Local streets and roads	\$1,170,000	\$2,200,000	88%	\$86,240,000
Paratransit for seniors and people with disabilities*	\$260,000	\$500,000	89%	\$19,620,000
Bicycle and pedestrian safety	\$230,000	\$410,000	80%	\$15,430,000

Alameda County Benefits: San Leandro and Central County Projects

- San Leandro local streets and roads improvements
- Improvements on major commute corridors such as East 14th Street, Crow Canyon Road and Mission Boulevard
- Freight corridor improvements on major highways
- I-580 spot intersection improvements
- I-880 northbound carpool/high-occupancy toll lane from A Street to Hegenberger
- Bay Fair Connector/BART METRO
- Modernization of BART stations and critical system maintenance and expansion
- AC Transit bus rapid transit on Grand/Macarthur and Telegraph/
East 14th/ International

Alameda County Benefits: San Leandro and Central County Projects

- Over 100% more operating funding for AC Transit to increase/restore services
- Student transit pass program and other projects to increase access to transit
- Capital Corridor service enhancements
- Funds for streetscape improvements and investments to support transit oriented development in Downtown San Leandro, at Bay Fair BART Transit Village and around South Hayward BART
- Bay Trail and East Bay Greenway bicycle and pedestrian gap closure projects
- Safe Routes to Schools

Accountability Measures

- Accountability measures
 - *Independent Watchdog Committee*
 - *Continuation of other public committees*
 - *Strict environmental, full funding and reporting requirements*
 - *Commitment to modes*
 - *Complete Streets requirement*
 - *Performance and accountability measures in every contract*
 - *Voter check in and approval of new plan every 20 years*

TEP Support

- Alameda County Board of Supervisors
- 14 cities support the TEP
 - **North County:** Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
 - **Central County:** Hayward and San Leandro
 - **South County:** Fremont, Newark and Union City
 - **East County:** Dublin, Livermore and Pleasanton
- AC Transit
- BART

Additional Support

- ✓ Alameda Building Trades
- ✓ Alameda Labor Council, AFL-CIO
- ✓ American Federation of State, County and Municipal Employees (AFSCME)
- ✓ East Bay Regional Park District
- ✓ East Bay Bicycle Coalition
- ✓ United Seniors of Oakland and Alameda County
- ✓ Carpenters Local 713
- ✓ Center for Independent Living
- ✓ Bay Planning Coalition
- ✓ Albany Strollers and Rollers
- ✓ Walk Oakland Bike Oakland
- ✓ TransForm
- ✓ East Bay Economic Development Alliance
- ✓ Metropolitan Transportation Commission
- ✓ Chinatown Chamber of Commerce
- ✓ Port of Oakland
- ✓ Chambers of Commerce
- ✓ SEIU Local 1021
- ✓ State and federal elected officials

TEP Schedule

- June 2012 – Board of Supervisors placed the TEP on the ballot
- **November 6, 2012 – TEP on the ballot as Measure B1**
 - *Requires 2/3 vote*



Questions

For more information:

www.AlamedaCTC.org or (510) 208-7400

Find us on Facebook: [Facebook.com/AlamedaCTC](https://www.facebook.com/AlamedaCTC)

And Twitter: [@AlamedaCTC](https://twitter.com/AlamedaCTC)

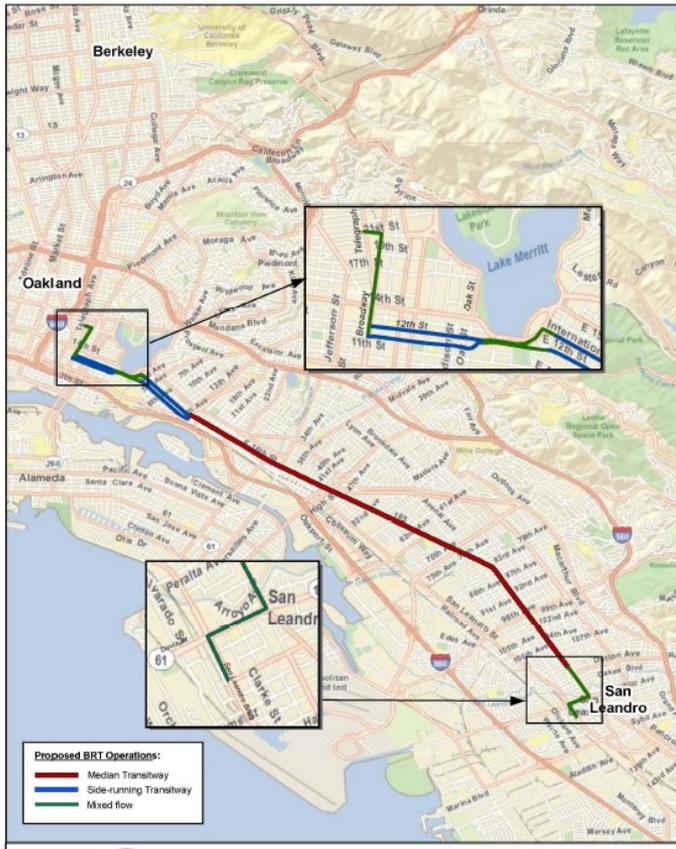


AC Transit in San Leandro

September 2012

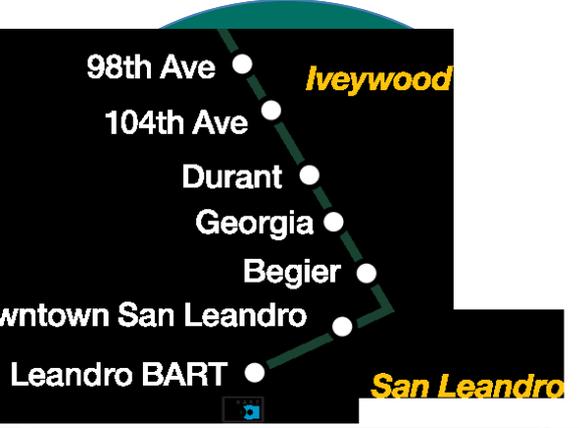


Improvement in Travel: BRT Project Downtown Oakland-Downtown San Leandro

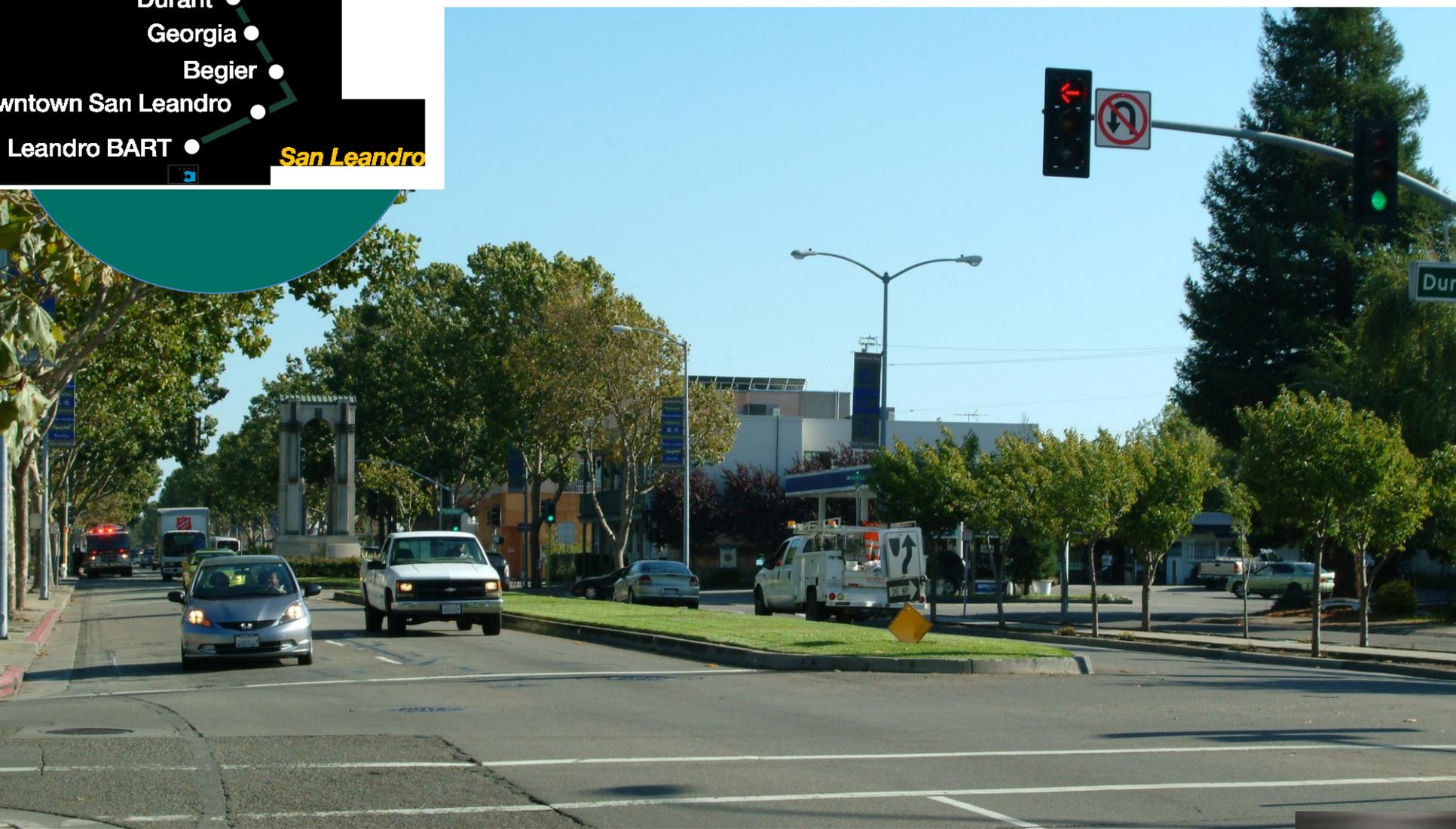


- 9.5 miles in Oakland and San Leandro
- Signal priority, off-board fare payment (limited on-board), level passenger boarding, air conditioning, safety and security features, pedestrian access improvements
- Dedicated bus lanes for 81% of corridor provide faster, more reliable travel
- ≈\$174 million capital investment





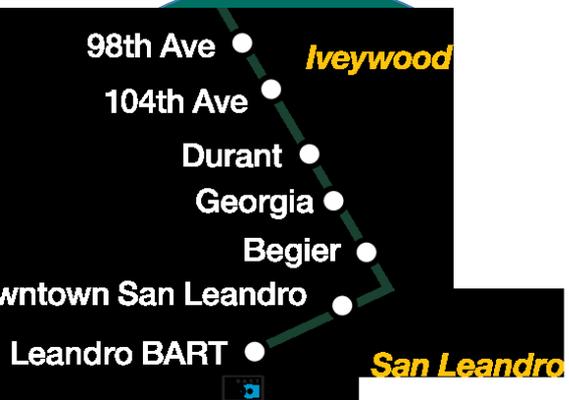
an Leandro Today



International Blvd. @ Durant Ave.



San Leandro



International Blvd. @ Durant Ave.



Project Schedule

- **Confirm Project Features – Jan 2013**
- **Complete engineering – 2014**
- **Construction – 2014-2016**
- **Open for service – 2016**



Station Architecture

- **Guiding Principles—what all stations must do**
 - Protect passengers from the elements
 - Create a safe, well-lit environment to minimize opportunity for crime
 - Provide adequate access in full compliance with ADA regulations
 - Provide clear station identification
 - Be consistent throughout the line
 - Minimize O&M costs
 - Provide proof of payment areas
 - Attract new riders



Station Architecture

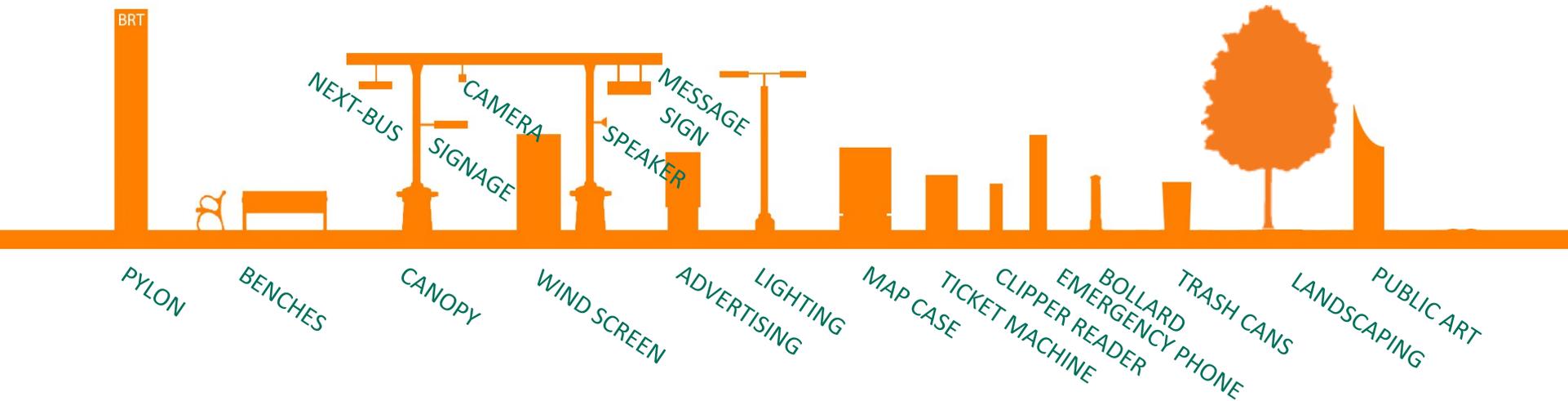
- **Design Parameters**
- **Median Stations**
 - Platforms are 12 feet wide by 60 feet long, and serve both directions of travel
- **Curbside Design**
 - Curbside Platforms are 8 feet wide by 60 feet long, and will have similar features to median platforms



Station Architecture



Kit-of-Parts Approach



The Parts in the Kit of Parts



BENCHES



TRASH CANS

The Parts in the Kit of Parts



CUSTOMIZED HANDRAILS

BOLLARDS

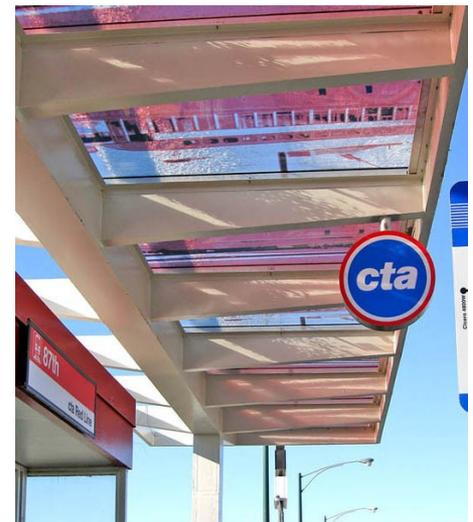
LIGHTING

The Parts in the Kit of Parts



SCREENS AND OTHER SURFACE TREATMENTS

The Parts in the Kit of Parts

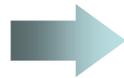


CANOPY GLASS

SIGNAGE

Community Feedback

- Visit the exhibits
- Give your input
- Send in a comment card



- Design continues



- November Workshops

Visit us at www.actransit.org, or email to brt@actransit.org

