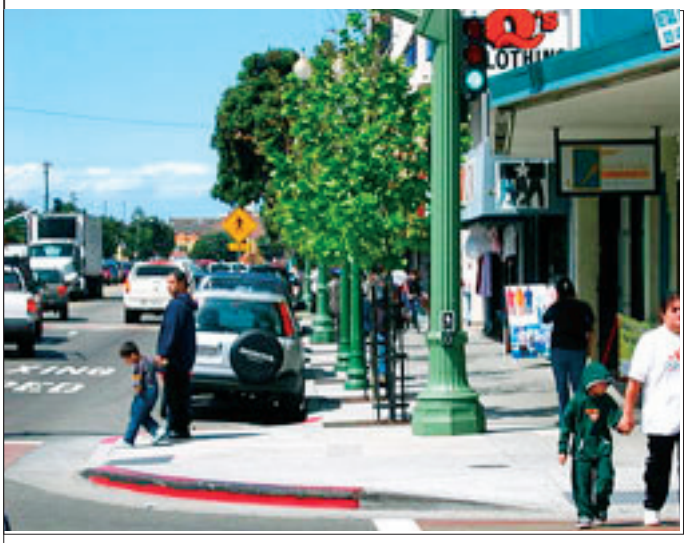
Final

Central and East Oakland

Community-Based Transportation Plan



Alameda County Congestion Management Agency | December, 2007

DESIGN, COMMUNITY & ENVIRONMENT

Final

CENTRAL AND EAST OAKLAND

COMMUNITY BASED TRANSPORTATION PLAN

Submitted to

Alameda County Congestion Management Agency | December, 2007

DESIGN, COMMUNITY & ENVIRONMENT

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EXECUTIVE SUMMARY

A. Introduction

The Central and East Oakland Community-Based Transportation Plan (CBTP) is the result of technical analysis and a series of community meetings and surveys conducted in 2007 to identify transportation solutions to improve mobility in West Central and East Oakland. The Plan was designed to address the findings of the Metropolitan Transportation Commission's (MTC) 2001 Lifeline Transportation Network Report and MTC's Environmental Justice Report for the 2001 Regional Transportation Plan. Both reports identified the need to support local planning efforts in low-income communities throughout the region. MTC funded the Central and East Oakland Community-Based Transportation Plan as one of five projects in Alameda County. This plan was completed by the Alameda County Congestion Management Agency.

B. Overview of Approach

The community-based approach identified barriers to mobility—problems in reaching shops, schools, jobs, medical services and other key destinations—and designed local solutions to these barriers. The planning process also worked to link community organizations to transportation funding agencies and transportation planners on an ongoing basis.

The project area was defined beginning with MTC's census analysis completed as a part of the Lifeline Transportation Network Report and revised in consultation with the City of Oakland Council members and staff. The resulting Central and East Oakland project area is bounded by Interstate 580 and Hillmont Drive to the east, the waterfront and Hegenberger Road to the west, Lake Merritt and downtown Oakland to the north, and the City of San Leandro to the south (see Figure 3-1). It covers an area of 14.7 square miles (9,408 acres), or approximately one-quarter of the land area in the City of Oakland. The project area is home to over half of the City's residents. In 2000, the population of the project area was 208,028 residents or 64,321

households. The City of Oakland population was 399,484 residents or 150,790 households.

The plan built on previous transportation plans and studies in Central and East Oakland. The project team reviewed previously prepared transportation plans and studies relevant to the project area including those prepared by the City of Oakland, AC Transit, BART, and Alameda County. Projects identified in these previous studies provided a starting point for strategies to address community-identified transportation gaps.

The project team worked closely with local community-based organizations including the Spanish Speaking Unity Council, East Bay Asian Youth Collaborative, Allen Temple, Urban Habitat and a Technical Advisory Committee (TAC) composed of local transportation agency representatives and City of Oakland staff. These groups provided important input on community outreach, project design and implementation strategies.

C. Overview of Process

The Central and East Oakland CBTP was created in four key phases that were conducted in 2007.

1. Existing Plan Review

The first phase included review of previous planning efforts in Central and East Oakland to identify strategies that had strong community support but had not yet been fully implemented. For example, a variety of City of Oakland streetscape projects, Caltrans-funded community-based transportation projects, BART access plans, and AC Transit service plans informed this project.

2. Community Outreach Survey and Discussions

With assistance from Urban Habitat, Spanish Speaking Unity Council, East Bay Asian Youth Collaborative, and Allen Temple, the project team surveyed

1,462 Central and East Oakland residents on their transportation needs and potential solutions to address these needs. The list of possible solutions for the survey was based on the plan recommendations described above.

While the limited Community-Based Transportation Plan budget precluded a truly random and statistically valid survey, the team obtained a broad sample of opinions at various neighborhood locations including schools, senior centers, shopping areas and key transportation facilities such as AC Transit bus stops nearby BART stations, and major AC Transit transfer facilities such as the Eastmont Transit Center.

The survey results were analyzed by mode and geographic neighborhood. For each mode, the survey analysis identified key issues that the community identified as needing to be addressed. Chapter 5 of this report presents the survey and outreach results in detail with findings by transportation mode and geographic area.

Following the outreach analysis, the project team presented community outreach results to Oakland City Council members and staff to confirm findings and provide an opportunity for input on potential strategies. City Council members and staff provided guidance on strategy development, the project prioritization methodology, and appropriate meeting venues for strategy review and prioritization public workshops.

3. Technical Review and Project Development

Following completion of the survey outreach analysis and review with Oakland City Council members and staff, the project team developed preliminary strategies. These preliminary strategies were reviewed in detail with likely implementing agencies through the Technical Advisory Committee (TAC). The TAC included AC Transit, BART, City of Oakland Public Works, City of Oakland Redevelopment, and City of Oakland Paratransit for the Elderly and Disabled (OPED) Alameda County Transportation Improvement Authority (ACTIA), and the Alameda County Congestion Management Agency. Following TAC review, the draft solutions were taken to a series of

public meetings in the Central and East Oakland Project Area for review and prioritization as described below.

4. Project Prioritization

a. Strategy Ranking

The overall ranking of transportation strategies for Central and East Oakland is based on an evaluation of the following four criteria:

- Community: *Level of community support, serves greatest need, serves needs of diverse community*
- Transportation Benefits: *Number of beneficiaries, number of problems solved, measurable solutions*
- Financial: *Overall cost, cost per beneficiary, funding availability and sustainability*
- Implementation: *Implementation time-frame and staging*

These evaluation criteria were developed based on similar approach used in other CBTPs and as approved by the Technical Advisory Committee for the Central and East Oakland CBTP. Table ES-1 presents the definitions of the prioritization criteria.

b. Community Review and Prioritization

In addition to the ranking performed by the project team, three community prioritization workshops were held in November of 2007. These meetings presented the draft strategies to community members for review and prioritization. The project team summarized outreach results and draft strategies and attendees participated in a dot-voting exercise, ranking each of the existing draft strategies and recommended alternative strategies where needed.

The strategy ranking was completed based on a synthesis of the criteria-based ranking and the community prioritization input. The outcome of this process is presented in the following section describing the recommended projects.

TABLE ES-1 **EVALUATION CRITERIA FOR TRANSPORTATION STRATEGIES**

Evaluation Category	Definition
Community	
Level of community support, serves greatest need, serves needs of diverse community	
High ranking	High community support and serves greatest need
Medium ranking	Moderate community support and serves greatest need
Low ranking	Low community support
Transportation Benefits	
Number of beneficiaries, number of problems solved, measurable solutions	
High ranking	Large number of residents benefit, solves multiple problems
Medium ranking	Moderate number of residents benefit, solves multiple problems
Low ranking	Small number of residents benefit, solves one problem
Financial	
Overall cost, cost per beneficiary, funding availability and sustainability	
High ranking	Low cost to implement (under $50,000), cost effective and financially feasible
Medium ranking	Medium cost to implement ($50,000-$150,000), moderately cost effective and feasible
Low ranking	High cost to implement ($150,000+), high cost per beneficiary
Implementation	
Implementation time-frame and staging	
High ranking	Short term (1-2 years), or capable of being implemented in stages
Medium ranking	Medium term (3-4 years)
Low ranking	Long term (5+ years), may require large upfront fixed costs

D. Transportation Strategies

The recommended transportation strategies respond directly to the community-identified needs documented through the outreach process. Each strategy was also analyzed by potential implementing agencies through the TAC Table ES-2 presents identified needs, strategies, and overall rankings according to the prioritization criteria.

E. Funding and Implementation

The final chapter in this Plan provides synopses of various funding sources relevant to planning and/or implementation of Central and East Oakland transportation strategies. Sources of public sector funding have been roughly categorized into three groups: federal, State, and local/regional programs. This section focuses primarily on funds available through grant programs though other sources such as sales tax or private sector contributions can be used to support relevant activities such as transit operations in Alameda County.[1] Table ES-3 presents likely funding sources for each major project identified in this plan.

[1] For example, AC Transit and BART receive property and sales tax revenues in support of operations.

TABLE ES-2 **OVERALL RANKING FOR STRATEGIES**

		Ranking				
Top Needs	**Strategy**	**C**	**T**	**F**	**I**	**Overall**
BUS ♦ Safety at bus stops ♦ Experience at bus stops ♦ Safety at BART	Streetscape and bus stop improvements ♦ Along transit corridors ♦ At BART stations ♦ Existing CEDA streetscape improvement projects	H	H	M-H	M-H	**H**
BUS ♦ Time of trip ♦ Frequency of service	Provide nighttime service on AC Transit Route 14	H	H	L	M	**M-H**
BUS ♦ Time of trip ♦ Frequency of service	Reinstate AC Transit Route 98 night and weekend service	H	M-H	L	M	**M**
BART/BUS ♦ Information availability	Transit information strategies: ♦ Produce and distribute existing multilingual BART and AC Transit Information in the Fruitvale and San Antonio neighborhoods ♦ Create and distribute an Oakland Transit Brochure (in English, Spanish and Chinese) ♦ Place signs or stickers listing the phone numbers for multilingual transit assistance on bus stop poles in Fruitvale and San Antonio	L-M	L-M	H	H	**M-H**
BART/BUS ♦ Cost of ticket	Offer pay-as-you-go monthly discount passes on BART and AC Transit	L	M	M	M	**M**
	Offer a joint AC Transit-BART discount pass to low income residents	H	H	L	M	**M-H**
BUS ♦ Transfer window and cost	Extend AC Transit transfer window	H	L-M	M	H	**M-H**

Notes:
C: Community
T: Transportation Benefits
F: Financial
I: Implementation
H: High
M-H: Medium-High
M: Medium
L-M: Low-Medium
L: Low

TABLE ES-2 **OVERALL RANKING FOR STRATEGIES** (CONTINUED)

		Ranking				
Top Needs	**Strategy**	**C**	**T**	**F**	**I**	**Overall**
PARATRANSIT ♦ Paratransit cost and availability	Provide additional OPED round trips in vans and taxis	H	L-M	L	H	**M**
PARATRANSIT ♦ Paratransit cost and availability	Provide OPED service for group trips	L-M	L-M	M	H	**M**
BICYCLE ♦ Speed of traffic/safety ♦ Street and intersection crossings ♦ Pavement quality	Signing and striping and/or lane conversion projects to improve bicycle connections to BART stations ♦ Class 3A Bicycle Route on East 12th Street from Fruitvale Ave to 40th Ave ♦ Class 2 Bicycle Lane on San Leandro Street from 66th Ave to 85th Ave ♦ Class 2 Bicycle Lane on Camden Street and Havenscourt Blvd from MacArthur Blvd to International Blvd ♦ Class 2 Bicycle Lane on Fruitvale Ave from Foothill Blvd to East 12th Street	L	L-M	M	H	**M**
BICYCLE ♦ Speed of traffic/traffic safety	Coliseum BART to Bay Trail Connector Path	M	M	L	L	**M**
	Bicycle Programs ♦ Offer Road I Courses to residents in the project area ♦ Provide funding for Cycles of Change program	L	M	H	H	**M**
VEHICLE OWNERSHIP ♦ Low-rate of vehicle ownership	Subsidized Car Sharing	L-M	L	M	M	**L-M**

Notes:
C: Community
T: Transportation Benefits
F: Financial
I: Implementation
H: High
M-H: Medium-High
M: Medium
L-M: Low-Medium
L: Low

TABLE ES-3 **POTENTIAL FUNDING SOURCES BY PROJECT TYPE**

Project(s)	Key Potential Funding Sources
PEDESTRIAN?BUS Streetscape and Bus Stop Improvements/BART Station Access Improvements	♦ Section 5307 Transit Enhancements ♦ Measure B ♦ Transportation Fund for Clean Air ♦ Lifeline Transportation Program ♦ Congestion Mitigation and Air Quality Improvement Program ♦ Safe Routes to Transit ♦ Transportation for Livable Communities ♦ City Capital Budget ♦ Community Development Funds/Community Development Block Grant ♦ Private Sector Contributions
AC Transit Bus Operations Strategies	♦ Ongoing sources of AC Transit operating funding (Transportation Development Act, sales and property tax revenues, Measure B, Measure 2) ♦ Lifeline Transportation Program (includes Job Access and Reverse Commute funds and State Transit Assistance funds) ♦ Congestion Mitigation and Air Quality Improvement Program
Transit Information Strategies	♦ Section 5307 Transit Enhancements ♦ Transportation Fund for Clean Air ♦ Lifeline Transportation Program ♦ Congestion Mitigation and Air Quality Improvement Program ♦ Private Sector Contributions
Transit Affordability Strategies	Funding sources will need to be determined. Fare subsidy is not easily funded through existing programs, including the Lifeline Transportation Program, given restrictions on use of funds. New funding streams will need to be created to support this strategy.

TABLE ES-3 **POTENTIAL FUNDING SOURCES BY PROJECT TYPE** (CONTINUED)

Project(s)	Key Potential Funding Sources
Expand Oakland Paratransit for the Elderly and Disabled (OPED) service and East Bay Paratransit Service	♦ Measure B base program and Gap Grant program ♦ Potentially Lifeline Transportation Program ♦ Potentially Section 5317 (New Freedom Program) ♦ ACTIA Paratransit Program Funds
Bicycle Strategies	♦ STP Transportation Enhancements ♦ Congestion Mitigation and Air Quality Improvement Program ♦ Hazard Elimination Safety Program ♦ Office of Traffic Safety Grants ♦ TDA Article 3 ♦ Measure B ♦ Lifeline Transportation Program ♦ Transportation Fund for Clean Air ♦ Safe Routes to School ♦ Safe Routes to Transit ♦ Regional Bicycle and Pedestrian Program ♦ Transportation for Livable Communities ♦ City Capital Budget ♦ Community Development Funds/Community Development Block Grant
Subsidized Car Sharing	♦ Lifeline Transportation Program

2 INTRODUCTION

A. Community-Based Transportation Planning

In 2002, the Metropolitan Transportation Commission (MTC) launched the Community-Based Transportation Planning (CBTP) Program, which evolved out of two reports completed for the 2001 Regional Transportation Plan—the Lifeline Transportation Network Report and the Environmental Justice Report. Both recommended community-based planning as a method for setting local priorities for addressing transportation gaps in low-income communities throughout the Bay Area. Central and East Oakland was identified as one area in need of community-based transportation planning that could provide an overview of existing conditions, identify community transportation needs and prioritize a list of solutions to improve the mobility of low-income residents.

The Alameda County Congestion Management Agency (ACCMA) coordinated the CBTP. The final plan is the culmination of a local collaborative planning process that identified transportation gaps and their potential solutions for the Central and East Oakland community.

B. Structure of the Report

The Community-Based Transportation Planning process was comprised of four sequential steps leading to creation of a prioritized list of community-recommended transportation improvement projects. Each of these sequential steps resulted in a stand-alone interim report. These interim reports included:

- Existing Conditions and Transportation Gaps
- Community Outreach Approach
- Solutions and Implementation Strategies
- Funding and Implementation

This final plan is an assemblage of each interim report, community response to these reports, and technical review of those reports. This document contains the following seven chapters:

- **Chapter 1 – Executive Summary** provides a brief summary of the report.
- **Chapter 2 – Introduction** provides an introduction to the contents of the report.
- **Chapter 3 — Existing Land Use and Demographics** maps and describes the Central and East Oakland study area and the characteristics of its residents.
- **Chapter 4 — Existing Transportation Network and Gaps** evaluates the transportation conditions in Central and East Oakland.
- **Chapter 5 — Community Outreach Approach** outlines the community outreach process and summarizes findings.
- **Chapter 6 — Solutions and Implementation Strategies** offers transportation solutions, including rankings and cost estimates.
- **Chapter 7 — Funding and Implementation** presents a range of funding sources and matches them with the proposed transportation solutions.

3 EXISTING LAND USE AND DEMOGRAPHICS

A. Central and East Oakland Overview and Demographics

The Central and East Oakland neighborhood has been identified as a project area under the Metropolitan Transportation Commission (MTC) Community-Based Transportation Planning Program, as part of MTC's effort to advance the findings of the 2001 Lifeline Transportation Network Report and Environmental Justice Report. These reports identified gaps in transportation services affecting low-income communities in the Bay Area and recommended community-based planning as a method for setting local priorities for addressing transportation gaps. This section provides a discussion of existing conditions relevant to the mobility of Central and East Oakland residents. Service gaps in Central and East Oakland are discussed in detail in the following chapter on Transportation Gaps.

1. Project Area Overview

The Central and East Oakland project area is bounded by Interstate 580 and Hillmont Drive to the east, the waterfront and Hegenberger Road to the west, Lake Merritt and downtown Oakland to the north, and the City of San Leandro to the south (see Figure 3-1). It covers an area of 14.7 square miles (9,408 acres), or approximately one-quarter of the land area in the City of Oakland. The project area is home to over half of the City's residents. In 2000, the population of the project area was 208,028 residents or 64,321 households. The City of Oakland population was 399,484 residents or 150,790 households.

Almost two-thirds of the project area's housing units were renter-occupied in 2000. There are a variety of housing types in the project area. Although a majority (53 percent) of the housing in Central and East Oakland is single-family homes, another 21 percent of homes are located in buildings with 2 to 4 units, and 25 percent are in larger multi-unit buildings. In 2000, 9 percent of homes were in 5- to 9-unit structures, 7 percent were in 10- to 19-unit structures, and 6 percent were in 20- to 40-unit structures.

FIGURE 3-1

PROJECT AREA

The portion of the project area to the northeast of International Boulevard is predominantly residential, while the area southwest of this corridor and closer to the bay and the Oakland Coliseum is predominantly industrial and office space with some mixed use development along the waterfront (see Figure 3-2). Residential densities are generally higher in the northwestern portion of the project area near downtown Oakland and lower in the southern portion of the project area, near San Leandro.

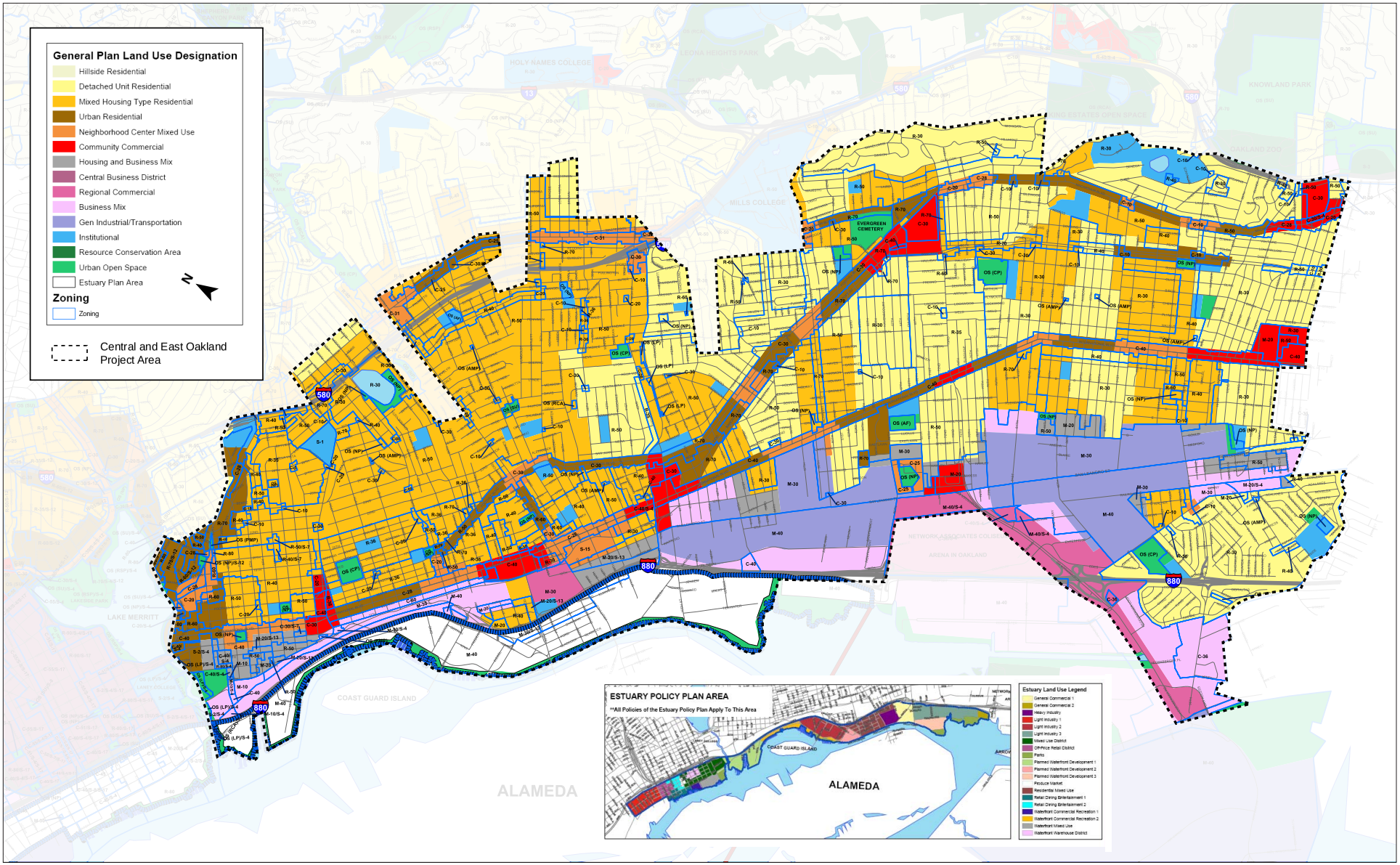
Three large commercial and transit corridors pass through the project area along International, Foothill, and MacArthur Boulevards. The Fruitvale Village mixed-use development is located at the Fruitvale BART station, near the intersection of International Boulevard and Fruitvale Avenue. Eastmont Towne Center, another large retail and commercial center, which also houses numerous social service agencies, is located near the intersection of Foothill Boulevard and 73rd Avenue and is also home to one of AC Transit's major transfer centers.

Highland Hospital, the county medical center, is located in the northernmost portion of the project area near the intersection of 14th Avenue and Beaumont Avenue. Transit hubs in the project area include Fruitvale BART near the corner of International and 34th Avenue, Coliseum/Oakland Airport BART near the intersection of Hegenberger Road and San Leandro Street, and Eastmont Transit Center near Foothill Boulevard and 73rd Avenue.

Two major interstates travel through the project area. Interstate 880 passes through the western portion of the project area, while Interstate 580 runs along much of its eastern edge.

2. Income and Poverty Status

This report evaluated the community's well-being in two ways including MTC's poverty level definition, described below, and the community's relative economic well-being compared to the poverty level of the



Source: US Census, 2000.

FIGURE 3-2

CENTRAL AND EAST OAKLAND ZONING MAP

surrounding geographic areas.[1] Official U.S. poverty thresholds do not vary geographically, so in a region such as the Bay Area where the cost of living is higher than the national average, the number of economically disadvantaged residents may be underrepresented by federally-defined poverty level statistics. To account for the high cost of living in the Bay Area, in its Transportation 2030 Equity Analysis Report (2004), the Metropolitan Transportation Commission (MTC) doubled the poverty level to 200 percent of federal poverty level thresholds. The poverty analysis for this report is based on MTC's methodology. This report also evaluates the community's *relative* economic well being by looking at how its household incomes compare to those in surrounding communities. Countywide income comparisons are also included in our analysis below.

According to the 2000 Census, household incomes in Central and East Oakland were significantly lower than in the county as a whole (see Table 3-1 and 3-2).[2] Over half (55 percent) of Central and East Oakland households earned less than $35,000. By comparison, just 35 percent of Alameda County households earned less than $35,000 in the same year. Furthermore, there were also very few affluent households in the project area. Just 10 percent of Central and East Oakland households earned over $75,000 in 1999, compared to 26 percent of households in the county as a whole.

Half of Central and East Oakland residents were found to be living below MTC's poverty level in 1999 (see Table 3-3).[3] The poverty rate in Central and East Oakland was twice as high as in the county as a whole.

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[1] The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's poverty threshold, then that family and every individual in it is considered in poverty.

[2] U.S. Census, 2000.

[3] To account for the high cost of living in the Bay Area, in its Transportation 2030 Equity Analysis Report, MTC doubled the poverty level to 200 percent of federal poverty level thresholds.

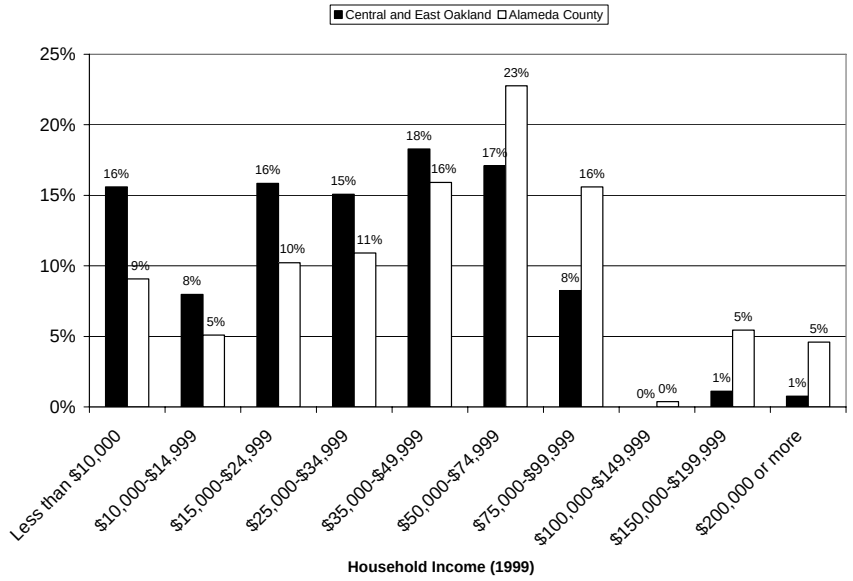
TABLE 3-1 **HOUSEHOLD INCOME RANGES, PROJECT AREA AND ALAMEDA COUNTY, 1999**

	Central and East Oakland		Alameda County	
Income Range	Number	Percent of Total	Number	Percent of Total
Less than $10,000	9,547	16%	41,257	9%
$10,000-$14,999	4,880	8%	23,184	5%
$15,000-$24,999	9,702	16%	46,511	10%
$25,000-$34,999	9,229	15%	49,604	11%
$35,000-$49,999	11,194	18%	72,380	16%
$50,000-$74,999	10,466	17%	103,563	23%
$75,000-$99,999	5,042	8%	70,947	16%
$100,000-$149,999	0	0%	1,715	0%
$150,000-$199,999	684	1%	24,782	5%
$200,000 or more	466	1%	20,877	5%
Total Households	61,210	100%	454,820	100%

Source: US Census 2000.

As illustrated in Figure 3-3, the largest numbers of residents with household incomes below 200 percent of poverty level were found in the census block groups southwest of Highland Hospital (near Foothill Boulevard and 14th Avenue), in the Sobrante Park neighborhood near the City of San Leandro, and near the intersections of Fruitvale and International Boulevard, International Boulevard and Seminary Avenue, and MacArthur Boulevard and 98th Avenue.

TABLE 3-2 **HOUSEHOLD INCOME RANGES, PROJECT AREA AND ALAMEDA COUNTY, 1999**



Source: US Census, 2000.

TABLE 3-3 **POPULATION WITH HOUSEHOLD INCOME BELOW 200 PERCENT OF FEDERAL POVERTY LEVEL, 1999**

	Central and East Oakland	Alameda County
Total Population	205,842	1,419,998
Population with Household Income <200% of Poverty Level	103,345	342,624
% of Population with Household Income <200% of Poverty Level	50%	24%

Source: US Census 2000, Summary File 3, Table P88.

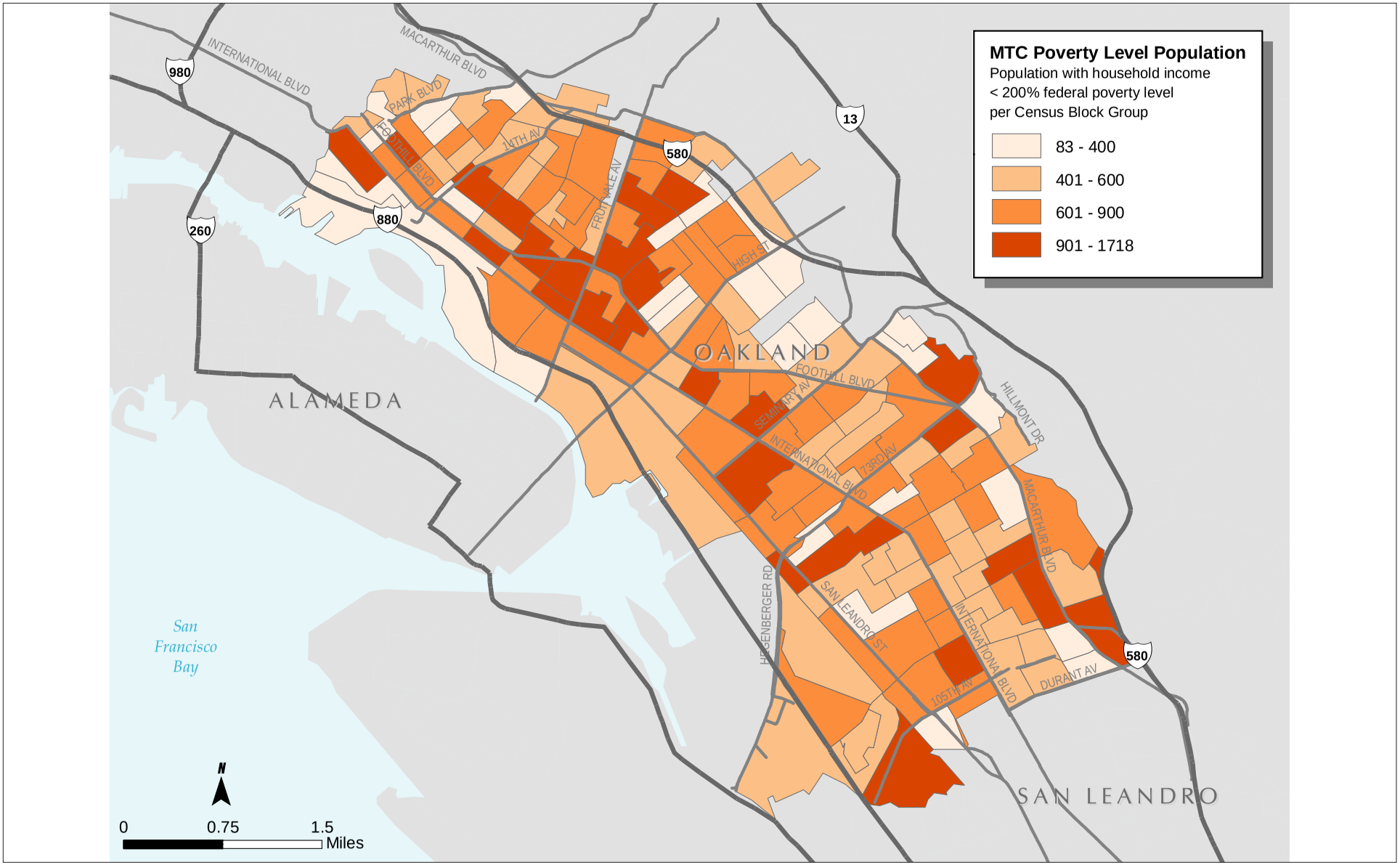
3. Vehicle Availability

In 2000, 13,143 Central and East Oakland households (21 percent) had no access to a private vehicle. Forty-two percent of households in the project area had access to one private vehicle. However, the average household size in the project area is 3.2 persons, indicating that each driving-age household member frequently does not have access to their own vehicle and must rely on alternate forms of transportation for at least some of their trips. Just 37 percent of households had two or more vehicles available (see Table 3-4). Vehicle availability was higher among owner-occupied households than among renter-occupied households. Only 9 percent of owner-occupied households were without vehicle access compared to 27 percent of renter-occupied households.

As illustrated in Figure 3-3, census block groups that had high numbers of households without vehicles in 2000 are often the same census block groups that had high concentrations of seniors, youths or persons in poverty. For instance, several census block groups in the northernmost portion of the project area near Lake Merritt had high numbers of households without vehicles. These census block groups also had high numbers of seniors over the age of 65. Auto-less households were also concentrated in the block groups near Fruitvale Avenue and International Boulevard, International Boulevard and Seminary Avenue, and 73rd Avenue and MacArthur Boulevard, where there are concentrations of persons in poverty and youth under age 18.

In the census block group that is bounded by Hegenberger Road, San Leandro Street and International Boulevard, there were a large number of households without vehicles as well as large numbers of residents in poverty, seniors, and youth. In the southeastern portion of the project area, the block groups between MacArthur Boulevard and Interstate 580 had both high levels of poverty and low levels of vehicle access.

There is not always a correlation between vehicle ownership and these populations. For instance, the area near Hegenberger Road and Interstate 880 has high numbers of seniors, but also has a high auto ownership rate.



Source: US Census, 2000.

FIGURE 3-3

DISTRIBUTION OF RESIDENTS WITH HOUSEHOLD INCOMES BELOW 200% FEDERAL POVERTY LEVEL

TABLE 3-4 **VEHICLE AVAILABILITY, CENTRAL AND EAST OAKLAND RESIDENTS, 2000**

Vehicle Availability	Percent of Households
No vehicles available	21%
Owners	9%
Renters	27%
One vehicle available	42%
Owners	34%
Renters	47%
Two or more vehicles available	37%
Owners	57%
Renters	26%

Source: US Census 2000.

Fortunately, some of the census block groups with high numbers of households without vehicles are located in close proximity to hubs of transit activity. For instance, those near Fruitvale Avenue and International Boulevard are close to the Fruitvale BART station, those near Hegenberger Road & San Leandro Street are close to the Coliseum/Oakland Airport BART station, and those near MacArthur Boulevard and 73rd Avenue are close to the Eastmont Transit Center. However, households without vehicles are not always near transit hubs. For example, the census block group east of MacArthur Boulevard in the southern portion of the project area is home to many auto-less households, but is not near any of the transit hubs in the project area. The same can be said for the census block groups along Park Boulevard in the northern portion of the project area and those near the intersection of International Boulevard and Seminary Avenue. Additionally, Figure 3-4 illustrates where there are households without vehicles, but as

mentioned earlier, even households with one vehicle often have members who need to rely on other forms of transportation for some of their trips.

4. Race and Ethnicity

In the 2000 Census, 39 percent of project area residents were Black or African American. Another 19 percent of residents were White, 19 percent identified themselves as "some other race," and 16 percent were Asian. The remaining 7 percent of residents were identified as either two or more races, American Indian and Alaska Native, or Native Hawaiian and Other Pacific Islander.

The high percentage of respondents in the "some other race" category may be attributable to the fact that there is no separate race category in the U.S. Census for Hispanic or Latino residents. Persons of Hispanic origin may be of any race and are therefore are identified in the Census through a separate question on ethnicity. In 2000, 34 percent of project area residents were identified as Hispanic or Latino compared to 19 percent of Alameda County residents.

Detailed race and ethnicity data is provided in Table 3-5 through Table 3-8.

5. Age Distribution

In the 2000 Census, there were 64,643 youths age 17 or younger living in the Central and East Oakland project area. The proportion of young residents was higher in the project area (31 percent) than in the county as a whole (25 percent). Seniors 65 and older made up 8 percent of the project area population, and therefore senior representation is slightly lower in the project area than it is in the county as a whole (10 percent), and significantly lower than the national average, which is approximately 13 percent.

Age information for the project area and for Alameda County is provided in Table 3-5 and Table 3-6.

As shown in Figure 3-5, census block groups with high numbers of youths under 18 years of age were scattered throughout the project area in 2000.

TABLE 3-5 **RACE OF RESIDENTS, PROJECT AREA AND ALAMEDA COUNTY, 2000**

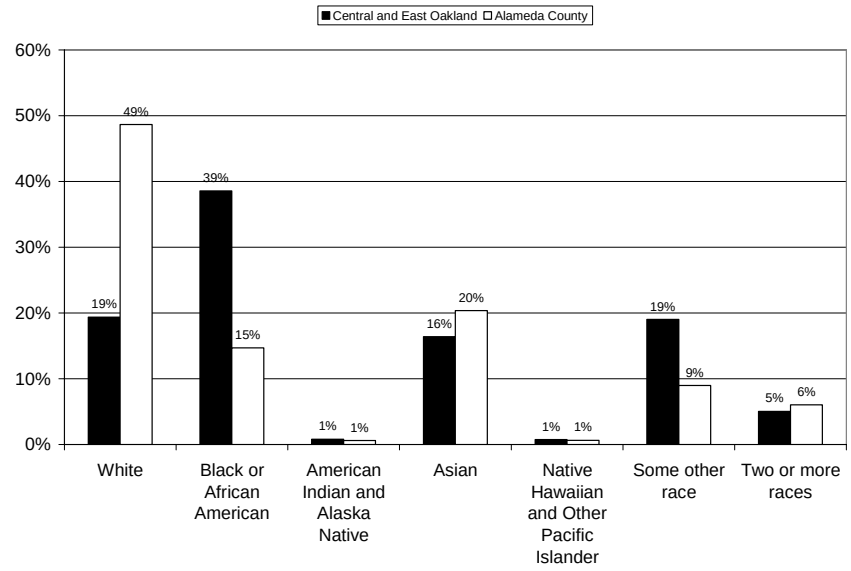
	Central and East Oakland		Alameda County	
Race	Total	% of Total	Total	% of Total
Black or African American	80,210	39%	212,442	15%
White	40,295	19%	702,440	49%
Some other race	39,569	19%	129,549	9%
Asian	34,162	16%	293,807	20%
Two or more races	10,508	5%	87,220	6%
American Indian and Alaska Native	1,688	1%	9,095	1%
Native Hawaiian and Other Pacific Islander	1,596	1%	9,188	1%
Total	**208,028**	**100%**	**1,443,741**	**100%**

Source: US Census 2000.

There were particularly high concentrations of youths along Fruitvale Avenue east of International Boulevard, near the intersection of International Boulevard and Seminary Avenue, near the Eastmont Towne Center, in the southeastern portion of the project area along MacArthur Boulevard, and in the southwestern corner of the project area near the Sobrante Park and Elmhurst neighborhoods.

Residents age 65 and older were also scattered throughout Central and East Oakland in 2000. As shown in Figure 3-6, the highest concentrations of older adults were found in the northernmost portion of the project area near Lake Merritt, along Fruitvale Avenue between International Boulevard and Interstate 580, along International Boulevard between 55th Avenue and 66th

TABLE 3-6 **RACE OF RESIDENTS, PROJECT AREA AND ALAMEDA COUNTY, 2000**

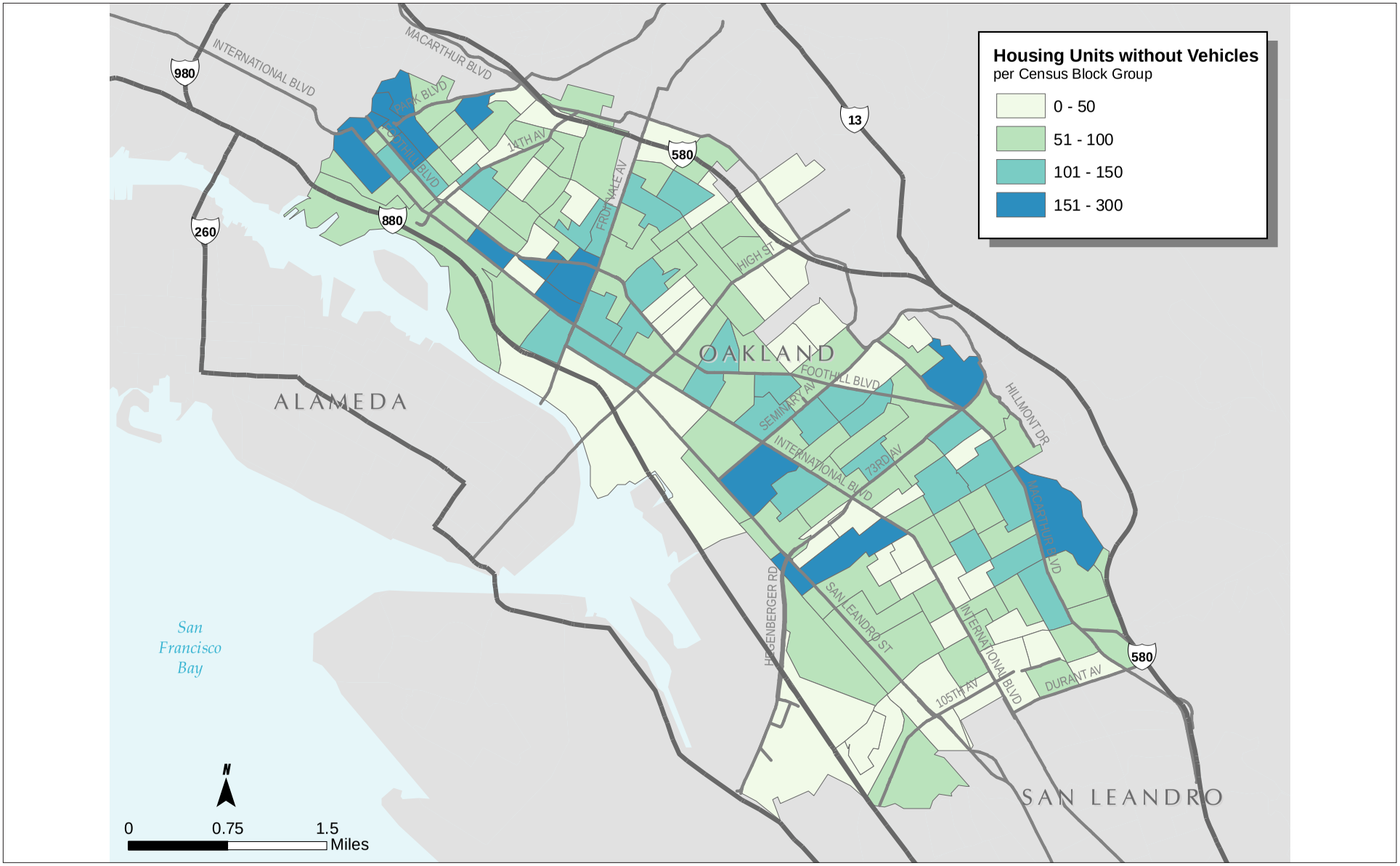


Source: US Census 2000.

TABLE 3-7 **ETHNICITY OF RESIDENTS, PROJECT AREA AND ALAMEDA COUNTY, 2000 (TABLE)**

	Central and East Oakland		Alameda County	
Ethnicity	**Total**	**% of Total**	**Total**	**% of Total**
Hispanic or Latino (of any race)	71,581	34%	273,910	19%

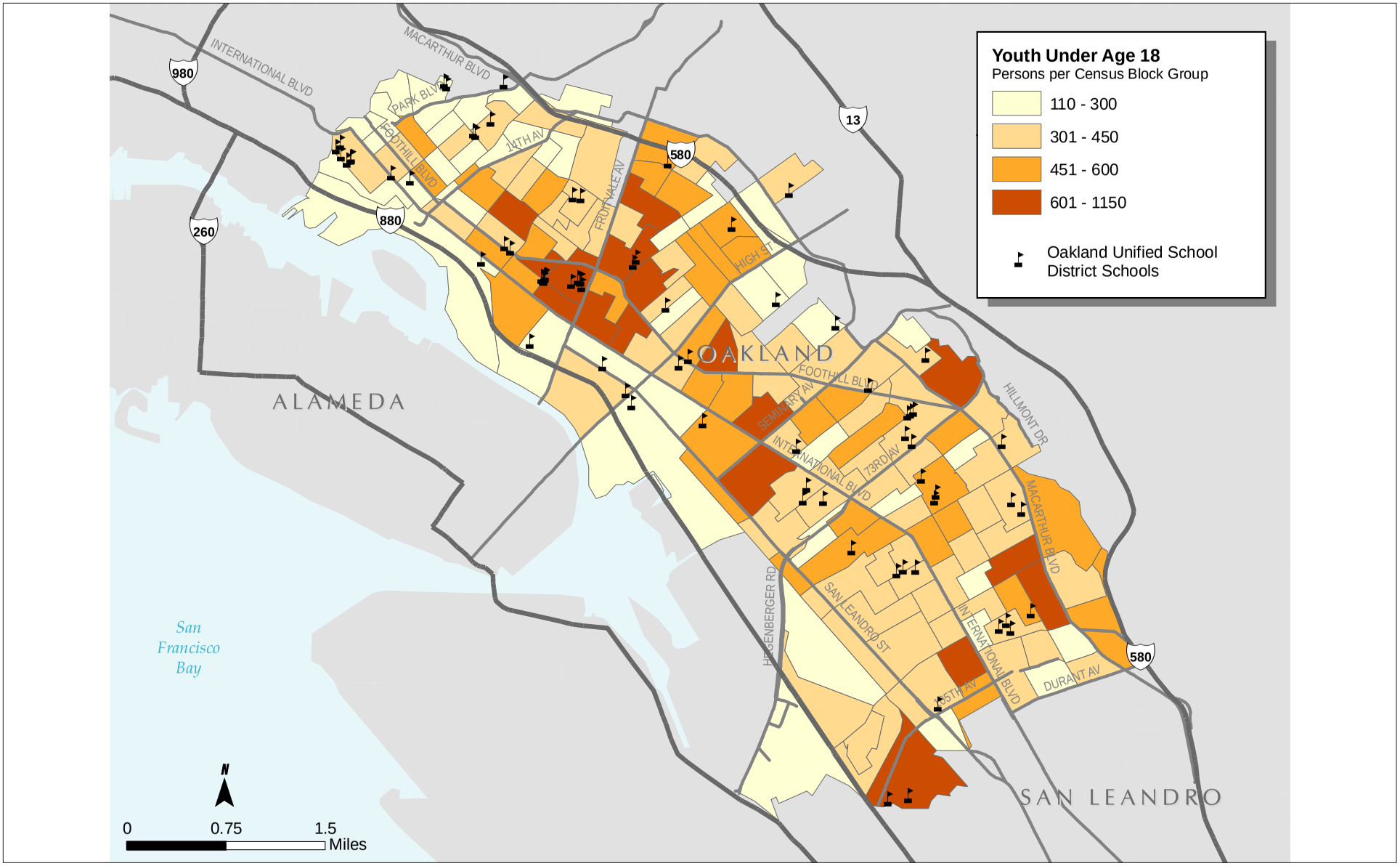
Source: US Census 2000.



Source: US Census, 2000.

FIGURE 3-4

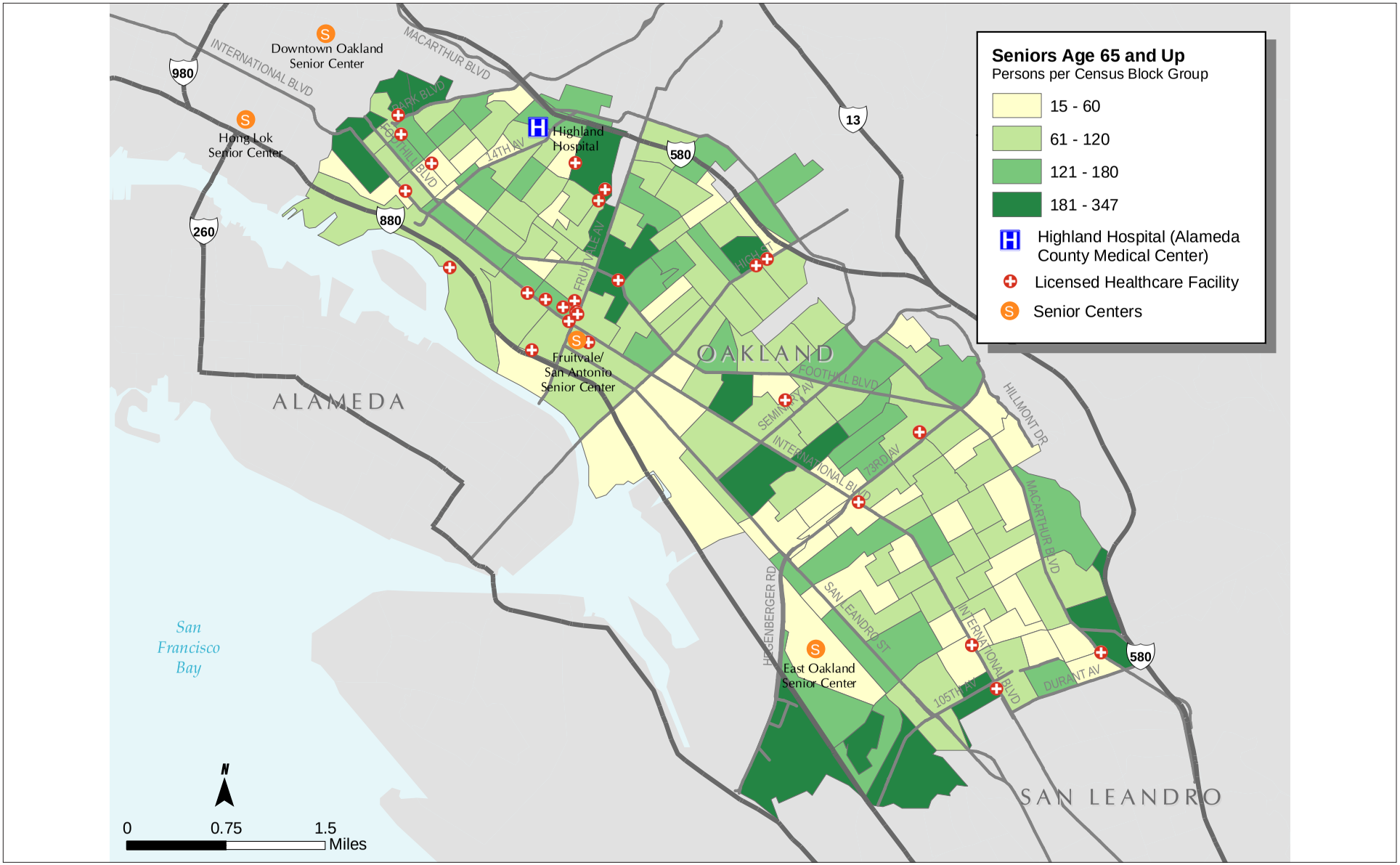
HOUSEHOLDS WITHOUT VEHICLES



Source: US Census, 2000.

FIGURE 3-5

RESIDENTS UNDER 18

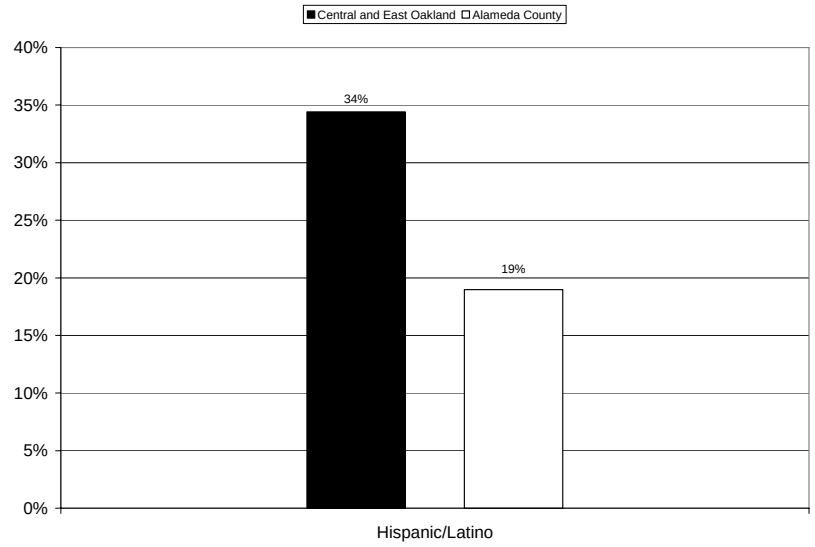


Source: US Census, 2000.

FIGURE 3-6

RESIDENTS 65 AND OLDER

TABLE 3-8 **ETHNICITY OF RESIDENTS, PROJECT AREA AND ALAMEDA COUNTY, 2000**



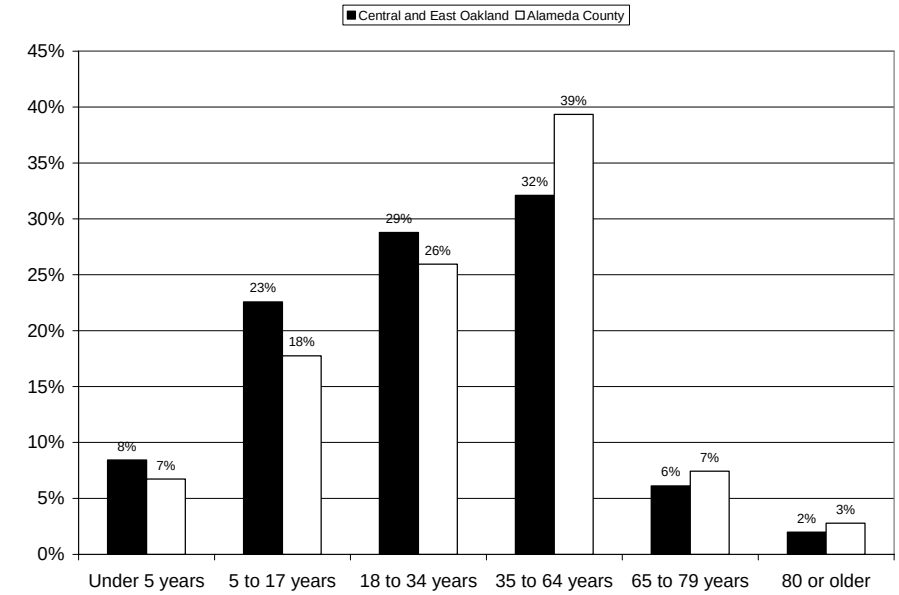
Source: US Census 2000.

TABLE 3-9 **AGE DISTRIBUTION OF RESIDENTS, PROJECT AREA AND ALAMEDA COUNTY, 2000**

	Central and East Oakland		Alameda County	
Age Range	% of Population	Number	% of Population	Number
Under 5 years	8%	17,579	7%	97,075
5 to 17 years	23%	47,064	18%	256,385
18 to 34 years	29%	59,979	26%	374,751
35 to 64 years	32%	66,901	39%	567,867
65 to 79 years	6%	12,734	7%	107,452
80 or older	2%	4,152	3%	40,211
Total	100%	208,409	100%	1,443,741

Source: US Census 2000.

TABLE 3-10 **AGE DISTRIBUTION OF RESIDENTS, PROJECT AREA AND ALAMEDA COUNTY, 2000**



Source: US Census 2000.

Avenue, in the southeastern portion of the project area between MacArthur Boulevard and Interstate 580, and in the southwestern corner of the project area near the Oakland Airport and Sobrante Park.

6. Language and Linguistic Isolation

In the 2000 Census, just 57 percent of Central and East Oakland households spoke English as their primary language (see Table 3-11). Spanish-speaking households were very common as Spanish was the primary language in 26 percent of project area households. Of the remaining 17 percent of households, 14 percent spoke Asian or Pacific Island languages and 3 percent spoke other languages. The most common Asian or Pacific Island languages spoken by Oakland households were Chinese (7.3 percent), Vietnamese (2.1 percent) and Tagalog (1.3 percent) – this information is not available

TABLE 3-11 **PRIMARY HOUSEHOLD LANGUAGE, 2000**

Primary Language of Household	Number	Percent
English	36,492	57%
Spanish	16,499	26%
Asian and Pacific Island	9,217	14%
Other Indo-European	1,421	2%
Other Languages	692	1%
Total Households	64,321	100%

Source: US Census 2000.

specifically for the project area but is available for the City of Oakland as a whole.

Of the 27,829 Oakland households whose primary language was not English, 11,050 (40 percent) were "linguistically isolated" (see Table 3-12). This term means that all household members age 14 and older speak a language other than English, and that no member age 14 or older speaks English "very well." As illustrated in Table 3-12, over half of the linguistically-isolated households in the project area were Spanish speaking (55 percent). Most of the other linguistically isolated households (41 percent) spoke Asian and Pacific Island languages. This means that over one third of the Spanish speaking households, and nearly half of those speaking Asian and Pacific Island languages were linguistically isolated.

7. Journey to Work

Over three-quarters of the 71,595 workers in the Central and East Oakland project area traveled to work via car, truck or van in 2000. Fifty-four percent of workers drove alone and 21 percent carpooled. Sixteen percent of project area residents traveled to work on public transit (11 percent on buses and

TABLE 3-12 **LINGUISTIC ISOLATION, 2000**

Language Spoken	Number of Households Linguistically Isolated	Percent of Households Linguistically Isolated
Spanish	6,029	55%
Asian and Pacific Island	4,529	41%
Other Indo-European	386	3%
Other Languages	106	1%
Total Households	11,050	–

Source: US Census 2000.

5 percent on BART), 3 percent of residents walked to work and 1 percent bicycled. However, walking, bicycling and AC Transit use may be more prevalent than is indicated by these census figures. In the census survey, if respondents used more than one mode of transportation to travel to work, they were asked to select only the travel mode that was used for most of their commute distance. Walking and biking to or from other longer-distance modes of travel is therefore not included in these figures, nor is AC Transit travel to and from longer-distance modes such as BART.

The rate of transit use among commuters in Central and East Oakland is almost the same as the city as a whole; with a use rate of 16 percent in the project area compared to 17 percent in the city as a whole[4]. The number of residents who use BART to commute to work is significantly lower: 5 percent in the project area compared to 8 percent in the city as a whole. Lower BART use among Central and East Oakland residents is indicative of

the fact that BART does not often serve project area residents' homes or job sites. Rather than passing through the residential portions of the project area, BART travels along its western edge, which is typically more industrial and commercial than the rest of the community.

Table 3-13 provides detailed information on Central and East Oakland workers' mode of travel to work. Since a significant proportion of residents' daily trips are to destinations other than work, it would be interesting to document the modes used to reach destinations such as school, medical facilities, shopping etc. However, this information is not available at the level required for analysis of this project area, but rather on a Bay Area-wide basis.[5]

[4] Survey results captured as a part of this study indicate that transit ridership is higher among the 1,400 survey respondents than in the Central and East Oakland population as a whole.

[5] Survey results captured as a part of this project provide additional information on mode used for trips other than commuting but are not scientific or conclusive.

TABLE 3-13 **MODE OF TRAVEL TO WORK, CENTRAL AND EAST OAKLAND WORKERS, 2000**

Mode of Travel to Work	Number	Percent of Total
Car, Truck or Van	54,201	76%
Drove alone	38,817	54%
Carpooled	15,384	21%
Public Transportation	11,797	16%
Bus or trolleybus	8,052	11%
Streetcar or trolleycar	40	0.1%
Subway or elevated	3,389	5%
Railroad	239	0.3%
Ferryboat	15	0.0%
Taxi	62	0.1%
Motorcycle	123	0.2%
Bicycle	389	1%
Walked	2,074	3%
Other	1,143	2%
Worked at home	1,868	3%
Total Workers (Age 16 and Over)	71,595	100%

Source: US Census 2000.

4 EXISTING TRANSPORTATION NETWORK AND GAPS

The following chapter describes existing transit service in the project area and summarizes gaps in the transportation network (including transit, paratransit, bicycle and pedestrian components) identified in the Metropolitan Transportation Commission's 2001 Lifeline Transportation Network Report or in other relevant studies.

A. Existing Transit Service

1. AC Transit Service

Fixed-route bus service is provided in the project area by the Alameda-Contra Costa Transit District (AC Transit). AC Transit operates local, Transbay, "All-Nighter" and Rapid bus services. With the exception of Rapid bus service, each of these services is found in the Central and East Oakland project area.[1] The AC Transit service area includes the eastern area of Alameda and Contra Costa counties along the San Francisco Bay, from Richmond in the north to Fremont in the south. Transbay routes serve the Transbay Terminal in downtown San Francisco.

AC Transit buses operate on relatively frequent schedules, with long hours of operation and robust weekend schedules. A total of 30 AC Transit routes serve the Central and East Oakland project area. Although there are some small areas of Central and East Oakland that are farther than ¼ mile from an AC Transit route, MTC reported in their 2001 Lifeline Transportation Network Report that there are no low-income neighborhoods or key destinations within the project area that are located farther than ¼ mile from a Lifeline transit route. Eastmont Transit Center located on MacArthur Boulevard, for example, and located centrally in the Project Area, is a hub for AC Transit

[1] As part of its East Bay Bus Rapid Transit (BRT) project, AC Transit is planning to upgrade the existing 1R rapid bus service for an 18-mile corridor between UC Berkeley and the Bay Fair BART station. The proposed BRT route travels along Telegraph Avenue, International Boulevard and East 14th Street and would bring BRT service through the Central and East Oakland project area and would include bus stop upgrades, traffic signal prioritization, and dedicated transit lanes where feasible.

lines 40, 50, 57, 805, 840, NX, and the NX3. Lifeline transit routes meet certain criteria according to MTC for providing basic transportation services to populations in particular need.

All AC Transit buses are equipped with front-mounted racks that hold a maximum of two bicycles. Some of the buses used for commuter service are coach buses that can hold two additional bikes in the cargo bays.

The base fare for local bus service is $1.75 for adults, and $0.85 for youth and seniors. The transbay fare is $3.50 for adults and $1.70 for youth and seniors. A local monthly pass is $70.00 for adults, $15.00 for youth age 5 to 17, and $20.00 for seniors over age 65 and people with disabilities. Monthly passes and discount passes can be purchased at AC Transit's ticket offices in downtown Oakland and downtown San Francisco, by mail or by fax, or at several retail sales locations, 17 of which are located in the project area (see Table 4-1). AC Transit routes, service frequencies and hours of operation will be discussed in more detail in Chapter 4, Transportation Gaps.

Table 4-2 presents the routes discussed above, and Figure 4-1 displays the frequencies of all local AC Transit and BART routes serving the project area during the weekday peak. Figure 4-2 displays the weekday frequency of transit routes that directly serve the Central and East Oakland CBTP project area.

2. BART Service

The San Francisco Bay Area Rapid Transit District (BART) provides regional rail connections at two stations within the project area: the Fruitvale BART station at International Boulevard and 35th Avenue, and the Coliseum/Oakland Airport BART station at San Leandro Street and 73rd Avenue. The Richmond-Fremont, Dublin/Pleasanton-Millbrae/SFO, and Fremont-Daly City lines serve both of these stations.

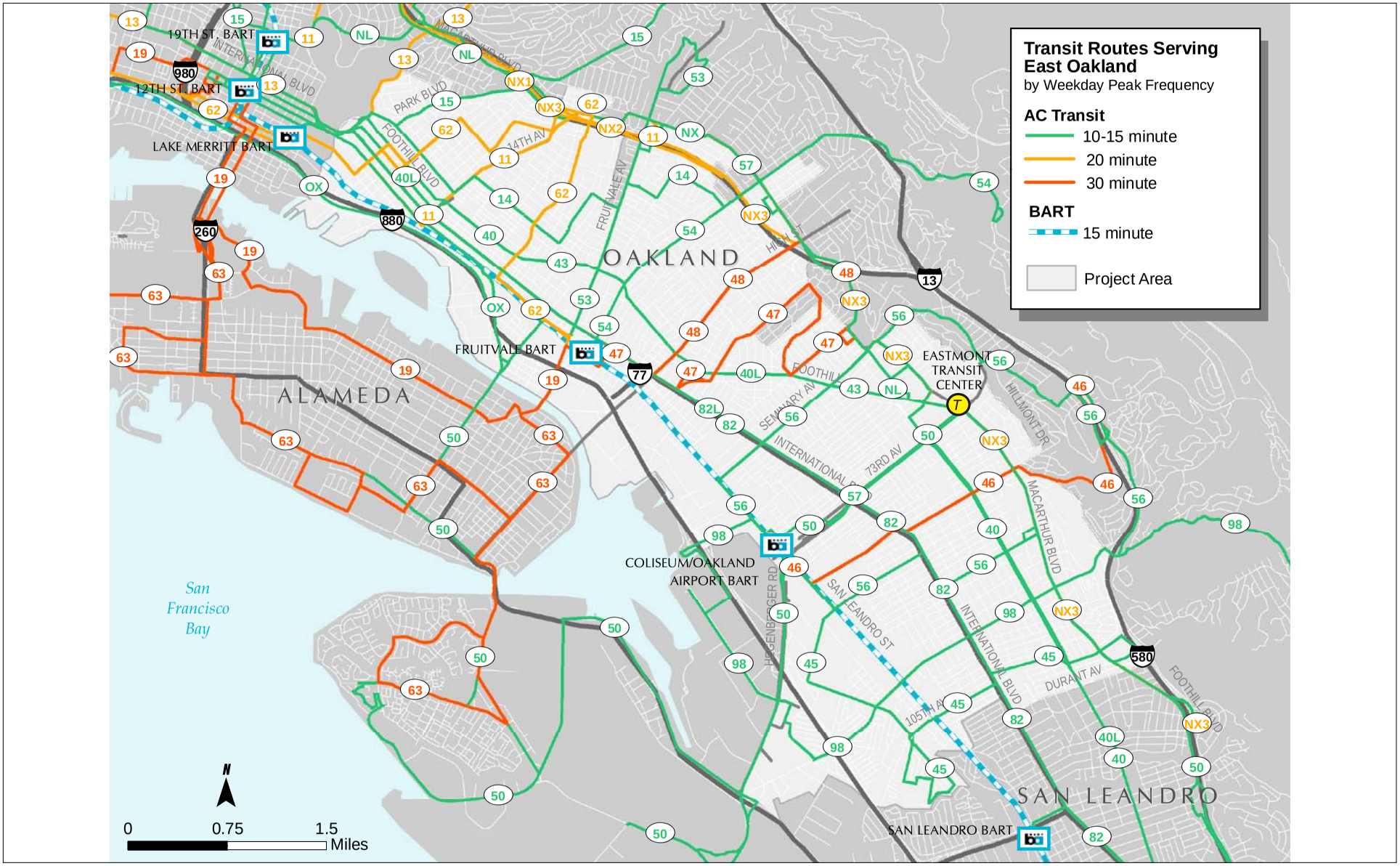
TABLE 4-1 **AC TRANSIT DISCOUNT PASS SALES LOCATIONS IN CENTRAL AND EAST OAKLAND**

Retail Sales Location
Foodvale Market, 3401 International Blvd
Cuidad De Mexico, 3800 International Blvd
Evergreen Produce, 3225 Foothill Blvd
Fruitvale & San Antonio Senior Center, 3301 E 12th Street, Ste 201
Mi Ranchito Market, 3326 Foothill Blvd.
La Raza Market, 5040 B International Blvd.
Longs Drugs #24, 3320 Fruitvale Avenue
New Chinatown Pharmacy, 719 E. 12th St.
E. Oakland Senior Center, 9255 Edes Ave.
Scotty's Check Cashing, 10220 International Blvd.
California Check Cashing, 10950 International Blvd
4-A Check Cashing (Go Wireless Unlimited), 1082 98th Ave.
Shop Rite Market, 5800 Bancroft Ave.
Checks, ETC, 7300 MacArthur
Chico's Market, 2801 Havenscourt Blvd.
Albertson's, 3000 E. 9th St.
Albertson's, 4055 MacArthur Blvd.

Source: AC Transit, 2007.

FIGURE 4-1

TRANSIT SERVICE



Source: AC Transit, 2007.

FIGURE 4-2

WEEKDAY PEAK TRANSIT FREQUENCIES

TABLE 4-2 **SUMMARY OF AC TRANSIT ROUTES SERVING CENTRAL AND EAST OAKLAND**

AC Transit Route	Route Description
Local Service	
11 Harrison	Highland Ave. & Highland Way, Piedmont, to Dimond District, Oakland, via Oakland Ave., Harrison St., Broadway, 10th St., 14th Ave. and Highland Hospital.
13 14th Street	Lakeshore Ave. & Walavista Ave., Oakland, to Oakland Army Base via Lakeshore Ave., 14th St. and 7th St. Weekends serves Middle Harbor Shoreline Park.
14 East 18th Street	MacArthur BART to Laurel District, Oakland via Adeline St., 14th St., E. 18th St., E. 21st St. and School St.
15 Martin Luther King, Jr.	El Cerrito del Norte BART or U.C. West Entrance to Montclair via Colusa Ave., Martin Luther King Jr. Way (Berkeley BART), downtown Oakland and Park Blvd.
19 Hollis	North Berkeley BART to Fruitvale BART via 7th St., Hollis St., Peralta St., downtown Oakland, Marina Village and Buena Vista Ave.
40/40L Telegraph	Berkeley BART to Bay Fair BART via UC Campus South, Telegraph Ave., downtown Oakland, Foothill Blvd., Eastmont Transit Center and Bancroft Ave. 40L serves limited stops on Foothill Blvd. between 1st Ave. and Eastmont Transit Center.
43 Shattuck	El Cerrito del Norte BART to Eastmont Transit Center via Point Isabel, Pierce St., Solano Ave., Shattuck Ave., Telegraph Ave., downtown Oakland and Foothill Blvd.
45 Sobrante Park	Coliseum BART to Foothill Square, Oakland, via Edes Ave., Sobrante Park, 105th Ave. and 104th Ave.
46 82nd Avenue	Coliseum BART to Mountain Blvd. & Keller Ave. via 81st Ave., 82nd Ave. and Fontaine St.
47 Maxwell Park	Fruitvale BART to MacArthur Blvd. & 55th Ave. via Maxwell Park: Monticello Ave. and Madera St.
48 High Street	Fruitvale BART to High St. & MacArthur Blvd. via High St.
50 Hegenberger	Fruitvale BART to Bay Fair BART via Park St., Bay Farm Island, Oakland Airport, Coliseum BART, Eastmont Transit Center, MacArthur Blvd., and 159th Ave.

TABLE 4-2 **SUMMARY OF AC TRANSIT ROUTES SERVING CENTRAL AND EAST OAKLAND** (CONTINUED)

AC Transit Route	Route Description
53 Fruitvale	Fruitvale BART to Lyman Rd. and Tiffin Rd. via Fruitvale Ave.
54 35th Avenue	Fruitvale BART to Merritt College via 35th Ave. and Redwood Rd.
56 Millsmont	Two-way loop: Coliseum BART, Seminary Ave., Millsmont, Mountain Blvd., 90th Ave., 85th Ave. and San Leandro Blvd.
57 40th Street	64th St. & Christie Ave., Emeryville, to Eastmont Transit Center via Shellmound St., 40th St. and MacArthur Blvd.
62 San Antonio	West Oakland BART to Fruitvale BART via 7th St., E. 10th St., 8th Ave., Highland Hospital and 23rd Ave.
63 Alameda Point	Weekdays: Downtown Oakland to Fruitvale BART via College of Alameda, Ferry Terminal, Alameda Point, Otis Dr., Alameda Towne Center, Encinal Ave. and High St. Weekends: shortened route through Alameda Point to Ferry Terminal.
82 International	Downtown Oakland to Hayward BART via International Blvd., E. 14th St. and Mission Blvd.
82L International	Downtown Oakland to Bay Fair BART via International Blvd., E. 14th St. and Bay Fair Dr. Limited stops.
98 98th Avenue	Coliseum BART to Grass Valley via Edgewater Dr., 98th Ave., Oakland Zoo and Golf Links Rd.
Local Service – Limited Hours	
356 East Oakland Shopper	E. E. Cleveland Senior Center to Southshore Shopping Center via Palo Vista Gardens and Allen Temple Arms.
Transbay Service	
NL MacArthur Limited	Eastmont Transit Center to Transbay Terminal, San Francisco via MacArthur Blvd., Grand Ave., downtown Oakland and West Grand Ave. Makes limited stops.
NX Grand Lake-Laurel	Seminary Ave. & MacArthur Blvd. to San Francisco via MacArthur Blvd. and I-580 (entering freeway at Grand Ave.). To San Francisco only; return via line NX1 or NX2.
NX1Grand Lake	Transbay Terminal, San Francisco to Fruitvale Ave. & MacArthur Blvd. via I-580 (exiting at Grand Ave.) and MacArthur Blvd. From San Francisco only; travel to San Francisco via Line NX.

TABLE 4-2 **SUMMARY OF AC TRANSIT ROUTES SERVING CENTRAL AND EAST OAKLAND (CONTINUED)**

AC Transit Route	Route Description
NX2 Laurel	Transbay Terminal, San Francisco to High St. & MacArthur Blvd. via I-580, Fruitvale Ave. and MacArthur Blvd. From San Francisco only; travel to San Francisco via Line NX.
NX3 Eastmont	Marlow Dr. & Foothill Way to Transbay Terminal, San Francisco via MacArthur Blvd., Eastmont Transit Center and High St.
OX East Alameda Express	Bay Farm Island to Transbay Terminal, San Francisco via Island Dr. Park & Ride, Encinal Ave. and Park St.
All-Nighter Service	
801 International Blvd. All-Nighter	Downtown Oakland to Fremont BART via International Blvd., E. 14th St. and Mission Blvd.
805 MacArthur Blvd. All-Nighter	Downtown Oakland to Oakland Airport via Grand Ave., MacArthur Blvd., and Coliseum BART.
840 Foothill Blvd. All-Nighter	Downtown Oakland to Eastmont Transit Center via Foothill Blvd.

Note: Although routes NX7, S, SA and SB travel through the project area, they do not have stops in project area and are therefore not included
Source: AC Transit.

The BART system encompasses 43 stations and five lines serving Alameda, Contra Costa, San Francisco, and San Mateo Counties. The overall service hours for the system are 4:00 a.m. to midnight Monday through Friday, 6:00 a.m. to midnight on Saturdays, and 8:00 a.m. to midnight on Sundays. In urban areas, BART stations are spaced between one-half to one mile apart, making local travel on BART possible. Within the project area, BART stations are spaced approximately 2 miles apart. BART fares begin at $1.40 and vary with distance traveled. The regular fare from the Fruitvale BART station to San Francisco is $3.10. From the Coliseum/Oakland Airport BART station to San Francisco is $3.35.

BART offers discounts ranging from 6.25 percent to 62.5 percent on select tickets. The general public can purchase high value tickets for a 6.25 percent discount ($45 for a ticket with $48 value or $60 for a ticket with $64 value). People with disabilities, Medicare cardholders, children 5 to 12 years old, and seniors 65 years and older are eligible for a 62.5 percent discount ($9 for a ticket with $24 value). Youth in middle and secondary school are eligible for a 50 percent discount ($16 for a ticket with $32 value), but these tickets can only be purchased at participating schools. All other discount tickets can be purchased by mail, online, at select BART stations,[2] or at several retail sales locations, 13 of which are located in the Central and East Oakland project area (see Table 4-3.

A variety of parking options are available at both the Fruitvale and Coliseum/Oakland Airport stations. On weekdays, monthly reserved parking permits are available for both stations. These permits reserve a space within a designated parking area near the station until 10:00 a.m. At Fruitvale station the cost of a monthly parking permit is $63.00 (monthly permits at Fruitvale are currently sold out), while at the Coliseum/Oakland Airport station the cost is $42.00. Daily reserved parking permits can also be purchased in advance for weekday parking at the Fruitvale station for $4.00 per day. Like the monthly permit, daily parking permits reserve a space in a designated parking lot until 10:00 a.m., at which point any unoccupied spaces can be filled by cars on a first-come, first-served basis. Daily parking at Fruitvale is free on weekends and on weekdays after 10:00 a.m. Daily parking at Coliseum/Oakland Airport is free at all times, however, there is a 24-hour weekday time limit on parking in all BART lots.[3]

[2] Discount tickets cannot be purchased at either of the two BART stations in the project area.

[3] An exception to the 24-hour time limit is made at some stations for Airport/Long Term parking for a fee of $5.00 per day. Airport/Long Term parking is available at the Fruitvale station but not at the Coliseum/Oakland Airport station.

TABLE 4-3 **BART DISCOUNT TICKET SALES LOCATIONS IN CENTRAL AND EAST OAKLAND**

Retail Sales Location	Type of Discount Tickets Sold
California Check Cashing, 10700 MacArthur Blvd, Suite 19	High Value, Disabled/Medicare/Child, Senior
California Check Cashing, 4300 International Blvd.	High Value, Disabled/Medicare/Child, Senior
Suntime Jewelry at Durant Marketplace, 10950 International Blvd	Disabled/Medicare/Child, Senior
California Check Cashing, 10950 International Blvd #F	High Value, Disabled/Medicare/Child, Senior
Albertsons, 247 E. 18th Street	High Value, Disabled/Medicare/Child, Senior
Farmacia Remedios, 3351 International Blvd.	Disabled/Medicare/Child
BART Transit Store, Coliseum Oakland Airport Station	High Value, Disabled/Medicare/Child, Senior
Ciudad de Mexico, 3800 International Blvd.	High Value, Disabled/Medicare/Child, Senior
Foodvale Market, 3401 International Blvd.	High Value, Disabled/Medicare/Child, Senior
Albertsons, 3000 East 9th Street	High Value, Disabled/Medicare/Child, Senior
Albertsons, 4055 MacArthur Blvd.	High Value, Disabled/Medicare/Child, Senior
New Chinatown Pharmacy, 719 East 12th Street	High Value, Disabled/Medicare/Child, Senior

Table 4-4 presents a summary of BART service available in the Central and East Oakland CBTP project. Detailed schedule and frequency information is discussed later in this chapter under Lifeline Identified Transit Gaps.

Bicycle parking is also provided at both the Fruitvale and Coliseum/Oakland Airport BART stations. The Coliseum/Oakland Airport BART station provides racks to accommodate 105 bicycles, and two bicycle lockers. The Fruitvale BART station offers secure, guarded valet bike parking for more than 200 bicycles Monday through Friday from 6:00 am to 8:00 pm, and Saturday from 10:00 am to 6:30 pm. The secure bike parking is free of charge during operating hours, and $5.00 for bikes left overnight. Fruitvale BART

TABLE 4-4 **SUMMARY OF BART SERVICE TO CENTRAL AND EAST OAKLAND**

BART Route	Route Description
Richmond-Fremont	Serves Richmond, El Cerrito Del Norte, El Cerrito Plaza, North Berkeley, Downtown Berkeley, Ashby, MacArthur, 19th St. Oakland, 12th St. Oakland City Center, Lake Merritt, Fruitvale, Coliseum/Oakland Airport, San Leandro, Bay Fair, Hayward, South Hayward, Union City, and Fremont
Dublin/Pleasanton-Millbrae/SFO	Serves Dublin/Pleasanton, Castro Valley, Bay Fair, San Leandro, Coliseum/Oakland Airport, Fruitvale, Lake Merritt, West Oakland, Embarcadero, Montgomery St., Powell St., Civic Center, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park, Daly City, Colma, South San Francisco, San Bruno, San Francisco International Airport (SFO), Millbrae
Fremont-Daly City (Monday-Saturday only)	Serves Fremont, Union City, South Hayward, Hayward, Bay Fair, San Leandro, Coliseum/Oakland Airport, Fruitvale, Lake Merritt, West Oakland, Embarcadero, Montgomery St., Powell St., Civic Center, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park, Daly City

Source: BART.

also has 14 bicycle lockers. To use BART bicycle lockers, riders must apply for a locker permit and pay a fee of $15 for three months or $30 for one year.

3. Oakland Senior Shuttle

The Bay Area Community Services (BACS) Senior Shuttle transports seniors to shopping and service destinations from selected senior housing facilities in two of the project area's neighborhoods: East Oakland and the Fruitvale/Dimond district.[4]

[4] The future of Senior Shuttle service in the Fruitvale/Dimond area is uncertain due to low ridership.

The Senior Shuttle has limited service hours. It operates Mondays from 10:30 a.m. to 3:00 p.m. in East Oakland and Tuesdays from 10:30 a.m. to 1:30 p.m in the Fruitvale/Dimond district. A trial service has also been recently added in Fruitvale/Dimond to take seniors to the Fruitvale/San Antonio Senior Center. This trial service is currently scheduled for Mondays from 8:30 a.m. to 2:00 p.m., but the hours may be modified depending on ridership.

Riders do not pay a fare to use the service. One day in advance of travel, Residential Services Coordinators (who are stationed at the senior housing facilities served by the shuttle) help residents fill out a form with their travel requests. These forms are then faxed to the BACS Transportation Director who coordinates the rides. The shuttle has both a driver and an attendant to help seniors board and assist with packages.

Although the Senior Shuttle is a valuable lifeline service for facility bound seniors in some of the area's senior housing facilities, the service is not available to the many seniors in Central and East Oakland who still live in their own homes, nor is it available to all of the senior housing facilities in the area.

4. Paratransit

Area residents who are unable to use fixed-route transit due to a disability can access paratransit services through East Bay Paratransit (the complementary ADA paratransit system for AC Transit and BART) or through the City of Oakland's paratransit program.

East Bay Paratransit operates within ¾ mile of AC Transit fixed-routes and BART stations. Due to the density of transit services in Central and East Oakland, the entire project area is within the East Bay Paratransit service area. Riders can travel as far north as Richmond and as far south as Fremont on East Bay Paratransit, and west to San Francisco. East Bay Paratransit operating hours mirror those of the fixed-route transit services serving the rider's origin and destination (that is, operating hours for AC Transit and BART fixed-route services determine the operating hours of East Bay Paratransit services in the corresponding ¾-mile corridors). Riders must be certi-

fied as ADA eligible to use East Bay Paratransit services. One-way fares range between $3.00 and $7.00 according to the distance traveled.

The City of Oakland provides additional subsidized paratransit services for persons 18 years of age or older with mobility disabilities. The City's paratransit program, called Oakland Paratransit for the Elderly and Disabled (OPED), is intended to supplement the services provided by East Bay Paratransit. Eligible participants may purchase a limited number of discounted taxi scrip books and van vouchers on a quarterly basis. Van vouchers are good for a one-way trip of up to 10 miles. Both the taxi scrip and the van vouchers can be used for a variety of trip purposes including medical appointments, shopping trips, recreational trips and social visits. Participants arrange their own rides by calling participating taxi and van companies directly.

B. Lifeline Identified Transit Gaps

MTC's 2001 Lifeline Network Transportation Report evaluated all transit routes in the Bay Area against a set of criteria intended to identify "Lifeline Network" routes. To be included in the Lifeline Network, a transit route had to meet one of the following four criteria:

- It serves low-income neighborhoods as defined by high concentrations of CalWORKs households (ten or more per ¼-mile area).
- It provides service to areas with high concentrations of essential destinations.
- It is part of a transit operator's core/trunkline service as defined by the operator.
- It provides a key regional transit link.

Nineteen AC Transit routes and three BART lines serving the Central and East Oakland project area were identified as components of the Lifeline Net-

work. These routes are identified in Table 4-5, along with the Lifeline criteria that were satisfied by each.

1. Transit Gaps Identified in the Lifeline Transportation Network Report

The Lifeline Transportation Network Report identified both spatial and temporal gaps in transit service provision in the Bay Area. Spatial gaps were defined as areas with low-income neighborhoods or key destinations that were unserved by transit. These gaps were identified by mapping a ¼-mile corridor (the equivalent of a five-minute walk) on either side of Lifeline routes, and identifying low-income areas or key destinations falling outside Lifeline corridors. Only one spatial gap was identified in Alameda County: the Cherryland neighborhood of unincorporated Alameda County. The Lifeline Report found no low-income neighborhoods or key destinations in the Central and East Oakland project area that were more than ¼ mile from a transit route.

Temporal gaps were identified by comparing the span of the daytime service and frequency of Lifeline transit services to urban or suburban service objectives developed by MTC. Lifeline services in Central and East Oakland were compared to urban service objectives. These objectives call for 15-minute peak frequencies, 30-minute midday and night frequencies Monday through Friday, and 30-minute frequencies on weekends. The objectives for hours of service are 6:00 a.m. – 12:00 a.m. Monday through Saturday and 7:30 a.m. – 12:00 a.m. on Sundays.

a. Lifeline Frequency of Service Objectives

On weekdays, MTC's frequency of service objectives calls for 15-minute peak frequencies and 30-minute midday and night frequencies. On weekends, the objective is 30-minute frequencies all day long.

TABLE 4-5 **LIFELINE TRANSIT ROUTES SERVING CENTRAL AND EAST OAKLAND**

Route	Description	Serves CalWORKS Cluster	Serves Essential Destinations	Operator Trunkline Route	Regional Link	Connection to Other Lifeline Services
AC 11	Piedmont – Fruitvale Avenue	X	X			BART
AC 13	Oakland Army Base – Lakeshore Avenue	X	X			BART
AC 14	MacArthur BART – 35th Avenue	X	X			BART
AC 15	El Cerrito BART – Montclair	X	X			BART
AC 40/40L	Berkeley – Bay Fair	X	X	X		BART
AC 43	El Cerrito – Bay Fair	X	X	X		BART, Golden Gate, Vallejo, WestCAT
AC 45	Coliseum BART – Foothill Square	X				BART
AC 46	Coliseum BART – Skyline	X				BART
AC 47	55th & MacArthur – Fruitvale BART	X	X			BART
AC 48	Tompkins & Carson – Fruitvale BART	X	X			BART
AC 50	Fruitvale BART – Alameda	X	X			BART
AC 53	Fruitvale BART – Fruitvale Avenue – Chabot Center	X				BART
AC 54	Fruitvale BART – Merritt College	X	X			BART
AC 56	Seminary Avenue – 90th Avenue	X				BART
AC 57	Emeryville Amtrak – Bay Fair BART	X	X	X		BART
AC 62	Wood Street – Fruitvale BART – Alameda	X	X	X		BART
AC 82/82L	West Oakland – Hayward BART	X	X	X		BART

TABLE 4-5 **LIFELINE TRANSIT ROUTES SERVING CENTRAL AND EAST OAKLAND** (CONTINUED)

Route	Description	Serves CalWORKS Cluster	Serves Essential Destinations	Operator Trunkline Route	Regional Link	Connection to Other Lifeline Services
AC 98	Coliseum BART – 98th Avenue	X				BART
AC NL	East Oakland – San Francisco	X	X	X	X	BART, GGT, Muni, SamTrans
BART Richmond-Fremont	Richmond – Oakland – Hayward – Fremont	X	X	X	X	AC Transit, Golden Gate, Union City, VTA, Vallejo, WestCAT
BART Dublin/Pleasanton-Millbrae/SFO	Eastern Alameda County – Oakland – San Francisco – Daly City – Millbrae/SFO	X	X	X	X	AC Transit, LAVTA, Muni, SamTrans, Union City
BART Fremont-Daly City	Fremont – Oakland – San Francisco – Daly City	X	X	X	X	AC Transit, Muni, Sam-Trans, Union City, VTA

Source: Lifeline Transportation Network Report (2001).

Table 4-6 provides detailed information on whether or not Lifeline routes in the service area meet frequency of service objectives. For informational purposes, although non-Lifeline routes need not meet MTC's objectives, Table 4-7 summarizes the frequencies on Central and East Oakland's non-Lifeline routes.

i. AC Transit

As of fall 2006, only three of the 19 AC Transit routes in Central and East Oakland's Lifeline Network (50, 53, and 57) met all of MTC's frequency of service objectives. All 19 of the routes met the weekday midday service objective, but several routes failed to meet weekday commute, weekday night, and/or weekend objectives.

Routes that do not run frequently enough (to meet the peak service objective) during the weekday commute include routes 11, 13, 14, 46, 47, 48, 54, 62, 98 and NL. Routes 13, 14, 54, 98 and NL meet the 15-minute objective during part of the weekday commute, but not for the entire commute period. Route NL meets the Lifeline objective in the westbound direction toward the Transbay Terminal in San Francisco, but not in the eastbound direction toward the Eastmont Transit Center.

Several AC Transit Lifeline routes do not meet the weekday nighttime frequency objectives, either because they do not operate at night (14, 46, 47, 48, 82/82L) or because service frequencies drop significantly in the evening (40/40L, 45, 54, 56). Only about half of the AC Transit Lifeline routes in the service area meet frequency objectives on the weekend. AC Transit has just one uniform weekend schedule, so Saturday frequencies are identical to Sunday frequencies.

Lifeline routes that operate in Central and East Oakland on Saturday and Sunday but fail to meet the 30-minute objective include routes 11, 13, 15, 40/40L, 43, and 54. Routes 11 and 13 have particularly low weekend frequencies ranging from 60 to 70 minutes all day long. Lifeline routes that do not operate at all on the weekend include routes 46, 47, and 98.

TABLE 4-6 **LIFELINE ROUTES FREQUENCY OF SERVICE**

Lifeline Route	Lifeline Frequency of Service Objectives (in Minutes)				
	Weekday Commute[a] 15 (Actual Frequency)	Weekday Midday[b] 30 (Actual Frequency)	Weekday Night[c] 30 (Actual Frequency)	Saturday 30 (Actual Frequency)	Sunday 30 (Actual Frequency)
AC 11	N	Y	Y	N	N
	(20)	(30)	(30)	(60)	(60)
AC 13	N	Y	Y	N	N
	(20 – 30)	(20 – 30)	(30)	(60 – 70)	(60 – 70)
AC 14	N	Y	N	Y	Y
	(15 – 30)	(30)	No Service	(30)	(30)
AC 15	Y	Y	Y	N	N
	(15)	(15)	(30)	(40)	(40)
AC 40/40L	Y	Y	N	N	N
	(15)	(15)	(20 – 60)	(20 – 60)	(20 – 60)
AC 43	Y	Y	Y	N	N
	(15 – 30)	(15 – 30)	(20 – 30)	(20 – 40)	(20 – 40)
AC 45	Y	Y	N	Y	Y
	(15)	(30)	(30 – 60)	(30)	(30)
AC 46	N	Y	N	N	N
	(30)	(30)	No Service	No Service	No Service
AC 47	N	Y	N	N	N
	(30)	(30)	No Service	No Service	No Service
AC 48	N	Y	N	Y	Y
	(30)	(30)	No Service	(30)	(30)

TABLE 4-6 **LIFELINE ROUTES FREQUENCY OF SERVICE** (CONTINUED)

	Lifeline Frequency of Service Objectives (in Minutes)				
Lifeline Route	**Weekday Commute[a] 15** (Actual Frequency)	**Weekday Midday[b] 30** (Actual Frequency)	**Weekday Night[c] 30** (Actual Frequency)	**Saturday 30** (Actual Frequency)	**Sunday 30** (Actual Frequency)
AC 50	**Y**	**Y**	**Y**	**Y**	**Y**
	(15)	(15)	(15 – 30)	(30)	(30)
AC 53	**Y**	**Y**	**Y**	**Y**	**Y**
	(15)	(15)	(15 – 30)	(15 – 30)	(15 – 30)
AC 54	**N**	**Y**	**N**	**N**	**N**
	(10 – 30)	(15)	(30 – 60)	(30 – 60)	(30 – 60)
AC 56	**Y**	**Y**	**N**	**Y**	**Y**
	(15)	(30)	(26 – 55)	(30)	(30)
AC 57	**Y**	**Y**	**Y**	**Y**	**Y**
	(12)	(12)	(12 – 30)	(15 – 30)	(15 – 30)
AC 62	**N**	**Y**	**Y**	**Y**	**Y**
	(20)	(20)	(20)	(30)	(30)
AC 82	**Y**	**Y**	**Y**	**Y**	**Y**
	(15)	(15)	(20-30)	(15-30)	(15-30)
AC 82L	**Y**	**Y**	**N**	**Y**	**Y**
	(10)	(10)	No Service	(15)	(15)
AC 98	**N**	**Y**	**Y**	**N**	**N**
	(15 – 30)	(30)	(15 – 30)	No Service	No Service
AC NL	**N**	**Y**	**Y**	**Y**	**Y**
	(15 West-bound) (15–45 Eastbound)	(15)	(15 – 30)	(30)	(30)

TABLE 4-6 **LIFELINE ROUTES FREQUENCY OF SERVICE** (CONTINUED)

	Lifeline Frequency of Service Objectives (in Minutes)				
Lifeline Route	**Weekday Commute[a] 15 (Actual Frequency)**	**Weekday Midday[b] 30 (Actual Frequency)**	**Weekday Night[c] 30 (Actual Frequency)**	**Saturday 30 (Actual Frequency)**	**Sunday 30 (Actual Frequency)**
BART Richmond-Fremont	**Y**	**Y**	**Y**	**Y**	**Y**
	(15)	(15)	(20)	(20)	(20)
BART Dublin/ Pleasanton-Millbrae/SFO	**Y**	**Y**	**Y**	**Y**	**Y**
	(15)	(15)	(20)	(20)	(20)
BART Fremont-Daly City	**Y**	**Y**	**N**	**Y**	**N**
	(15)	(15)	No Direct Service (Service is provided by Dublin/ Pleasanton-Millbrae/ SFO)	(20)	No Direct Service (Service is provided by Dublin/ Pleasanton-Millbrae/ SFO)

[a] 6:00 a.m. – 9:00 a.m.; 4:00 p.m. –7:00 p.m.

[b] 9:00 a.m. – 4:00 p.m.

[c] After 7:00 p.m.

Y = Meets Lifeline Objective

N = Does not meet Lifeline Objective

Source: MTC, 2007.

ii. BART

As of March 2007, two of the three BART routes in Central and East Oakland's Lifeline Network (Richmond-Fremont and Dublin/Pleasanton-Millbrae/SFO) met all of MTC's frequency of service objectives. All of the BART routes in the area met the weekday commute, weekday midday, and Saturday objectives, but the Fremont-Daly City line failed to meet weekday night and Sunday objectives because direct service is not provided on that line at those times.

TABLE 4-7 **NON-LIFELINE ROUTES FREQUENCY OF SERVICE**

Non-Lifeline Route	Lifeline Frequency of Service Objectives (in minutes)				
	Weekday Commute[a] 15 (Actual Frequency)	**Weekday Midday[b] 30** (Actual Frequency)	**Weekday Night[c] 30** (Actual Frequency)	**Saturday 30** (Actual Frequency)	**Sunday 30** (Actual Frequency)
AC 19	N	Y	Y	Y	Y
	(30)	(30)	(30)	(30)	(30)
AC 63	N	Y	Y	Y	Y
	(30)	(30)	(30)	(30)	(30)
Shopping Shuttle					
AC 356	N	N	N	N	N
	No Service	No Service	No Service	No Service	No Service
All-Nighter Service					
AC 801	N	N	N	N	N
	No Service	No Service	(60)	(30 – 60)	(30 – 60)
AC 805	N	N	N	N	N
	No Service	No Service	(60)	(60)	(60)
AC 840	N	N	N	N	N
	No Service	No Service	(60)	(60)	(60)
Commute Services					
AC NX	N	N	N	N	N
	(15 – 20)	No Service	No Service	No Service	No Service

TABLE 4-7 **NON-LIFELINE ROUTES FREQUENCY OF SERVICE** (CONTINUED)

	Lifeline Frequency of Service Objectives (in minutes)				
Non-Lifeline Route	**Weekday Commute[a] 15** (Actual Frequency)	**Weekday Midday[b] 30** (Actual Frequency)	**Weekday Night[c] 30** (Actual Frequency)	**Saturday 30** (Actual Frequency)	**Sunday 30** (Actual Frequency)
AC NX1	N	N	N	N	N
	(20)	No Service	No Service	No Service	No Service
AC NX2	N	N	N	N	N
	(20)	No Service	(30 – 60)	No Service	No Service
AC NX3	N	N	N	N	N
	(20 – 30)	No Service	(30 – 60)	No Service	No Service
AC OX	N	N	Y	N	N
	(10 – 20)	No Service	(30)	No Service	No Service

[a] 6:00 a.m. – 9:00 a.m.; 4:00 p.m. – 7:00 p.m.
[b] 9:00 a.m. – 4:00 p.m.
[c] After 7:00 p.m.
Y = Meets Lifeline Objective
N = Does not meet Lifeline Objective
Source: MTC 2007.

b. Lifeline Hours of Operation Objectives

MTC's Lifeline objectives for hours of service are 6:00 a.m. – 12:00 a.m. Monday through Saturday, and 7:30 a.m. – 12:00 a.m. on Sundays.

Table 4-8 provides detailed information on whether or not Lifeline routes in the service area meet hours of service objectives. For informational purposes, although non-Lifeline routes need not meet MTC's objectives, Table 4-9

TABLE 4-8 **LIFELINE ROUTES HOURS OF OPERATION OBJECTIVES**

	Lifeline Hours of Operation Objectives		
Lifeline Route	**Weekday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Saturday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Sunday 7:30 a.m. – 12 a.m. (Actual Hours of Operation)**
AC 11	**N** (6:00 a.m. – 7:05 p.m.)	**N** (7:00 a.m. – 7:00 p.m.)	**N** (7:00 a.m. – 7:00 p.m.)
AC 13	**N** (6:07 a.m. – 10:07 p.m.)	**N** (10:00 a.m. – 5:45 p.m.)	**N** (10:00 a.m. – 5:45 p.m.)
AC 14	**N** (5:54 a.m. – 7:25 p.m.)	**N** (6:50 a.m. – 6:50 p.m.)	**N** (6:50 a.m. – 6:50 p.m.)
AC 15	**N** (5:26 a.m. – 10:12 p.m.)	**N** (6:41 a.m. – 10:10 p.m.)	**N** (6:41 a.m. – 10:10 p.m.)
AC 40/40L	**Y** (5:01 a.m. – 11:59 p.m.)	**Y** (5:07 a.m. – 11:59 p.m.)	**Y** (5:07 a.m. – 11:59 p.m.)
AC 43	**N** (5:01 a.m. – 11:48 p.m.)	**N** (5:40 a.m. – 11:24 p.m.)	**N** (5:40 a.m. – 11:24 p.m.)
AC 45	**Y** (5:20 a.m. – 12:18 a.m.)	**N** (7:15 a.m. – 8:22 p.m.)	**N** (7:15 a.m. – 8:22 p.m.)
AC 46	**N** (5:53 a.m. – 7:23 p.m.)	**N** No Service	**N** No Service
AC 47	**N** (5:51a.m. – 7:02 p.m.)	**N** No Service	**N** No Service

TABLE 4-8 **LIFELINE ROUTES HOURS OF OPERATION OBJECTIVES** (CONTINUED)

	Lifeline Hours of Operation Objectives		
Lifeline Route	**Weekday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Saturday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Sunday 7:30 a.m. – 12 a.m. (Actual Hours of Operation)**
AC 48	**N** (5:30 a.m. – 7:13 p.m.)	**N** (7:30 a.m. – 7:12 p.m.)	**N** (7:30 a.m. – 7:12 p.m.)
AC 50	**Y** (4:50 a.m. – 12:13 a.m.)	**Y** (6:00 a.m. – 12:15 a.m.)	**Y** (6:00 a.m. – 12:15 a.m.)
AC 53	**Y** (5:00 a.m. – 12:22 a.m.)	**Y** (5:00 a.m. – 12:22 a.m.)	**Y** (5:00 a.m. – 12:22 a.m.)
AC 54	**N** (6:03 a.m. – 9:23pm)	**N** (7:40 a.m. – 7:35pm)	**N** (7:40 a.m. – 7:35pm)
AC 56	**N** (4:55a.m. – 9:09 p.m.)	**N** (7:10 a.m. – 7:10 p.m.)	**N** (7:10 a.m. – 7:10 p.m.)
AC 57	**Y** (5:30 a.m. – 12:11 a.m.)	**Y** (5:15 a.m. – 12:11 a.m.)	**Y** (5:15 a.m. – 12:11 a.m.)
AC 62	**Y** (5:20a.m. – 12:15a.m.)	**Y** (5:30 a.m. – 12:15 a.m.)	**Y** (5:30 a.m. – 12:15 a.m.)
AC 82	**Y** (4:34 a.m. – 12:06 a.m.)	**Y** (4:40 a.m. – 12:06 a.m.)	**Y** (4:40 a.m. – 12:06 a.m.)
AC 82L	**N** (6:00 a.m. – 7:05 p.m.)	**N** (7:38 a.m. – 6:00 p.m.)	**N** (7:38 a.m. – 6:00 p.m.)
AC 98	**N** (5:43 a.m. – 8:26 p.m.)	No Service	No Service

TABLE 4-8 **LIFELINE ROUTES HOURS OF OPERATION OBJECTIVES** (CONTINUED)

	Lifeline Hours of Operation Objectives		
Lifeline Route	**Weekday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Saturday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Sunday 7:30 a.m. – 12 a.m. (Actual Hours of Operation)**
AC NL	**Y** (5:00 a.m. – 11:58 p.m.)	**Y** (5:30 a.m. – 12:05 a.m.)	**Y** (5:30 a.m. – 12:05 a.m.)
BART Richmond-Fremont	**Y** (4:02 a.m. – 1:27 a.m.)	**Y** (5:52 a.m. – 1:27 a.m.)	**N** (7:52 a.m. – 1:27a.m.)
BART Dublin/ Pleasanton-Millbrae/SFO	**Y** (4:01 a.m. – 1:26 a.m.)	**Y** (6:00 a.m. – 1:26 a.m.)	**N** (8:00 a.m. – 1:26 a.m.)
BART Fremont-Daly City	**N** (5:06 a.m. – 8:01 p.m.)	**N** (8:48 a.m. – 8:06 p.m.)	**N** No Direct Service (Service is provided by Dublin/Pleasanton-Millbrae/SFO)

Y = Meets Lifeline Objective
N = Does not meet Lifeline Objective
Source: MTC 2007.

summarizes the hours of service on Central and East Oakland's non-Lifeline routes.

i. AC Transit

As of fall 2006, only six of the 19 AC Transit routes in Central and East Oakland's Lifeline Network (40/40L, 50, 53, 57, 62, and NL) met all of MTC's hours of operation objectives. Route 43 was very close to meeting hour-of-operation objectives, falling just 12 minutes short of the midnight objective on weekdays and 35 minutes short of the midnight objective on weekends.

TABLE 4-9 **NON-LIFELINE ROUTES HOURS OF OPERATION OBJECTIVES**

	Lifeline Hours of Operation Objectives		
Non-Lifeline Route	**Weekday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Saturday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Sunday 7:30 a.m. – 12 a.m. (Actual Hours of Operation)**
AC 19	**N** (6:15 a.m. – 9:15 p.m.)	**N** (6:15 a.m. – 9:15 p.m.)	**N** (6:15 a.m. – 9:15 p.m.)
AC 63	**Y** (6:00 a.m. – 12:25 a.m.)	**Y** (5:44 a.m. – 12:25 a.m.)	**Y** (5:44 a.m. – 12:25 a.m.)
Shopping Shuttle			
AC 356	**N** (10:00 a.m. – 12:30 p.m.)	**N** no service	**N** no service
All-Nighter Service			
AC 801	**N** (12:35 a.m. – 4:35 a.m.)	**N** (12:26 a.m. – 7:35 a.m.)	**N** (12:26 a.m. – 7:35 a.m.)
AC 805	**N** (12:35 a.m. – 5:35 a.m.)	**N** (12:35 a.m. – 5:35 a.m.)	**N** (12:35 a.m. – 5:35 a.m.)
AC 840	**N** (12:35 a.m. – 5:35 a.m.)	**N** (12:35 a.m. – 5:35 a.m.)	**N** (12:35 a.m. – 5:35 a.m.)
Commute Services			
AC NX	**N** (5:57 a.m. – 8:30 a.m.)	**N** no service	**N** no service
AC NX1	**N** (4:15 p.m. – 6:15 p.m.)	**N** no service	**N** no service

	Lifeline Hours of Operation Objectives		
Non-Lifeline Route	**Weekday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Saturday 6 a.m. – 12 a.m. (Actual Hours of Operation)**	**Sunday 7:30 a.m. – 12 a.m. (Actual Hours of Operation)**
AC NX2	**N**	**N**	**N**
	(4:05 p.m. – 9:00 p.m.)	no service	no service
AC NX3	**N**	**N**	**N**
	(6:00 a.m. – 9:00 p.m.)	no service	no service
AC OX	**N**	**N**	**N**
	(5:30 a.m. – 8:15 a.m.; 4:10 p.m. – 8:00 p.m.)	no service	no service

Y = Meets Lifeline Objective
N = Does not meet Lifeline Objective
Source: MTC 2007.

On weekdays the Lifeline routes that failed to meet their objectives did so because they do not operate late enough in the evening. Service on man routes (11, 13, 14, 15, 46, 47, 48, 54, 56, 82/82L, 98) ends at between 7:00 p.m. and 10:00 p.m. on weekdays.

On Saturdays, three Central and East Oakland Lifeline routes (46, 47, 98) do not offer service at all. Many Lifeline routes (11, 13, 14, 15, 45, 48, 54, 56, 82/82L) start too late and end too early to meet Saturday objectives. Route 13 which does not begin service until 10:00 a.m. on Saturdays, starts particularly late on Saturday compared to the other routes.

There are also three Lifeline routes without service on Sundays (46, 47, 98). Several Lifeline routes start early enough to meet Sunday objectives but do not operate late enough in the evening (11, 14, 15, 45, 48, 54, 56, 82/82L).

Route 13, which begins service at 10:00 AM on Sundays, does not meet Lifeline start or end time objectives for that day.

ii. BART

The Richmond-Fremont and Dublin/Pleasanton-Millbrae/SFO BART lines begin operation 20 to 30 minutes later than the Lifeline objective on Sundays, but otherwise exceed MTC objectives. The Fremont-Daly City line fails to meet service objectives due to the lack of direct nighttime and Sunday service.

2. Transit Gaps Identified in Local Plans

The consultant team identified existing transit gaps in the Central and East Oakland project area by reviewing the following studies:

- Fruitvale Alive! Community Transportation Plan
- Coliseum/Oakland Airport BART Station: Access Plan
- Fruitvale BART Station: Access Plan
- International/Telegraph Corridor Rapid Bus Study – Phase II
- AC Transit 2002 On-Board Passenger Survey: Results by Planning Area

a. Fruitvale Alive! Community Transportation Plan

This plan, published in 2005 and funded through a California Department of Transportation Environmental Justice Grant, presents study findings and recommendations for pedestrians, bicycle, traffic, transit and parking improvements in the Dimond and Fruitvale Districts in the City of Oakland.

The primary recommended transit improvement in this plan is to improve bus service along Fruitvale by consolidating unnecessary bus stops and installing bus shelters.

b. Coliseum/Oakland Airport BART Station: Access Plan

This 2002 planning document describes ways to improve bicycle, pedestrian and transit access to the Coliseum/Oakland Airport BART Station. These improvements would be part of a transit village planned for the station area.

Relevant transit recommendations within this document include:

- Expansion of local feeder service to the station, especially for the isolated neighborhoods southwest of the station (e.g., Brookfield, Columbian, El

Sobrante). Feeder service provided by 15/25 seater shuttles may help to complement existing AC Transit service.

- Providing new bus stops and shelters on San Leandro Street in front of station. Stops should be wheelchair accessible and include passenger information such as bus schedules. (This project is nearing completion and is due to be completed in 2008)
- Expansion of AC Transit night, owl and weekend service.
- Addition of a BRT station at International Boulevard between 66th Avenue and Hegenberger Road if International Boulevard Bus Rapid Transit (BRT) project is implemented.
- Provision of real-time arrival information for buses, shuttles and BART.

c. Fruitvale BART Station: Access Plan

This 2002 planning document makes suggestions for improving bicycle, pedestrian and transit access to the Fruitvale BART Station. The plan acknowledges that the Fruitvale BART Transit Village project (which has since been constructed) would improve access to the Fruitvale BART station, but highlights other access-related issues beyond the Transit Village project.
Recommendations to enhance transit services and amenities include:

- AC Transit and the Unity Council should explore the exact placement of BRT stops near the Transit Village in order to enhance intermodal connectivity, provided that the International Boulevard BRT project is implemented.
- Enhancement of transit feeder service generally and exploration of the feasibility of a special shuttle service along Fruitvale Avenue connecting to the BART station.
- Provision of real-time arrival information for buses, shuttles and BART.

d. International/Telegraph Corridor Rapid Bus Study – Phase II

As part of its East Bay Bus Rapid Transit (BRT) project, AC Transit is planning the staged implementation of rapid bus service on an 18-mile corridor between UC Berkeley and the Bay Fair BART station. The proposed route,

which travels along Telegraph Avenue, International Boulevard and East 14th Street, will bring BRT service to the Central and East Oakland project area. At each phase of the project's implementation, the service is evaluated in order to determine how well it is performing. The Phase I evaluation analyzed service on the corridor before any changes were implemented. This Phase II evaluation reviews how the service is performing after the first round of changes.

The first round of changes to the corridor included terminating AC Transit 82L service at Bayfair BART (rather than Hayward BART) and extending the regular Route 82 to serve the Hayward BART Station all day, increasing frequencies from every 12 to 15 minutes to every 10 minutes, and decreasing the number of bus stops by over half to a total of 24.

The Phase II evaluation revealed the following transit gaps relevant to this CBTP study:

- Bus stop consolidation in June 2005 created confusion among riders on the International Boulevard Corridor because there was not a strong marketing campaign to introduce the changes. There was also a lack of information about which stops had been consolidated. This may be remedied with the introduction of full rapid bus service, when a full scale, multi-lingual marketing campaign and a clear bus brand will be included with the changes.
- Route 82 westbound had significant difficulty completing its run in the scheduled time and in adhering to its published schedule generally.
- A high percentage of 82 and 82L riders use cash fare (53 percent and 47 percent, respectively), suggesting that they cannot afford the up-front costs of monthly passes.

The report also revealed the following information about the travel behavior of Route 82 and 82L riders:

- A large majority of riders on the 82 and 82L walked to the bus stop (63 percent of 82L and 64 percent of 82 passengers), but these percentages are

slightly lower than the percentage of riders who walk to the bus stop system-wide (77 percent).

- Passengers on Route 82 and 82L are more likely to access the bus via a transfer from another bus (26 percent and 22 percent, respectively) than passengers on the AC Transit system as a whole (16 percent).
- 82 and 82L passengers often use BART stations as transfer points to other buses, but do not necessarily transfer to BART service.

e. AC Transit 2002 On-Board Passenger Survey: Results by Planning Area

In this report, the results of AC Transit's 2002 On-Board Passenger Survey are presented by eight planning areas. Although AC Transit's planning area boundaries are not identical to the CBTP boundaries, the East Oakland planning area overlaps most of the Central and East Oakland CBTP project area, and therefore offers insight into the needs and travel behavior of AC Transit riders in this area.

The following are the key findings related to transit gaps in the East Oakland planning area:

- Of all AC Transit riders, those who ride local routes in East Oakland are least likely to be able to complete their trip without a transfer. Just 36 percent of riders in East Oakland can complete their trip with one bus (compared to 45 percent systemwide). 19 percent of East Oakland riders require three or more buses to complete their trip (compared to 13 percent systemwide).
- Riders on local routes in East Oakland gave low ratings to "safety at bus stops." Nineteen percent rated safety at bus stops as "poor" and 32 percent rated it as "fair" (compared to systemwide figures of 11 percent and 25 percent, respectively).

The report also revealed the following information about the travel behavior of AC Transit riders in East Oakland:

- A relatively high proportion of passengers on local routes in East Oakland were youth using the bus for school-related trips (37 percent compared to 32 percent systemwide). A relatively low proportion of passengers used the bus for work-related trips (33 percent compared to 38 percent systemwide).
- A relatively high proportion of passengers on local routes in East Oakland used monthly discount passes to pay for their fare (41 percent compared to 35 percent systemwide).
- A slightly higher proportion of passengers on local routes in East Oakland received free passes or tickets from CalWorks (5 percent compared to 4 percent systemwide) and free passes for children (8 percent compared to 4 percent systemwide).

C. Bicycle and Pedestrian Network Gaps

The project area contains many wide arterial streets carrying large volumes of motor vehicle traffic that pose a physical challenge to crossing pedestrians and bicyclists. As documented in the Oakland Pedestrian Master Plan, most pedestrian/vehicle collisions occur along arterial streets. Some street design elements associated with high volume arterial streets, such as multiple turn lanes and large corner radii, decrease pedestrian and bicycle safety. Many of the project area's high volume streets include multiple successive unsignalized intersections that create long roadway segments with limited crossing opportunity for pedestrians and bicyclists.

Two freeways – 580 and 880 – extend the length of the project area and act as physical barriers to east-west travel for pedestrians and bicyclists. The traffic coming on and off these freeways, transitioning to or from high freeway speeds, may also pose potential conflicts.

Parts of the project area, particularly new neighborhoods such as Sobrante Park or the industrial areas near Oakland Coliseum, have incomplete or in-

adequate sidewalks, lack crosswalks and have few destinations that are within easy walking distance.

Many Oakland streets lack streetscape elements that provide a pleasant experience for pedestrians,[5] including benches, bus shelters, trees and other street furniture. Crime activity in Central and East Oakland is high compared to the rest of Alameda County, as documented in City and State statistical reporting. For pedestrians and bicyclists, fear of crime – both real and perceived – may also constitute a barrier to using the City's streets for transportation.

1. Pedestrian and Bicycle Network Gaps Identified in Local Plans

The following section summarizes the findings from several local plans and project proposals that identify pedestrian and bicycle network gaps in the Central and East Oakland project area. The plans and project proposals reviewed include:

- Fruitvale Alive! Community Transportation Plan
- Oakland Bicycle Master Plan
- City of Oakland Pedestrian Master Plan
- Coliseum/Oakland Airport BART Station Access Plan
- 23rd Avenue Community Action Plan
- Coliseum BART to Bay Trail Connector

Generally, the plans and project proposals identify needed improvements in transit, pedestrian facilities, bicycle facilities and streetscapes. This section summarizes the projects that are listed in multiple plans, and that are particularly important for improving mobility in Central and East Oakland.

a. Fruitvale Alive! Community Transportation Plan

This plan presents recommendations for pedestrians, bicycle, traffic, transit and parking improvements in the Dimond and Fruitvale Districts in the City of Oakland. Relevant pedestrian and bicycle projects include:

[5] Oakland Pedestrian Master Plan, 2002.

- Enhancing pedestrian crosswalks along Fruitvale Avenue including visible markings, countdown timers and reflective signs. (Short-term)
- Adding pedestrian bulbouts. (Short-term)
- Improving signal coordination along Fruitvale Avenue. (Mid- to long-term)
- Implementing traffic enforcement along Fruitvale and Coolidge Avenues. (Short- to long-term)
- Turning Fruitvale Avenue into a Class III bicycle route with Sharrows[6] where bicycle lanes are not possible due to space constraints.
- Although the Oakland Bike Plan calls for a Class III route with Sharrows along Coolidge Avenue, this report does not recommend that this be a bike route as Sharrows would not provide enough protection to bicyclists and a bike lane would require removing necessary neighborhood parking.

b. Oakland Bicycle Master Plan

The Bicycle Master Plan, adopted in December 2007 as part of the Land Use and Transportation Element of the Oakland General Plan, provides a policy framework and action program for improving bicycle access throughout the city.

Priority projects recommended in the 2007 Oakland Bicycle Master Plan are presented in Table 4-10. These priority projects in clued signing and striping projects, lane conversion projects, and bicycle path projects in the Central and East Oakland Community-Based Transportation Plan Project Area.

[6] The Sharrow, or Shared-Use Pavement Arrow, is and on-pavement stencil intended to communicate to motorists and bicyclists that a designated street is a preferred bicycle route. The symbol is intended to communicate to bicyclists to ride clear of the "door zone" of parked vehicles where on-street parking is present, and to communicate to motorists that bicyclists may be present and operating in the travel lane.

TABLE 4-10 **BICYCLE PLAN PRIORITY PROJECTS**

Project	From	To	Class
104th/105th/106th Aves	Stanley Avenue	Edes Avenue	2, 3
East 12th Street	Fruitvale Avenue	40th Avenue	3
East 7th Street	Kennedy Street	Fruitvale Avenue	2,3
Foothill Boulevard	23rd Avenue	Fremont Way	3
Fruitvale Avenue	MacArthur Boulevard	Foothill Boulevard	3
MacArthur Boulevard	35th Avenue	High Street	3
San Leandro Street	66th Avenue	85th Avenue	2
12th Street	Lakeside Drive	Foothill Boulevard	2
14th Street	Brush Street	Lakeside Drive	2,3
East 12th Street	1st Avenue	Fruitvale Avenue	2
Fruitvale Avenue	Foothill Boulevard	East 12th Street	2
Lakeshore Avenue	MacArthur Boulevard	East 12th Street	2
MacArthur Boulevard	Park Boulevard	Lincoln Avenue	2
Coliseum BART to Bay Trail Connector	San Leandro Street	Oakport Road	1
East Bay Greenway	Fruitvale Avenue	San Leandro Border	1

Source: City of Oakland, Bicycle Master Plan Update 2007.

Priority projects help to achieve the following goals:

- Provide connections to neighborhoods without existing bikeways.
- Eliminate gaps in existing bikeways.
- Provide bike lanes on arterials with high accident rates.
- Overcome barriers to bike circulation.
- Provide access to BART and other transit.

c. City of Oakland Pedestrian Master Plan

The Pedestrian Master Plan was adopted in 2002 to ensure that Oakland is a safe, convenient and attractive place to walk. It establishes a pedestrian route network that emphasizes safe routes to school and connections to transit, and identifies priority street segments along these routes for targeted improvements over the next 20 years. The Plan includes as extensive list of priority projects to improve safety, access and streetscaping for pedestrians in Oakland.

d. Coliseum/Oakland Airport BART Station Access Plan

This 2002 planning document describes ways to improve bicycle, pedestrian and transit access to the Coliseum/Oakland Airport BART Station.

Relevant pedestrian and bicycle project recommendations include:

- Creation of a network of safe walking routes to the station and improve public safety at the station. Specifically, improve pedestrian facilities on the following streets:
  - 69th Avenue from San Leandro to International
  - San Leandro Street from Seminary to 85th
  - 75th Avenue from San Leandro to Hamilton
  - Hegenberger Road from Hawley to International
- Implementation of the City of Oakland's bike network and additional local bike routes along:
  - San Leandro Street
  - 66th Avenue
  - 69th Avenue

- Hegenberger Road
- Snell Street
- 75th Avenue
- Edes Avenue
- 85th Avenue
- BART to Bay Trail

e. 23rd Avenue Community Action Plan

This action plan, completed in 2005, includes design and policy recommendations for transforming 23rd Avenue's historic commercial core and surrounding neighborhood into a vibrant, active and safe neighborhood center.

Relevant project recommendations include:

- Creation of a safe, artistic and distinctive streetscape on 23rd Avenue.
- Elimination of key pedestrian hazards around Garfield Elementary School.
- Calming traffic and improving pedestrian safety where Foothill Boulevard approaches 23rd Avenue.
- Improving the pedestrian environment on International Boulevard.

f. Coliseum BART to Bay Trail Connector

A feasibility study for this project was completed in 2004. When funded and implemented, the project will create a pedestrian and bicycle connection between the Oakland Coliseum, the 66th Avenue BART station, and the Martin Luther King, Jr. Regional Shoreline.

5 COMMUNITY OUTREACH

This chapter describes the approach for gathering community input and summarizes the community-identified transportation gaps and needs for the Central and East Oakland Community-Based Transportation Plan (CBTP) to address.

A. Community Outreach Approach

This CBTP was able to successfully bring together a wide variety of stakeholders to participate in the collaborative planning process to identify transportation needs and solutions for Central and East Oakland. The outreach strategy was presented to the staff of Council Districts Two, Four, Five and Seven, and to the Council members of Districts Three and Six. They reviewed and approved this strategy, as well as recommended additional community-based organizations to contact, and locations for intercept surveys. Intercept locations were selected to reach potential survey respondents who live in Central and East Oakland, rather than people who commute to Central and East Oakland.

After completion and analysis of the intercept surveys, the CBTP project team held a series of public workshops in order to present and prioritize potential transportation solutions within the community. These workshops were held throughout the project area and allowed participants to vote on possible solutions and provide additional solution ideas.

Goals and objectives were developed by the project team in response to Metropolitan Transportation Commission (MTC) guidance on CBTP preparation, Technical Advisory Committee input, and in consultation with Oakland City Council to guide the Central and East Oakland CBTP community outreach process. They include:

Goal 1: Identify broadly shared transportation needs across the target demographic groups including low-income households, seniors, youth, disabled persons, and linguistically-isolated populations.

Objective 1.1: Identify additional transit service needs
Objective 1.2: Identify bicycle circulation and safety needs
Objective 1.3: Identify pedestrian circulation and safety needs
Objective 1.4: Identify disabled access and ADA compliance needs
Objective 1.5: Identify needs for public information on transportation services
Objective 1.6: Identify transit accessibility needs (disabled, pedestrian, bicycle)
Objective 1.7: Identify auto circulation needs
Objective 1.8: Identify other program or service solutions for solving identified transportation needs

Goal 2: Identify transportation solutions directly supported by the target demographic community members

Objective 2.1: Identify transportation solutions addressing senior-identified transportation gaps
Objective 2.2: Identify transportation solutions addressing youth-identified transportation gaps
Objective 2.3: Identify transportation solutions addressing disabled-identified transportation gaps
Objective 2.4 Identify transportation solutions addressing other low-income-identified population transportation gaps

Goal 3: Build capacity among community-based organizations in the project area, including greater knowledge of transportation planning and improved skills used to affect transportation improvements

Objective 3.1: Provide community-based organizations with an introduction to community-based transportation planning
Objective 3.2: Contract with community-based organizations to convene focus groups
Objective 3.3: Contract with community-based organizations to conduct survey-based community outreach

Objective 3.4 Provide community-based organizations with information on the transportation planning and funding process

Goal 4: Directly engage neighborhood youth in the outreach data gathering and analysis

Objective 4.1: Contract with youth training and leadership development organizations to conduct survey data gathering and data analysis

Objective 4.2: Encourage youth participation in transportation planning and local government processes

Goal 5: Document which outreach strategies were most effective and contribute the best to a model neighborhood transportation planning process.

Objective 5.1: Track the number of survey, focus group and informal interview participants throughout the outreach process

Objective 5.2: Identify outreach methodologies that produce clear documentation of transportation gaps and solutions

B. Outreach Process

The outreach process in Central and East Oakland was a collaborative effort, coordinated by Design, Community and Environment (DC&E) and carried out by several community-based organizations.

CBTPs are limited-budget projects that do not provide for scientific survey research. Rather, the outreach team directly targets locations and outreach strategies to reach representative low-income, senior and youth residents of the project area. The results obtained through this outreach effort represent a targeted, non-random sample of low-income, senior and youth residents. This is not a scientific survey with a random sample and thus the results may

not represent all the needs and preferred transportation improvements strategies of the Central and East Oakland community as a whole, but rather a representative cross-section of the community most likely to use transit service in the project area.

A four-page survey instrument was distributed throughout the plan area to solicit input on transportation needs and potential solutions for the targeted Central and East Oakland community (see the survey in Appendix C). The project team developed the survey in English and translated the survey into Spanish, Cantonese and Vietnamese. The survey asked the targeted respondents general questions about how they get around and asked them to identify their top transportation needs for several modes of transportation, including bus, train, walking, bicycling, paratransit and shuttle bus, and to select their top transportation solutions.

Survey administration, coordinated by DC&E, was carried out by five community-based organizations representing a cross-section of the community: Urban Habitat, Allen Temple, the Unity Council, East Bay Asian Youth Center (EBAYC) and Mujeres Unidas. These community-based organizations distributed surveys among their members and performed intercept-surveys throughout the project area. A total of 1,462 surveys were collected between March and July 2007.

1. Survey Analysis Methodology

The surveys were analyzed as a whole, since, as described below, the survey respondents effectively represent the CBTP's target demographics. Data for age, income, mode of travel and zip code come directly from the surveys completed in 2007. However, the surveys are also analyzed by categories of survey respondents, including:

- Age (survey respondents under 18 and survey respondents over 62)

- Income (survey respondents with household incomes under the poverty threshold for a family of four as defined by MTC[1])
- Mode of travel (survey respondents who used AC Transit, BART, walking, bicycling and/or paratransit)
- Zip code (survey respondents who live in zip codes 94601, 94606, 94603 or 94621, which respectively correspond to the following neighborhoods, Fruitvale, San Antonio, Sobrante Park/Elmhurst and Brookfeld Village/Elmhurst).

If differences were observed between overall summary of surveys and the above categories, these differences are noted in the analysis presented below.

Portions of the survey allow respondents to fill in comments about specific locations, specific bus lines or hours, and specific BART lines and hours where they have transportation concerns. Fill-in responses provided varying degrees of specificity. For example, a question about which stops need bus shelters received responses varying from "all" to "Fruitvale" to "Line 1R" to "International Boulevard and 82nd Avenue." This analysis attempts to summarize the general and the specific data by listing all such locations. If International Boulevard was mentioned frequently, this location appears near the top of the list. If specific intersections of International Boulevard were mentioned, these appear in parentheses after International Boulevard. This analysis summarizes only the fill-in responses related to the issues and solutions that were most popular.

During the outreach process, AC Transit implemented major service changes, including the creation of new Lines 1/1R and 18, and the discontinuation of Lines 82/82L and 43. Appendix A further describes these changes. There-

[1] MTC defines low-income households as those that make 200 percent or less of the national poverty threshold. For a family of four, 200 percent of the national poverty threshold is a yearly income of $35,522. The CBTP survey used the threshold of $35,000 in order to match the income brackets in the US Census.

fore, it is possible that responses may include both Lines 1R and Line 82L. Each time any of the bus lines was mentioned, it was noted.

2. Demographics of Survey Respondents

The 1,462 survey respondents represent the project area's key demographic groups and neighborhoods, as discussed below.

a. Age

According to 2000 Census data, Central and East Oakland has a large proportion of youths. A total of 31 percent of the Central and East Oakland population are under the age of 18. CBTP survey respondents include a representative sample of youth, with 29 percent of survey respondents under the age of 18. The survey respondents also include a representative sample of seniors. 12 percent of respondents are over the age of 62, similar to the project area's percentage of seniors per total population (10 percent over the age of 65), per the census.

b. Income

The Central and East Oakland community has a large portion of persons living in low-income households. According to the 2000 Census, 50 percent of the population had a household income under the poverty threshold as defined by MTC, which was $35,500 for a family of four in 2000. In 2007, a total of 58 percent of respondents were part of households that earned less than $25,000 a year.

c. People with Physical Disability

A little over 8 percent of survey respondents said they had some form of disability that made it difficult to get around, while 23 percent of Central and East Oakland residents indicated that they had some type of disability in the 2000 Census.

d. Geographic Distribution

The Central and East Oakland project area extends from Lake Merritt to the Oakland-San Leandro border and from Interstate 580 to the San Francisco

Bay waterfront. The area includes many neighborhoods and several different zip codes. The survey respondents are geographically distributed throughout these areas. Table 5-1 presents the geographic distribution of survey respondents by zip code and neighborhood and Figure 5-1 presents the project area zip codes.

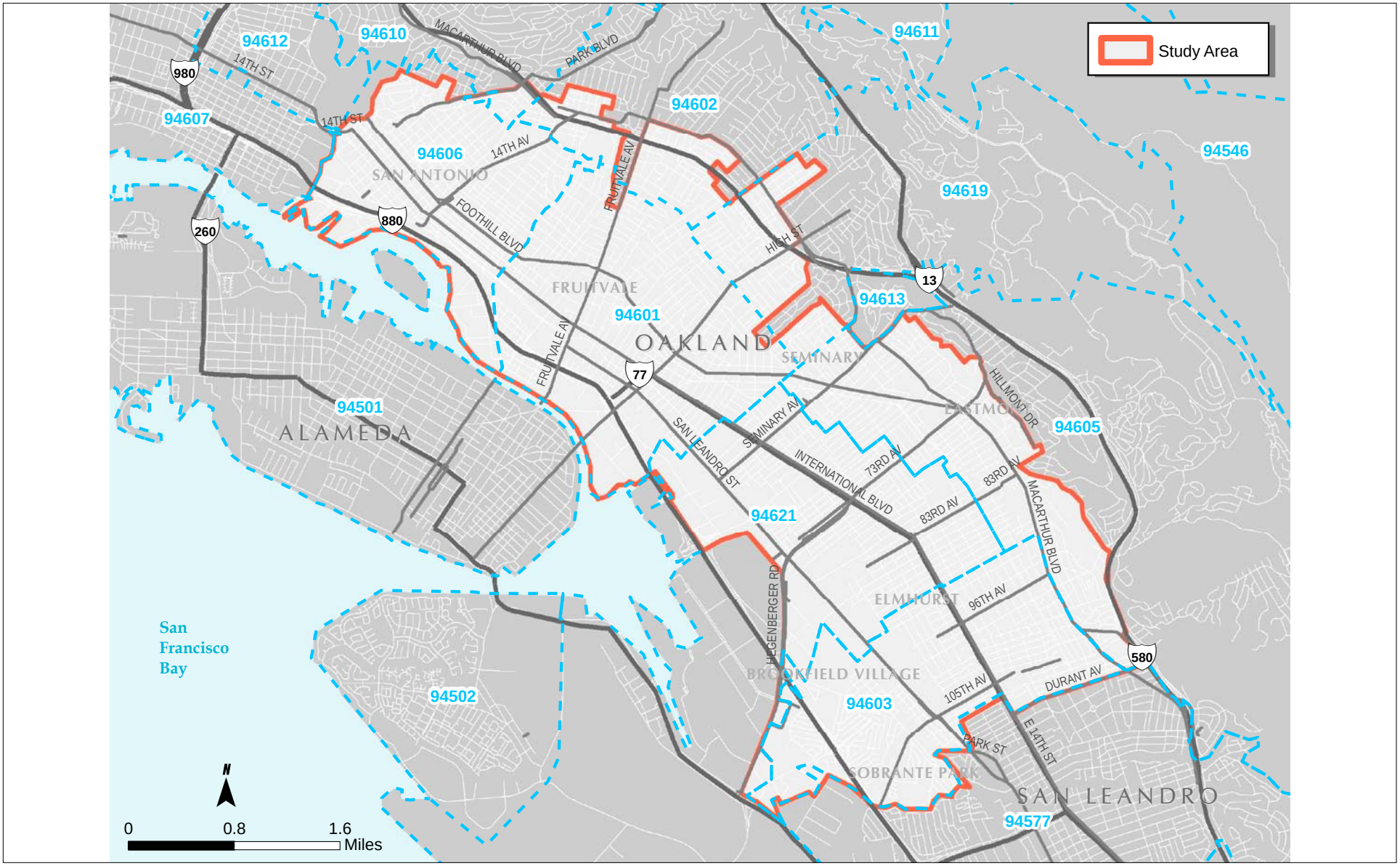
e. Languages

As described in Chapter 3 of this CBTP, a large percent of households in the project area are linguistically isolated. A total of 55 percent of these linguistically-isolated households use Spanish as a primary language. Another 41 percent use Asian or Pacific Island languages, such as Mandarin, Cantonese, Vietnamese, Korean and Tagalog, as their primary language. The CBTP survey attempted to capture these persons by distributing surveys in languages other than English. A total of 330 surveys received (23 percent of the total number of surveys received) were in Spanish and another 53 were in Vietnamese and Chinese (3 percent of the total number of surveys received).

f. Mode of Travel

The CBTP survey asked people to describe the most common modes of transportation they use to get around. Table 5-2 summarizes this information. It is important to note that the survey intercept locations were selected to get responses from people who live in the neighborhood rather than people who commute to the area. Results show that AC Transit, walking and BART are the most common modes of transportation for survey respondents.

Respondents under the age of 18 are much more likely to get around by carpooling, but also take AC Transit and walk to get to their destinations. A higher percentage of respondents over the age of 62 use AC Transit to get around.



Source: US Census, 2000.

FIGURE 5-1

STUDY AREA ZIP CODES

TABLE 5-1 **GEOGRAPHIC DISTRIBUTION OF SURVEY RESPONDENTS**

Neighborhood	Zip Code	Percent of Respondents	Number of Respondents
Fruitvale	94601	28.9%	352
San Antonio	94606	22.0%	268
Sobrante Park / Elmhurst	94603	14.5%	177
Brookfield Village / Elmhurst	94621	8.0%	98
Eastmont	94605	3.6%	44
Dimond District	94602	3.1%	38
Downtown (adjacent to project area)	94612	3.0%	36
Chinatown (adjacent to project area)	94607	2.8%	34
Adam's Point (adjacent to project area)	94610	2.0%	24
Other Neighborhoods[a]	Other	12.1%	147
Total		**100%**	**1,462**

[a] The "Other Neighborhoods" category includes survey respondents that did not enter a zip code on their survey form and survey respondents who entered a zip code from outside of the project area. The majority of neighborhoods entered from outside the project area are located in other parts of Oakland.

C. Outreach Results

This section describes the overall results of the outreach process and summarizes the top needs and potential solutions identified by the community. The section is broken into two subsections: overall results and results by neighborhood.

TABLE 5-2 **MODE OF TRAVEL**

Mode	Percentage of Total Responses	Number of Responses
AC Transit	22%	776
Walk	20%	699
BART	19%	674
Drive	17%	579
Carpool	13%	452
Bicycle	4%	147
Shuttle/Vanpool	2%	68
Paratransit	2%	65
Other	1%	26
Total Responses		**3,486**

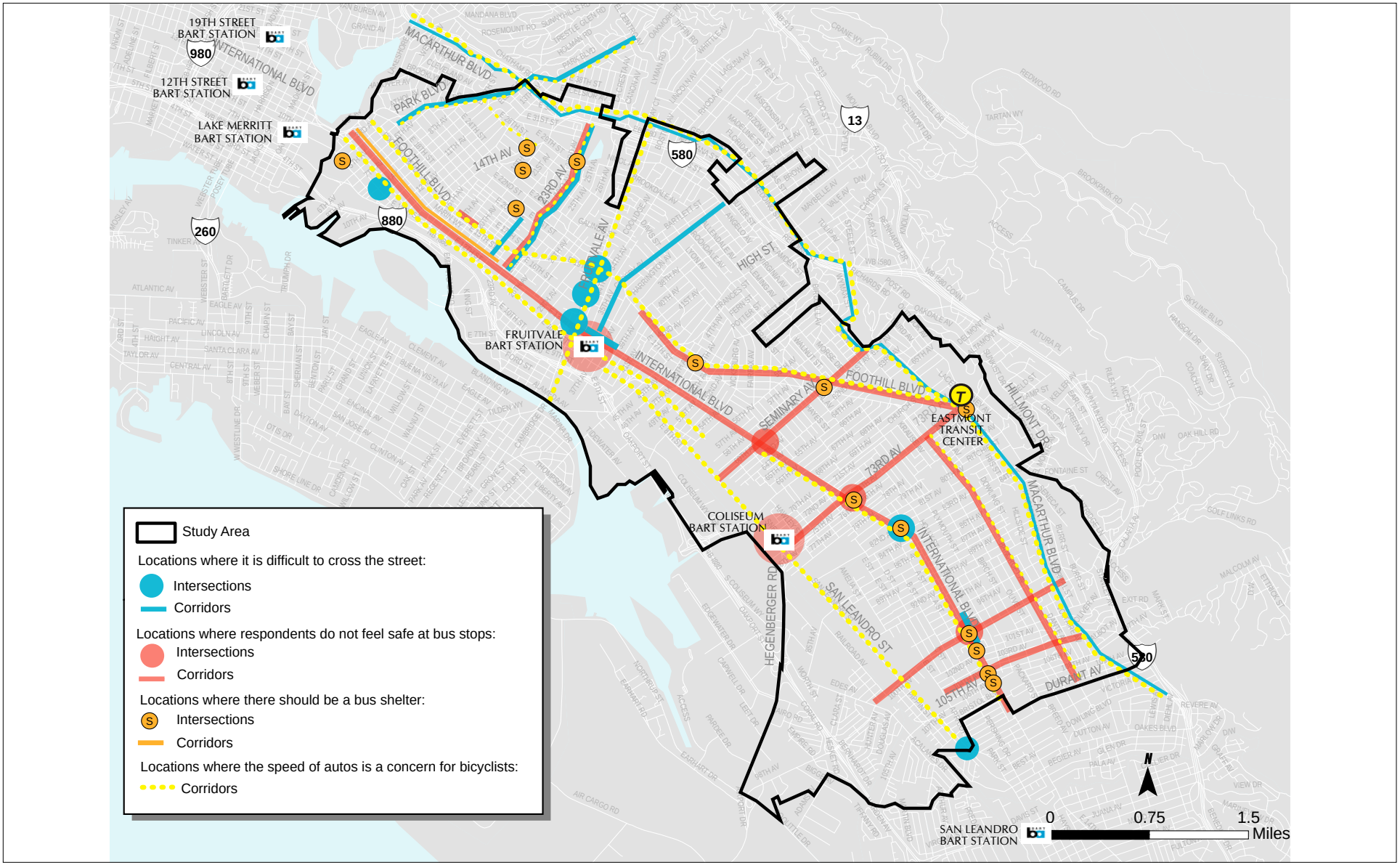
Note: Number of responses greater than number of surveys because respondents could choose more than one mode.

1. Overall Survey Results

The survey provided information that applies to the entire Central and East Oakland project area, and is shown in Figure 5-2. Information specific to certain neighborhoods is presented in the following section, Major Concerns by Neighborhood (zip code).

a. Top Needs

For each type of transportation category, the survey identified the most common and significant user needs.



Source: US Census, 2000.

FIGURE 5-2

OUTREACH RESULTS

i. AC Transit

Survey respondents are most concerned with the cost of the AC Transit fare. Comments indicated that part of the concern was due to transfers not lasting long enough to complete a trip or to run a quick errand and return on the same bus. People are also very concerned with safety while waiting for a bus and while on the bus. Respondents over the age of 62 were similarly concerned with fare, transfer window, and safety while waiting for a bus.

Table 5-3 shows the top issues of concern based on survey responses.

Respondents mentioned that they did not feel safe at bus stops along the following lines and at the following locations:

- Lines 82/82L and 1/1R: Along International Boulevard at Seminary, 73rd Avenue and 98th Avenue
- Lines 40/40L and 43: Along Foothill Boulevard between 16th to 19th Avenues and 38th to 73rd Avenues
- Lines 40 and 40L: Along Bancroft Avenue
- Line 62: Along 23rd Street
- Lines 50 and 57: Along 73rd Avenue
- Line 98: Along 98th Avenue
- Line 45: Along 104th Street
- Line 56: Along Seminary

Respondents were also concerned about their interactions with bus drivers. They felt the bus drivers often do not stop for passengers waiting at bus stops (accelerate or stop abruptly) and are rude to passengers. Many respondents felt that bus drivers were particularly not attentive to the elderly, women with children and people of Hispanic origin.

TABLE 5-3 **AC TRANSIT ISSUES OF CONCERN**

Issue	Percentage of Total Responses	Number of Responses
Cost of ticket	24%	844
Transfer	13%	466
Safety at bus stop	12%	415
Information	10%	360
Trip time	10%	349
Safety on bus from crime	9%	313
Frequency of service	8%	282
Experience at bus stop	8%	276
Experience on bus (driver courtesy, comfort, accessibility)	8%	271
Total Responses		**3,576**

Note: Number of responses greater than number of surveys because respondents could choose more than one mode.

Many respondents also mentioned that they would like more information at bus stops, particularly bus schedules and arrival times.

ii. BART

The cost of BART fare was the more important issue for survey respondents. Safety at BART stations and on BART trains were also important issues.

Table 5-4 shows the number and percentage of respondents who thought the listed issues related to BART were important.

There are two BART stations within the project area (Fruitvale and Coliseum) and two stations adjacent to the project area (Lake Merritt and San Leandro). Fruitvale was the BART station most frequently cited as not being safe. About half as many survey respondents mentioned not feeling safe at the Coliseum BART station. Very few respondents mentioned a concern with safety at the Lake Merritt and San Leandro BART stations.

Survey respondents also commented that BART did not run when they had to start work early in the morning or when they finished work late at night. Write in comments also suggested general concern about bus to BART transfer, system coordination, and cost of transfer. Respondents citied lack of coordination between AC Transit and BART schedules.

iii. Walking

Crossing the street and safety from crime were the issues of most concern for survey respondents related to pedestrians, as listed in Table 5-5.

Survey respondents cited the following locations as places where it was difficult to cross the street:

- International Boulevard at Fruitvale, 82nd Avenue, 96th to 98th Avenues and 34th to 39th Avenues
- Fruitvale at 16th Street, Farnham Street, International Boulevard and Foothill Boulevard
- Foothill Boulevard at Fruitvale Avenue
- San Leandro Street at Broadmoor Boulevard
- 12th Street at 9th Avenue
- 23rd Street
- 35th Avenue

TABLE 5-4 **BART ISSUES OF CONCERN**

Issue	Percentage of Total Responses	Number of Responses
Cost of ticket	29%	845
Safety at stations	12%	347
Information	11%	326
Safety on train	10%	279
Trip time	9%	259
Frequency of service	9%	254
Transfer	8%	218
Experience on train	7%	201
Experience at stations	5%	154
Total Responses		**2,883**

TABLE 5-5 **PEDESTRIAN ISSUES OF CONCERN**

Issue	Percentage of Total Responses	Number of Responses
Crossing the street	31%	774
Safety from crime	31%	760
Pavement quality	23%	563
Experience	16%	387
Total Responses		**2,484**

- 22nd Avenue
- Park Boulevard
- MacArthur Boulevard

Comments from survey respondents reveal respondents are particularly concerned with pedestrian safety in the vicinity of schools. They are concerned with the amount of traffic, including double-parked cars, and the speed of traffic near schools. Respondents also frequently mentioned their concern about cars blocking sidewalks or encroaching upon the crosswalk area.

iv. Bicycling

Survey respondents were most concerned with the speed of automobiles. They were also concerned with theft and vandalism and crossing the street, as shown in Table 5-6.

Survey respondents commented on the following locations where the speed of automobiles was a concern for bicyclists:

- International Boulevard between 60th and 107th Avenues
- Foothill Boulevard
- Fruitvale Avenue
- 12th Street
- MacArthur Boulevard
- San Leandro Street
- 23rd Street
- 28th Street
- Park Boulevard
- Bancroft Avenue

v. Paratransit

Hours, reliability of service and availability were the issues of most concern for paratransit riders, as shown in Table 5-7. However, the survey resulted in insufficient write-in comments regarding paratransit to summarize in this chapter.

TABLE 5-6 **BICYCLIST ISSUES OF CONCERN**

Issue	Percentage of Total Responses	Number of Responses
Speed of automobiles	29%	484
Theft and vandalism	25%	420
Crossing streets	25%	419
Pavement quality	22%	363
Total Responses		**1,686**

TABLE 5-7 **PARATRANSIT ISSUES OF CONCERN**

Issue	Percentage of Total Responses	Number of Responses
Hours of service	28%	428
Reliable service	27%	403
Availability	25%	373
Information	20%	304
Total Responses		**1,508**

vi. Vanpool and Shuttle

Hours, reliability and availability of service of vanpools and shuttles were the issues survey respondents were most concerned about, as shown in Table 5-8. The survey resulted in insufficient write-in comments regarding vanpools and shuttles to summarize in this chapter.

TABLE 5-8 **VANPOOL AND SHUTTLE ISSUES OF CONCERN**

Issue	Percentage of Total Responses	Number of Responses
Hours of service	30%	403
Reliable service	27%	367
Availability	26%	349
Information	18%	246
Total Responses		**1,365**

vii. Other Modes – Taxi Service

Survey respondents also commented on other modes of transportation. Many respondents mentioned the need for improved taxi service. People commented that taxi service is not reliable, since taxis do not always arrive at the requested hour. Respondents were also concerned about the refusal of service in certain neighborhoods and the unwillingness of certain drivers to accept taxi scrip distributed by the City of Oakland Paratransit for the Elderly and Disabled (OPED).

Each eligible program participant may purchase a quarterly amount of taxi scrip books at a discount. With prior approval, participants may purchase additional taxi scrip books for a higher fee to be used for medical appointments. Program participants may purchase taxi scrip books by mail or in person by appointment. Participants in the taxi scrip program arrange their own rides by calling one of the taxi companies under contract with the City.

b. Top Solutions

The solution that most survey respondents recommended in general was discounted fare for youth and seniors. This corresponds with cost being the issue most survey respondents were concerned about. Respondents under the age of 18 also considered a local transportation information center as one of their top five potential solutions. For respondents over the age of 62, a senior

bus shuttle was the second most popular transportation solution, though no specific locations or destinations were specified.

People who said they get around by AC Transit, BART and/or walking, were much more likely to consider that adding bus shelters was a top five solution. People who said they ride BART were more likely to include an information center as one of their top five solutions, which seems to correspond with information being one of the top issues for BART. Survey respondents that ride their bicycles to get around had bicycle solutions – more bike lanes and more bike racks or lockers – as their top solutions. Paratransit users identified discounted fares as the second-most popular solution and identified expanded hours and availability of service for persons with disabilities as the most popular solution.

Table 5-9 displays the solutions and number and percentage of responses. As shown in Table 5-9, the total number of responses to the solutions question is 6,255 responses from the 1,462 completed surveys.

Survey respondents mentioned the following bus lines and times when there should be more buses:

- 82 (after 6:00 p.m.)
- 62 (mid-day and after 6:00 p.m.)
- 43 (after 6:00 p.m.)
- 14 (after 6:00 p.m.)
- 40 (after 6:00 p.m.)
- 57 (after 6:00 p.m.)
- 50 (after 6:00 p.m.)
- 82L (after 6:00 p.m.)
- 40L (after 6:00 p.m.)

Survey respondents said that they found the following locations should have a bus shelter:

- International Boulevard (82nd Avenue, 100th Avenue, 2nd to 23rd Avenues, 73rd Avenue, 98th Avenue, 104th Avenue, 105th Avenue)

- 23rd Avenue and 29th Avenue
- Bancroft Avenue and Seminary Avenue
- 24th Street and 19th Avenue

TABLE 5-9 **TRANSPORTATION SOLUTIONS**

Solution	Percentage of Total Responses	Number of Responses
Discounted fares (for youth and seniors)	12.5%	783
Joint BART and AC ticket	9.8%	616
More buses evening and weekends	7.7%	484
Senior shuttle	7.7%	483
Customer training for bus drivers	7.7%	480
More services for people with disabilities	7.5%	469
Add bus shelters with lighting and schedules	7.4%	465
Local transportation information center	7.3%	454
Improved safety	5.9%	370
Information in other languages	5.9%	371
More bike lanes or priority streets	5.1%	317
Car-sharing service	4.9%	304
Better access to BART stations	3.7%	233
More bike lockers or racks	3.5%	216
Reduced bus travel time	3.4%	210
Total Responses		**6,255**

- Foothill Boulevard and 48th Avenue
- Macarthur Boulevard and 73rd Avenue
- 21st Avenue and 21st Street
- 14th Avenue and 27th Street
- 10th Street and 4th Avenue

c. Destinations

The survey showed that people found the following types of locations difficult to access, as seen in Table 5-10.

Employment location was the destination that most people found difficult to access. People generally access their jobs on a daily basis, therefore it is understandable to be concerned with the travel they do most often. Similarly, respondents under the age of 18 found that reaching school was the most difficult. Respondents over the age of 62, who may need to access medical care more often, cited medical offices as the destination they found most difficult to reach.

The following hospitals or clinics were described as hard to reach:

- Kaiser Oakland Medical Center (located at 280 West MacArthur Boulevard)
- Highland Hospital (located at 1411 East 31st Street)
- Alta Bates Summit Medial Center (located at 5700 Telegraph Avenue)
- Oakland's Children's Hospital (located at 747 52nd Street)

The following schools were listed as difficult places to reach:

- Oakland High School (located at 1023 MacArthur Boulevard)
- Roosevelt Middle School (located at 1926 19th Avenue)
- Skyline High School (located at 12250 Skyline Boulevard)

TABLE 5-10 **DESTINATIONS DIFFICULT TO REACH**

Destination	Percentage of Total Responses	Number of Responses
Job or jobs	24%	416
Medical/healthcare	23%	393
Grocery shopping	19%	329
School and daycare	17%	294
Parks and recreation	11%	186
Other	7%	123
Total Responses		**1,741**

The following parks were listed as difficult places to reach:

- Joaquin Miller Park (East Bay Regional Park District (EBRPD) facility located east of Highway 13, south of Park Boulevard)
- Lake Merritt (located adjacent to the northern side of the project area)
- Dimond Park (located just east of Interstate 580, between Park Boulevard and Fruitvale Avenue)
- Redwood Park (EBRPD facility located east of Highway 13, adjacent to Joaquin Miller)

2. Major Concerns by Neighborhood (Zip Code)

The following section compares needs and potential solutions by zip code. Refer to Figure 5-1 and Table 5-1 for a map and table of zip codes and neighborhood locations.

a. Top Issues

Table 5-11 compares how people get around in each zip code area. Data shows that in the Brookfield Village/Elmhurst neighborhood (94621) a greater portion of respondents take AC Transit or BART than in the other zip code areas. Respondents in the Fruitvale neighborhood (94601) are less likely to utilize BART. Respondents who live in the San Antonio and Fruitvale neighborhoods (94606 and 94601, respectively) are more likely to walk than those in the other zip code areas. Respondents from the Fruitvale neighborhood (94601) are more likely to carpool or drive than respondents in other zip codes.

Table 5-12 compares what destinations are difficult to reach for respondents living in different zip codes. Respondents who live in zip code 94621 are more likely to have a hard time reaching grocery shopping destinations and medical/healthcare destinations than respondents living in other zip codes.

Table 5-13 compares how respondents in different zip codes evaluate AC Transit issues. Respondents living in Fruitvale consider information about AC Transit to be a more important issue and experience on the bus to be less of an issue than respondents in other neighborhoods.

Table 5-14 compares how respondents in different zip codes evaluate issues regarding BART service. The two BART stations in Central and East Oakland are located in zip codes Fruitvale and Elmhurst. Residents in the San Antonio and Fruitvale neighborhoods were more likely to consider information to be a major issue. Residents in Fruitvale were more concerned with total trip time. For respondents living in Elmhurst and Brookfield Village, safety at the train station was the second most frequently selected issue of concern. In Brookfield Village/Elmhurst, safety on the train was also a top issue and residents in this zip code were more likely to be concerned with this issue than residents in other neighborhoods.

TABLE 5-11 **MODES OF TRAVEL BY ZIP CODE**

	San Antonio (94606)		Fruitvale (94601)		Sobrante Park/ Elmhurst (94603)		Brookfield Village/Elmhurst (94621)	
Issue	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses
AC Transit	191	24%	135	20%	81	20%	71	28%
BART	165	21%	90	14%	90	22%	55	21%
Walk	179	23%	149	23%	73	18%	44	17%
Bicycle	45	6%	27	4%	26	6%	4	2%
Shuttle/Vanpool	18	2%	11	2%	9	2%	6	2%
Paratransit	16	2%	3	0%	21	5%	6	2%
Drive	87	11%	113	17%	69	17%	37	14%
Carpool	83	11%	130	20%	32	8%	31	12%
Other	5	1%	4	1%	0	0%	3	1%
Total Responses	**789**		**662**		**401**		**257**	

TABLE 5-12 **DESTINATIONS BY ZIP CODE**

	San Antonio (94606)		Fruitvale (94601)		Sobrante Park/ Elmhurst (94603)		Brookfield Village/Elmhurst (94621)	
Issue	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses
Job or jobs	95	24%	69	23%	47	26%	27	20%
Grocery shopping	75	19%	56	18%	43	23%	35	26%
Parks and recreation	48	12%	39	13%	22	12%	12	9%
School and daycare	72	18%	54	18%	19	10%	16	12%
Medical/ healthcare	83	21%	67	22%	44	24%	35	26%
Other	25	6%	20	7%	9	5%	11	8%
Total Responses	**398**		**305**		**184**		**136**	

TABLE 5-13 **AC TRANSIT - MAJOR ISSUES BY ZIP CODE**

	San Antonio (94606)		Fruitvale (94601)		Sobrante Park/ Elmhurst (94603)		Brookfield Village/Elmhurst (94621)	
Issue	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Re-sponses	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses
Cost of ticket	190	24%	174	24%	74	22%	62	22%
Transfer	96	12%	99	14%	44	13%	29	10%
Information	74	9%	104	14%	26	8%	17	6%
Experience at bus stop	59	7%	57	8%	36	10%	28	10%
Safety at bus stop	88	11%	91	13%	41	12%	38	13%
Frequency of service	64	8%	47	6%	28	8%	22	8%
Trip time	75	9%	71	10%	24	7%	26	9%
Experience on bus	81	10%	23	3%	35	10%	34	12%
Safety on bus	63	8%	62	9%	36	10%	30	10%
Total Responses	**790**		**728**		**344**		**286**	

TABLE 5-14 **BART – MAJOR ISSUES BY ZIP CODE**

	San Antonio (94606)		Fruitvale (94601)		Sobrante Park/Elmhurst (94603)		Brookfield Village/ Elmhurst (94621)	
Issue	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses	Number of Responses	Percentage of Total Responses
Cost of ticket	199	31%	179	29%	71	26%	55	31%
Transfer	45	7%	38	6%	21	8%	16	9%
Information	74	12%	88	14%	24	9%	14	8%
Experience at train station	41	6%	20	3%	21	8%	7	4%
Safety at train station	70	11%	73	12%	42	15%	25	14%
Frequency of service	52	8%	49	8%	24	9%	11	6%
Trip time	44	7%	62	10%	15	6%	12	7%
Experience on train	49	8%	59	9%	24	9%	12	7%
Safety on train	62	10%	60	10%	29	11%	24	14%
Total Responses	**636**		**628**		**271**		**176**	

Table 5-15 compares how respondents living in different zip codes considered issues regarding walking. Residents in all neighborhoods were equally concerned with crime. In comparison with other respondents, those in zip codes Fruitvale and Brookfield Village were more concerned with the experience of walking and less concerned with crossing streets.

b. Top Solutions

Table 5-16 compares the preferred solutions of respondents living in different zip codes. Although there are slight differences in each of the neighborhoods, discounted fares and joint BART and AC ticket were within the top five solutions in each zip code. More buses evenings and weekends was only a top five solution within Fruitvale (it was the second most popular solution). Residents of Fruitvale and Brookfield Village/Elmhurst were more likely to select adding bus shelters to bus stops.

3. Community Workshop Prioritization Results

After analysis of the survey and the creation of draft solutions, the project team held a series of workshops to present the draft solutions based on survey results. Workshop participants were asked to prioritize the drafted solutions and to add solutions of their own. Results of the voting and writing of additional comments are shown in Appendix D. Details of each strategy are included in Chapter 6. Chapter 6's discussion of criteria for transportation strategies includes a Community Criteria section that is based on the results of the surveys and the community workshops. The outcomes of community workshops are only partially expressed through the tallies of votes and comments shown in Appendix D. Other aspects of the meeting, such as level of participants' enthusiasm while speaking about various strategies, was evaluated and integrated into the discussion below.

Generally, workshop participants' responses to the solutions were similar to those of the survey respondents. Workshop response is shown in Appendix D and can be summarized by the following:

TABLE 5-15 **WALKING – MAJOR ISSUES BY ZIP CODE**

	San Antonio (94606)		Fruitvale (94601)		Sobrante Park/ Elmhurst (94603)		Brookfield Village/ Elmhurst (94621)	
Issue	**Number of Responses**	**Percentage of Total Responses**	**Number of Responses**	**Percentage of Total Responses**	**Number of Responses**	**Percentage of Total Responses**	**Number of Responses**	**Percentage of Total Responses**
Crossing the street	174	33%	162	28%	162	28%	59	34%
Safety from crime	162	31%	180	31%	180	31%	53	31%
Pavement quality	122	23%	130	22%	130	22%	38	22%
Experience	72	14%	116	20%	116	20%	23	13%
Total Responses	**530**		**588**		**588**		**173**	

TABLE 5-16 **TOP SOLUTIONS BY ZIP CODE**

	San Antonio (94606)		Fruitvale (94601)		Sobrante Park/ Elmhurst (94603)		Brookfield Village/ Elmhurst (94621)	
Issue	**Number of Responses**	**Percentage of Total Responses**	**Number of Responses**	**Percentage of Total Responses**	**Number of Responses**	**Percentage of Total Responses**	**Number of Responses**	**Percentage of Total Responses**
More bike lanes or priority streets	71	4.9%	65	5.3%	31	4.3%	15	3.0%
More bike lockers or racks	53	3.6%	42	3.4%	26	3.6%	11	2.2%
More buses evening and weekends	93	6.4%	**118**	9.6%	38	5.3%	44	8.8%
Add bus shelters with lighting and schedules	85	5.8%	111	9.0%	51	7.1%	45	9.0%
Reduce bus travel time	54	3.7%	39	3.2%	26	3.6%	18	3.6%
Discounted fares for youth and seniors	**201**	13.8%	**156**	12.7%	**89**	12.4%	**54**	10.8%
Car-sharing service	75	5.2%	61	5.0%	30	4.2%	23	4.6%
Local transp. info. center	109	7.5%	96	7.8%	35	4.9%	27	5.4%
Senior shuttle	**130**	8.9%	68	5.5%	**68**	9.5%	**50**	10.0%
More services for people with disabilities	116	8.0%	85	6.9%	60	8.4%	**47**	9.4%
Improve safety	77	5.3%	80	6.5%	43	6.0%	29	5.8%
Customer training for bus drivers	117	8.0%	68	5.5%	66	9.2%	45	9.0%
Information in other languages	103	7.1%	75	6.1%	55	7.7%	18	3.6%
Joint BART and AC ticket	**134**	9.2%	**107**	8.7%	**71**	9.9%	57	11.4%
Better access to BART stations	38	2.6%	57	4.6%	28	3.9%	17	3.4%
Total Responses	**1,456**		**1,228**		**717**		**500**	

- Participants expressed the most concern about the cost of AC Transit and BART and were particularly concerned with the additional cost of transfers, the precision with which transfer windows are recognized and the short window in which they are valid.
- Participants were concerned about safety, both from traffic and from crime at bus and BART stations, as well as on board AC Transit buses. Subsequently, streetscape, lighting and shelter improvements were popular strategies to increasing perceptions of safety. Additionally, participants made suggestions about coordinating police coverage, empowering bus drivers to stop crime aboard buses and increasing police service including officers aboard buses.
- Participants were concerned with cutbacks in AC Transit service and with specific bus lines, including:
  - Route 14 should be more direct, go farther, be more frequent and have higher capacity buses.
  - Route 1 should have higher capacity and more frequent buses, especially at peak morning and afternoon hours, and should extend all the way to the West Oakland BART station.
  - Route 48 should be brought back into service.
- Participants were concerned about paratransit availability, and recommended increased service. In addition to continuing support for increasing the number of OPED vouchers, participants were concerned with the availability of AC Transit paratransit service. Increasing evening and weekend service on various AC Transit lines would increase the parallel paratransit coverage in these areas during these hours.
- Participants were less supportive of transit information strategies as compared to the survey respondents. Survey respondents totaled approximately 1,400 while workshop participants were fewer than 50 total persons.

4. Comments on Draft Plan

ACCMA received comments from nonprofit advocacy organizations on the Draft Plan. Urban Habitat and the Leadership Institute submitted written comment to the ACCMA Board requesting modification of the specific recommended strategies and to the prioritization of the strategies. The complete letter is included Appendix D. No other written comments were received on the Draft Plan.

6 STRATEGIES

A. Evaluation and Ranking

The overall ranking of transportation strategies for Central and East Oakland is based on an evaluation of the following four criteria:

- Community
- Transportation Benefits
- Financial
- Implementation

These categories are explained in more detail in Table 6-1. These evaluation criteria were developed based on similar approach used in other CBTPs and as approved by the Technical Advisory Committee for the Central and East Oakland CBTP.

Evaluation of each solution for addressing transportation gaps in Central and East Oakland has taken into account the potential funding sources available for implementation. In some cases, potential funding sources—such as Lifeline Transportation Program funding from the Metropolitan Transportation Commission (MTC)—are identified as part of the evaluation discussion. However, it is important to note that even where strategies are well-suited to particular funding sources, projects will be subject to competitive funding processes.

In addition, in the case of proposed changes in operations, such as transit frequency and span improvements, funding for service start-up will be more easily secured than long-term operating support. Therefore, even when promising sources of funding for the initial implementation exist, concerns related to long-term sustainability may constrain project feasibility.

Project ranking is an inherently subjective process that can only reflect the best knowledge at this time regarding project feasibility, potential benefits, and community support (as determined from outreach results).

TABLE 6-1 **Evaluation Criteria for Transportation Strategies**

Evaluation Category	Definition
Community	
Level of community support, serves greatest need, serves needs of diverse community	
High ranking	High community support and serves greatest need
Medium ranking	Moderate community support and serves greatest need
Low ranking	Low community support
Transportation Benefits	
Number of beneficiaries, number of problems solved, measurable solutions	
High ranking	Large number of residents benefit, solves multiple problems
Medium ranking	Moderate number of residents benefit, solves multiple problems
Low ranking	Small number of residents benefit, solves one problem
Financial	
Overall cost, cost per beneficiary, funding availability and sustainability	
High ranking	Low cost to implement (under $50,000), cost effective and financially feasible
Medium ranking	Medium cost to implement ($50,000-$150,000), moderately cost effective and feasible
Low ranking	High cost to implement ($150,000+), high cost per beneficiary
Implementation	
Implementation time-frame and staging	
High ranking	Short term (1-2 years), or capable of being implemented in stages
Medium ranking	Medium term (3-4 years)
Low ranking	Long term (5+ years), may require large upfront fixed costs

B. Summary of Project Ranking

The summary of the overall project ranking is presented in Table 6-2. This table presents the ranking of each project by each individual criteria and the overall ranking for each project. In addition, the right column presents a summary of the community-identified needs that support the development and prioritization of each project. This information is provided to demonstrate the connection between the outreach results and the proposed strategy.

C. Multi-Modal Strategies

1. Streetscape and Bus Stop Improvements along Transit Corridors and at BART Stations

During the public outreach process, respondents expressed several concerns related to the transit and pedestrian environment near bus stops and at transit corridors. Safety from crime at bus stops was identified as one of the top AC Transit issues of concern (selected by 28 percent of respondents). Safety from crime at BART stations was also a significant concern (selected as a BART issue of concern by 24 percent of respondents). Of the transportation solutions that respondents were given to prioritize, "adding bus shelters with benches, lighting and schedules" was selected as a top solution by nearly a third of the respondents. With regard to the pedestrian environment, respondents said that "crossing the street" was the issue that most needed improvement.

When respondents identified specific locations where it was difficult to cross the street, where they did not feel safe at bus stops, and where they wanted to have bus shelters installed, the specific places they identified were often concentrated along transit corridors, and the same transit corridors were listed repeatedly as problem areas for different safety concerns. For example, corridors where respondents were concerned about crime at bus stops often coincided with locations where they wanted shelters installed, and also coincided

TABLE 6-2 **OVERALL RANKING FOR STRATEGIES**

		Ranking				
Needs	**Strategy**	**C**	**T**	**F**	**I**	**Overall**
♦ Safety at bus stops ♦ Experience at bus stops ♦ Safety at BART	Streetscape and bus stop improvements ♦ Along transit corridors ♦ At BART stations ♦ Existing CEDA streetscape improvement projects	H	H	M-H	M-H	**H**
♦ Time of trip ♦ Frequency of service	Provide nighttime service on AC Transit Route 14	H	H	L	M	**M-H**
♦ Time of trip ♦ Frequency of service	Reinstate AC Transit Route 98 night and weekend service	H	M-H	L	M	**M**
Information availability	Transit information strategies ♦ Produce and distribute existing multilingual BART and AC Transit Information in the Fruitvale and San Antonio neighborhoods ♦ Create and distribute an Oakland Transit Brochure (in English, Spanish and Chinese) ♦ Place signs or stickers listing the phone numbers for multilingual transit assistance on bus stop poles in Fruitvale and San Antonio	L-M	L-M	H	H	**M-H**
Cost of ticket	Offer pay-as-you-go monthly discount passes on BART and AC Transit	L	M	M	M	**M**
	Offer a joint AC Transit-BART discount pass to low income residents	H	H	L	M	**M-H**

Notes:
C: Community
T: Transportation Benefits
F: Financial
I: Implementation
H: High
M-H: Medium-High
M: Medium
L-M: Low-Medium
L: Low

		Ranking				
Needs	**Strategy**	**C**	**T**	**F**	**I**	**Overall**
Transfer window and cost	Extend AC Transit transfer window	H	L-M	M	H	**M-H**
Paratransit cost and availability	Provide additional OPED round trips in vans and taxis	H	L-M	L	H	**M**
Paratransit cost and availability	Provide OPED service for group trips	L-M	L-M	M	H	**M**
♦ Speed of traffic/safety ♦ Street and intersection crossings ♦ Pavement quality	Signing and striping and/or lane conversion projects to improve bicycle connections to BART stations ♦ Class 3A Bicycle Route on East 12th Street from Fruitvale Ave to 40th Ave ♦ Class 2 Bicycle Lane on San Leandro Street from 66th Ave to 85th Ave ♦ Class 2 Bicycle Lane on Camden Street and Havenscourt Blvd from MacArthur Blvd to International Blvd ♦ Class 2 Bicycle Lane on Fruitvale Ave from Foothill Blvd to East 12th Street	L	L-M	M	H	**M**
Speed of traffic/safety	Coliseum BART to Bay Trail Connector Path	M	M	L	L	**M**
	Bicycle Programs ♦ Offer Road I Courses to residents in the project area ♦ Provide funding for Cycles of Change program	L	M	H	H	**M**
♦ Cost of ticket ♦ Availability/ frequency of service ♦ Low-rate of vehicle ownership	Subsidized Car Sharing	L-M	L	M	M	**L-M**

Notes:
C: Community
T: Transportation Benefits
F: Financial
I: Implementation
H: High
M-H: Medium-High
M: Medium
L-M: Low-Medium
L: Low

at times with areas where pedestrian crossings were a concern. Therefore, rather than recommending strategies to address each concern individually in a piecemeal fashion, we are recommending streetscape and bus stop improvements along specific transit corridors in order to address residents' range of concerns in a more holistic and efficient manner.

a. Plan, Design and Construct Streetscape and Bus Stop Improvements Along Transit Corridors

The transit corridors included in this section are those where the community has expressed a strong desire for improvements related to the pedestrian or transit environment, but there are no streetscape projects currently planned by the City's Community and Economic Development Agency (CEDA).

Streetscape and bus stop improvements are recommended as the general solution along each of these corridors. However, identifying the specific components of each project will require further study and outreach because each neighborhood has unique needs and the CBTP outreach yielded only general feedback on broad concerns. The components of each streetscape and bus stop improvement project may include, but are not limited to, the following:

- Bus shelters
- Benches
- Trash receptacles
- Curb cuts
- Street lighting
- Shelter lighting
- Sidewalk repairs
- Crosswalks
- Maps and schedules at stops
- Improved signal timing (longer walk time for pedestrians)
- Improved sightlines (e.g. removal of overgrown vegetation)
- Landscaping
- Signage
- Bulbouts

- Graffiti removal
- Safety audit

Many of the transit corridors identified by respondents are several miles in length. In those cases, further study will also be needed in order to identify the exact locations along these routes where improvements should be focused.

As mentioned previously, concerns about crime and safety were prominent issues along many of the transit corridors listed below. Alleviating passengers' fear of crime, however, is not a straightforward task. In areas where crime concerns were emphasized by outreach respondents, the planning and design of streetscape and bus stop improvements should include a "safety audit" performed by members of the community who use the transit service and facilities on a regular basis.[1] The purpose of a safety audit is to have regular users, who are most familiar with the space being evaluated, help identify problems and potential solutions. It is particularly helpful to have people who are most vulnerable to crimes (e.g. women, seniors, people with disabilities) participate in the safety audit because when the space is made safer for them, it will be safer for all users. Safety audits are typically facilitated by a professional. The safety audits recommended in this plan, for example, could be facilitated by a community-based organization with an interest in reducing crime in transit environments and could help formulate elements of the streetscape improvements identified in this broader strategy (e.g. United Seniors of Oakland, Urban Ecology).

Finally, because these projects are recommended along transit corridors, another important item to consider during the planning process is how the changes will affect the speed and reliability of transit service on the corridor (and in turn, how any negative effects on transit service may negatively affect

[1] Toronto's Metropolitan Action Committee on Violence Against Women and Children (METRAC) offers a Safety Audit Resource Kit that is intended "to open discussion, identify plans for change, and prioritize anti-violence action." The Safety Audit Resource Kit is available for purchase through their website (http://metrac.org/programs/safe/resource.htm).

those in the project area who rely on public transit). This will be especially critical if traffic calming techniques are being considered. In those cases, AC Transit should be consulted regarding the effects on transit service, and to the greatest extent possible, negative effects on transit service should be addressed through design (e.g. through the addition of dedicated bus lanes or the addition of transit signal priority software).

The following are the specific transit corridors where streetscape and bus stop improvements are recommended:

i. Streetscape and Bus Stop Improvements along International Boulevard (Route 1/1R)

International Boulevard is the corridor that was most commonly listed as a concern with regard to crime at bus stops, pedestrian safety and shelter installations. Three streetscape improvement projects are already planned for International Boulevard south of Fruitvale Avenue (40th to 44th Avenues, 72nd to 75th Avenues, and 80th to 89th Avenues) through the CEDA, however, these projects have been put on hold because they include traffic calming measures that could potentially conflict with AC Transit's planned Bus Rapid Transit (BRT) service along the corridor. These streetscape projects were planned before BRT service on International Boulevard was conceptualized, and therefore the traffic calming strategies were not coordinated with BRT plans and may conflict with BRT plans. Nonetheless, pedestrian safety improvement projects at intersections with high pedestrian collision rates should be prioritized.

Although "pedestrian safety when crossing the street" was identified by respondents as a concern at some intersections and segments along International Boulevard, these traffic safety issues may take longer to address because they should be planned in coordination with plans for proposed BRT service on the corridor. Because this particular corridor is a paramount concern for residents when it comes to issues unrelated to traffic safety such as safety from crime, the City should move ahead with improvements designed to address these unrelated concerns as soon as possible. These improvements include

shelter installations, lighting, and streetscape improvements designed to mitigate fear of crime at bus stops.[2] If CEDA's current plans for International Boulevard do not address those particular concerns, it is recommended that supplemental or modified plans be created. Any new plans for the corridor should be coordinated with AC Transit to ensure that they do not conflict with BRT plans.

In addition to requesting shelters along the corridor in general, residents specifically requested shelters at the following intersections along International Boulevard:[3]

- 82nd Avenue
- 100th Avenue
- Between 2nd and 23rd Avenues
- 73rd Avenue
- 98th Avenue
- 104th Avenue
- 105th Avenue

Respondents generally felt unsafe waiting at bus stops all along the corridor, and particularly at the following intersections along International Boulevard:

- Seminary Avenue
- 73rd Avenue
- 98th Avenue

[2] Because bus shelters are already being planned for 1R stops, the requested bus shelters could potentially be planned for the local Route 1 stops.

[3] Shelter installations are only possible if the new shelter and the facilities serving the shelter (e.g., accessible paths, landing pads) meet Americans with Disabilities Act (ADA) accessibility requirements. If it is not possible to install a shelter at a requested location and meet ADA requirements, the request may not be accommodated.

ii. Streetscape and Bus Stop Improvements along 23rd Avenue (Route 62)

23rd Avenue, which is served by AC Transit Route 62, is a high priority corridor for streetscape and bus stop improvements because residents listed it as both a concern in terms of pedestrian safety, and in terms of safety from crime at bus stops. They also frequently requested bus shelters along the corridor. While there is currently one CEDA streetscape project being planned in the area (the 23rd Avenue Streetscape Project, located on 23rd Avenue from East 12th Street to Foothill Boulevard, and on Foothill Boulevard between 22nd and 23rd Avenues), the project covers only the westernmost portion of 23rd Avenue, and community concerns extend beyond that small segment of the corridor.

In addition to requesting shelters along the 23rd Avenue and Route 62 corridor in general, residents specifically requested a shelter at the following intersection:

- 23rd Avenue and 29th Street

iii. Streetscape and Bus Stop Improvements along Foothill Boulevard (south of Seminary Avenue) and Bancroft Avenue (Route 40/40L)

Bus stops along Route 40 and 40L, including those along Foothill Boulevard and Bancroft Avenue, are some of the AC Transit bus stops where residents feel the least safe. Stops along International Boulevard's Route 1/1R were the only locations listed more frequently as stops with high crime concerns. The City of Oakland CEDA is currently planning streetscape improvement projects on three sections of Foothill Boulevard. However, none of these streetscape projects takes place on Foothill Boulevard east of Seminary Avenue, or on the Bancroft Avenue segment of Route 40/40L. Streetscape and bus stop improvements are therefore recommended that prioritize safety improvements, or passengers' perceptions of safety, at bus stops along those segments of the route.

b. Plan, Design and Construct Streetscape Improvements at BART Stations

Safety from crime at BART stations was the second biggest BART issue of concern among outreach respondents. Fruitvale was the BART station most

frequently cited as not being safe. However, more survey respondents were from the Fruitvale area than the Coliseum area. BART Police staff note that crime is more prevalent at the Coliseum station. Crimes against people (e.g. assaults, robberies) in particular are more common at the Coliseum station than at the Fruitvale station.

i. Streetscape Improvements near the Fruitvale BART Station

Fruitvale Village is currently only in its first phase of development, and some of the changes planned for the second phase of development may help ease safety concerns. For example, additional housing is planned for the current BART parking lot, which will increase pedestrian flows in that area and may in turn decrease feelings of isolation at night.

While all of the first tier improvements in the Fruitvale Station Access Plan have been implemented, most of the issues identified in the Access Plan were located on the BART property, so it is likely that there are still safety concerns related to accessing the BART property. It is recommended that a safety audit be conducted by local residents and seniors in order to identify additional safety concerns related to local use of the Fruitvale Plaza. Streetscape improvements are then recommended to address the concerns identified.

Outreach respondents also noted difficulties crossing the street near the Fruitvale BART station, particularly along International Boulevard and along 35th Avenue. This problem could be addressed by implementing the following Tier 2 Safety and Crossing Improvement, as identified in the Fruitvale Station Access Plan: "W3: Encourage the City of Oakland to add countdown signals at intersections that experience significant pedestrian traffic."

ii. Streetscape Improvements Near the Coliseum BART Station

Safety from crime was also identified as a concern at the Coliseum BART Station. While the respondents' specific safety concerns at the Coliseum Station were not gathered during CBTP outreach, we know that there have been recent reports of assaults at the station parking lot, and that the 2002 Station

Access Plan notes high crime activity in the pedestrian tunnel connecting the Coliseum station to the parking lot.

The Coliseum Station Access Plan lists several Tier 2 and Tier 3 recommendations designed to improve pedestrian access to the station and pedestrian safety in the vicinity of the station.[4,5] Several of these projects would help to address community members' safety concerns, including the following "Walk/Access to Station" recommendations:

- 69th Avenue (from San Leandro to International) – Provide pedestrian facilities, continuous clear walking pathways, curbcuts, safe street crossings, streetscape improvements and wayfinding signs.
- 75th Avenue (from San Leandro to Hamilton) – Provide pedestrian facilities, continuous clear walking pathways, curbcuts, safe street crossings, streetscape improvements and wayfinding signs.

All three improvements would address CBTP respondents concerns about safety at the BART station in general, and the recommendation for Hegenberger Road would also partially address respondents' expressed concerns about safety at bus stops along Route 50, since that route travels along Hegenberger Road between Hamilton Street and International Boulevard.

c. Fund Existing CEDA Streetscape Improvement Projects

The following are locations where community-identified needs for improved pedestrian and transit environments coincide with streetscape improvements that are currently being planned by the City's Community and Economic Development Agency (CEDA). It is probable that some of these CEDA streetscape projects will experience funding shortfalls. If this happens, the

[4] According to BART staff, the Tier 1 improvements in the Coliseum Station Access Plan have largely been implemented.

[5] The Coliseum Station Access Plan (August 2002) incorporates the findings of the Coliseum BART Station Area Crime Prevention Through Environmental Design Report (May 2002) into its recommendations

needs expressed by the community during the CBTP outreach process would reinforce the need for additional funding to complete these projects.

- Fruitvale Alive Streetscape Project
- Foothill/Fruitvale Streetscape Project
- Foothill/High/Melrose Streetscape Project
- Foothill/Seminary Streetscape Project
- 23rd Avenue Streetscape Project
- MacArthur Boulevard Streetscape Project
- Coliseum Transit Hub Streetscape Improvements

d. Cost of Streetscape and Bus Stop Improvements

The cost of streetscape and bus stop improvements will vary greatly depending on the scope of work and the length of the corridor. A rough estimate of the costs can be deduced by evaluating official cost estimates for CEDA streetscape projects in the study area. These range from approximately $1.7 million to $8.9 million[6] depending on the length of the corridor and the scope of work (e.g. whether the project includes utility undergrounding, street resurfacing, signal upgrades, landscaping, custom bus shelters or standard bus shelters, decorative paving or standard paving). In very rough terms, the planned CEDA projects are often expected to cost approximately $0.5 million per block. These projects typically include sidewalks, benches, planters, trees, decorative paving, lighting and upgraded traffic signals. Costs could potentially be reduced in areas where just some of these elements are needed.

The evaluation of the streetscape and bus stop improvements strategy according to the evaluation criteria is presented in Table 6-3.

[6] These cost estimates typically include hard costs only (soft costs are excluded).

TABLE 6-3 **EVALUATION OF STREETSCAPE AND BUS STOP IMPROVEMENTS ALONG TRANSIT CORRIDORS AND AT BART STATIONS**

Factor	Comments	Ranking
Community	High community support and serves greatest need.	High
Transportation Benefits	Depending on the size and location of the project, a moderate to large number of people would benefit. Multiple problems are addressed.	High
Financial	The improvements could have a moderate to high total cost depending on the elements of the project.	Low-Medium
Implementation	These improvements may be difficult to implement and will involve much coordination between city and transit agencies.	Low-Medium

Overall Ranking: Medium

D. Transit and Paratransit Strategies

The following strategies respond to gaps identified through CBTP outreach relating to AC Transit and BART services, transit affordability and paratransit services.

1. AC Transit Bus Operations Strategies

Several of the AC Transit routes in Central and East Oakland that are designated as Lifeline Routes do not meet Lifeline hours of operation and frequency of service objectives.[7] While expanding service on all of these routes is not feasible at this time, the CBTP outreach results can help prioritize where service expansion is most needed in the short-term.

[7] On weekdays, MTC's Lifeline objectives for frequency of service call for 15-minute peak frequencies and 30-minute midday and night frequencies. On weekends, the Lifeline objective is 30-minute frequencies all day long. MTC's Lifeline objectives for hours of service are 6:00 a.m. to 12:00 a.m. Monday through Saturday, and 7:30 a.m. to 12:00 a.m. on Sundays.

Survey responses indicate that frequency of service is not as big of a concern for residents as hours of operation. When respondents were asked to identify their most critical AC Transit needs, frequency of service was one of the least common responses. When respondents identified potential transportation solutions, "adding more buses in the evening and on weekends" was one of the most popular responses (selected by one-third of the respondents).

Respondents most frequently cited the need for more buses in the evening on certain routes (rather than on weekends, in the mornings or during the mid-day). Some of the routes that respondents identified already meet, or are very close to meeting, Lifeline hours of operation and frequency objectives. These include Routes 82,[8] 62, 57, 50, 82L[9] and 40L. Priority should therefore be given to the community-identified routes that are far from meeting Lifeline hours of operation objectives, including Routes 14 and 98.

a. Provide Nighttime Route 14

Route 14 travels between MacArthur BART and Fruitvale BART, with service to Emeryville, West Oakland, downtown Oakland, the San Antonio neighborhood and along High Street.[10] Service on Route 14 ends at approximately 8:30 p.m. on weekdays and weekends and evenings. Participants commented on an additional reason for wanting increased service hours in that the parallel paratransit service operates only when the fixed, far earlier than the Lifeline objective of midnight.

When outreach respondents identified which routes needed more buses in the evening and on weekends, Route 14 was one of the most popular write-in

[8] In June 2007 Route 82 was replaced with Route 1

[9] In June 2007 Route 82L was replaced with Route 1R. Route 82L did not operate after 6:00 p.m. on weekdays, but Route 1R now provides service until 7:46 p.m.

[10] In June 2007 Route 14 was extended to Fruitvale BART via High Street, incorporating discontinued Line 48.

esponses. Subsequently, if fixed route service continued in evenings and on weekends, paratransit service would be required to cover these hours and would solve a lot of problems with people's access to paratransit on weekends and evenings.

b. Cost of Providing Nighttime Service on Route 14

Extending service on Line 14 in the evening would cost approximately $650,000 per year. This would include an evening service extension from 7:30/8:00 PM until approximately 12:00 AM operating on a 30-minute headway. This requires an additional 18.75 hours of service per day at $2,025 per day marginal cost rate. Also included is weekend evening service extension from 7:30/8:00PM until approximately 12:00 AM operating on a 30-minute headway. This requires an additional 17.5 hours of service per day at $1,890 per day marginal cost rate. The total costs for the Line 14 service extension would be $724,000 per year, and with 10 percent farebox recovery would be reduced to $650,000. The farebox recovery rate is assumed low because this is new nighttime service.

The evaluation of the AC Transit Route 14 service strategy according to the evaluation criteria is presented in Table 6-4.

TABLE 6-4 **EVALUATION OF AC TRANSIT ROUTE 14 NIGHTTIME SERVICE SOUTH OF THE EASTMONT TRANSIT CENTER**

Factor	Comments	Ranking
Community	High community support and serves greatest need.	High
Transportation Benefits	A large number of people would benefit; targets many problems	High
Financial	The costs for these improvements are high and additional ongoing operating funding would need to be identified	Low
Implementation	Could be implemented in the short to medium term	Medium

Overall Ranking: Medium-High

c. Reinstate Route 98 Night and Weekend Service

AC Transit Route 98 travels along 98th Avenue in the easternmost portion of the project area. The Route is identified as a Lifeline Route that serves a CalWorks cluster and provides a connection to BART, another lifeline service, via its connection to the Coliseum/Oakland Airport BART station.

Although Route 98 was not one of the most common write-in responses when survey respondents were asked which routes needed more buses in the evening and on weekends, it was a common write-in response among people who live in the Sobrante Park and Elmhurst neighborhoods (94603 zip code). Long routes, such as Route 1 and Route 40, which travel through almost the entire project area and serve more survey respondents, may therefore be mentioned more frequently, but that does not diminish the importance of Route 98 to local residents of Elmhurst and Sobrante Park.

AC Transit has had to cut a significant amount of service in the last few years due to budget shortfalls. As part of these cuts, Route 98 night and weekend service was eliminated. AC Transit staff have identified Route 98 as a high priority for potential service restoration, and outreach results confirm that night and evening service restoration would be beneficial to residents.

d. Cost of Reinstating Route 98 Night and Weekend Service

Extending service on Line 98 nights and adding service on weekends would cost approximately $550,000 per year at present. The 98 route, particularly the branch to 90th & Macarthur, lies almost entirely within the East Oakland CBTP area. This would include an evening service extension from 8:00 PM until approximately 12:00 AM operating on a 30-minute headway. This requires an additional 6 hours of service per day at $648 per day marginal cost rate. Also included is new weekend service extension from 6:00 AM to 12:00 AM operating on a 30-minute headway. This requires an additional 36 hours of service per day at $3,960 per day marginal cost rate. The total costs for the Line 98 service extension and new service would be $605,000 per year, and with 10 percent farebox recovery would be reduced to $550,000. The farebox recovery rate is assumed low because this is nighttime service.

The evaluation of the Route 98 service changes according to the evaluation criteria is presented in Table 6-5.

TABLE 6-5 **EVALUATION OF REINSTATING AC TRANSIT ROUTE 98 NIGHT AND WEEKEND SERVICE**

Factor	Comments	Ranking
Community	High community support in population affected. Overall moderate community support.	Medium
Transportation Benefits	A moderate number of people (predominantly those who live near this route) would benefit	Medium-
Financial	The costs for these improvements are high and additional ongoing operating funding would need to be identified	Low
Implementation	Could be implemented in the short to medium term	Medium

Overall Ranking: Medium

2. Transit Information Strategies

a. Produce and Distribute Existing Multilingual BART and AC Transit Information in the Fruitvale and San Antonio Neighborhoods

Respondents who live in the Fruitvale and San Antonio neighborhoods were consistently more concerned about transit information than respondents from other neighborhoods. Fruitvale residents ranked "Information, maps, schedules, available in languages other than English" as their second highest concern related to AC Transit. Respondents from both San Antonio and Fruitvale ranked this measure as their number two BART issue of concern after the cost of a ticket. While it is not clear whether multilingual information was their biggest concern, or whether they simply wanted more maps and schedules available, it seems from the phrasing of the question and the high levels of concern in areas with large non-English speaking populations that multilingual materials are at least a portion of the concern.

AC Transit system maps provide fare, customer service, ticket purchase information and direction to the AC Transit website in Spanish, Chinese and Vietnamese. On the AC Transit website, users can also find a general description of AC Transit Services in the same three languages.

BART offers its Basic Rider Guide in Spanish and Chinese. The multilingual versions of the guide are available online and as printed brochures available at study area BART stations.

Although these multilingual materials are available, outreach results suggest that residents do not always know about them. Therefore, one strategy is to produce and distribute existing BART and AC Transit multilingual information on a larger scale and at places other than transit facilities. If this strategy is selected, distribution should be focused in the San Antonio and Fruitvale neighborhoods. In addition to making the materials available at BART stations, they should also be distributed to community-based organizations, schools, workplaces, churches and grocery stores that specifically serve multilingual populations so that users know about their transit options in advance of traveling to a BART station.

b. Create and Distribute an Oakland Transit Brochure (in English, Spanish, Chinese and Vietnamese)

While there is some multilingual information available for AC Transit and BART services, it may be beneficial to develop an Oakland Transit Brochure to supplement existing information. For instance, in addition to including the existing multilingual BART and AC Transit information, the brochure could include brief introductions to other transit services in the area, including Senior Shuttles, Paratransit Services, All-Nighter Service and the free BART shuttles that serve local medical facilities.

The outreach results give some indication that East Oakland residents—both English speakers and non-English speakers—may not always know about the wide range of transit services available to them. For instance, a large number of people mentioned the need for more senior shuttles, but there are already

some senior shuttle services available in the project area. Similarly, several respondents noted difficulties reaching nearby medical facilities, and while this is probably due to real barriers for many residents, for others it may simply be that they don't know about the numerous free hospital shuttles that serve area BART stations. Finally, several survey respondents noted that BART does not run when they have to start work early in the morning or when they finish work late at night. The existing "All-Nighter" service should help remedy some of these problems, so perhaps information about this service needs to be further disseminated to the community.

If an East Oakland Transit Brochure is created, it should be made available in English, Spanish Chinese and Vietnamese. These are the languages that were most requested by Fruitvale and San Antonio residents, and, according to the City of Oakland's Equal Access Department, are the four languages used in the translation of City materials. Distribution of the multilingual brochures should be targeted in the Fruitvale and San Antonio neighborhoods.

c. On Bus Stop Poles in Fruitvale, and San Antonio, Place Signs or Stickers Listing the Phone Numbers for Multilingual Transit Assistance

In addition to offering printed multilingual materials, BART and AC Transit both offer some multilingual assistance over the phone. BART offers trip planning assistance in Spanish, Mandarin and Filipino depending on the staff available at the time of the call. Initial prompts on the BART phone line, however, are in English only. BART should analyze costs of providing initial response in Spanish. Similarly, AC Transit riders can receive multilingual trip planning assistance over the phone by dialing 511, the Bay Area's comprehensive transportation information phone line. 511 is not required to provide multilingual services, but the service does have Spanish- and Mandarin-speaking staff available at some times.

Many residents may not know about the availability of multilingual phone assistance. One low-cost strategy to spread the word about this service is to place stickers on bus stop poles, especially those in the Fruitvale and San Antonio neighborhoods, with a brief message about the availability of multilin-

gual phone services, and then list the phone number(s) that people can call for non-English transit information and trip planning assistance.

d. Cost of Transit Information Strategies

Increased production and distribution of multilingual AC Transit and BART information in the plan area could likely be implemented at a very low cost for staff time and materials involved, since the two agencies are already providing some materials at various locations in the plan area.

For the purposes of evaluation, it is estimated that printing costs for a new comprehensive Oakland Transit brochure (24-page black-and-white with a full color cover) would likely range between $6,500 and $7,500 for an initial run of 3,000 English copies, 300 Spanish copies and 300 Chinese copies. Additional costs would be incurred to research and write the content of the brochure, translate it into Spanish and Chinese, and prepare the layout.

The cost of producing stickers to be placed on bus stop poles would be very low. For the purposes of evaluation, it is estimated that printing 3,000 out door stickers (single color, 3" x 3.5") would cost approximately $600. There would be a minimal cost to design the sticker. Labor cost for installation must also be calculated.

The evaluation of the transit rider information strategy according to the evaluation criteria is presented in Table 6-6.

The evaluation of the transit information strategy according to the evaluation criteria is presented in Table 6-7.

3. Transit Affordability Strategies

The cost of transit was by far the biggest concern among residents of the Central and East Oakland study area. Fifty-eight percent of respondents identified "cost of ticket, monthly pass, transfer" as one of the AC Transit issues that most needs improvement. The same percentage of respondents identified

TABLE 6-6 **EVALUATION OF TRANSIT INFORMATION STRATEGIES**

Factor	Comments	Ranking
Community	Low to medium community support and does not serve greatest need	Low-Medium
Transportation Benefits	A smaller number of people would benefit than other transit strategies; targets one problem as opposed to many	Low-Medium
Financial	These activities could be implemented at a low cost	High
Implementation	These activities could be implemented in the short term	High

Overall Ranking: Medium

TABLE 6-7 **EVALUATION OF PAY-AS-YOU-GO DISCOUNT PASSES FOR BART AND AC TRANSIT**

Factor	Comments	Ranking
Community	Low community support	Low
Transportation Benefits	This strategy would benefit a specific population (those who cannot afford the up-front costs of a discount transit pass). The size of this population is unknown, but is greatly in need of assistance. May solve multiple problems for this population.	Medium
Financial	Costs are relatively low compared to other transit affordability strategies	Medium
Implementation	Given the strategy's reliance on TransLink, this strategy would be implemented in the medium to long-term	Medium

Overall Ranking: Low-Medium

"cost of ticket, discounted pass" as one of the BART issues that most needs improvement.

Concerns about the cost of transit do not vary significantly by neighborhood. Even when responses are broken down by neighborhood, a majority of respondents in every neighborhood selected the cost of a ticket as both the top AC Transit issue of concern and the top BART issue of concern.

While fare subsidies can be very expensive (i.e. because of the need to offset loss in fare revenue for transit providers), given the identification of affordability as a major issue facing CBTP respondents, this strategy seeks to address the residents' cost concerns with minimal impact on revenue.

a. Offer Pay-As-You-Go Discount Passes for BART and AC Transit

Both AC Transit and BART currently offer discount passes to frequent riders. BART gives a discount in the form of a high value ticket carrying a 6.25% discount (e.g., a ticket with $48.00 in stored value costs $45.00; a ticket with $64.00 in stored value costs $60.00). AC Transit offers discounted monthly passes for an unlimited number of rides in a month (adult monthly passes are available for $70.00; youth passes are sold for $15.00; seniors and people with disabilities can purchase a monthly pass for $20.00).

Under the current system, passengers purchase these high-value or discount passes at the beginning of the month and use them for future rides, requiring that they have the cash flow up-front to pay for an entire month of transit use (or in the case of BART, a large quantity of transit use). Although community outreach did not specifically reveal that buying these tickets up-front is a hardship, it is possible that allowing riders to pay incrementally toward a discount pass would make it easier for more people to take advantage of these discounts.

With the introduction of the new TransLink universal fare card, the technology is now available to allow riders to pay as they go toward an AC Transit monthly pass or BART high value ticket. However, the technology is not

yet being used for this purpose. This strategy proposes that riders be able to use TransLink to pay incrementally toward the cost of a discount transit pass. For example, an adult riding AC Transit on a regular basis could simply pay the cost of a regular adult fare on each of their AC Transit trips ($1.75 or $2.00 if the trip requires a transfer), and then once they have purchased a quantity of trips in a particular month equivalent in value to an adult monthly pass (depending on transfers, 35 to 40 trips would be equivalent to the $70.00 price of an adult monthly pass), all of the riders' AC Transit trips for the remainder of the month would be free.

b. Cost of Pay-As-You-Go Discount Passes for BART and AC Transit

Any strategy that saves transit riders money could theoretically decrease revenue for AC Transit or BART. This particular strategy, however, keeps losses at a minimum by maintaining the same basic fare structure for each transit system (i.e., AC Transit monthly discount passes would still cost the same amount, BART would still give the same 6.25 percent discount to high-volume users), but using new technology in such a way that more people, and arguably those who need the discount the most, can take advantage of existing discounts. Costs would be incurred for the incorporation of a low-income fare into the TransLink transit system, but using new technology in such a way that more people (and arguably those who need the discount the most) can take advantage of existing discounts. Costs would be incurred for the incorporation of a low-income fare into the TransLink system. The evaluation of the pay-as-you-go discount strategy according to the evaluation criteria is presented in Table 6-7.

c. Offer a Joint AC Transit-BART Discount Pass to Low Income Residents

"Transfer[ring] between trains and modes of travel" was the second biggest AC Transit issue of concern after the cost of an AC Transit ticket. Although the survey instrument did not explicitly ask whether respondents' concerns were related to (1) the monetary cost of transfers, (2) the time associated with transferring or (3) the inconvenience of having to use two different fare payments (or some combination of the three), further examination of respon-

dents' write-in responses reveals that their major concern regarding transferring between modes of travel is related to monetary costs.

When respondents were asked to identify solutions to transportation problems, they exhibited a very strong preference for a "joint ticket that would *offer a discount* when riding both BART and AC Transit" (emphasis added). When given 15 transportation solutions to choose from, respondents from the Brookfield Village and Elmhurst neighborhoods (two neighborhoods near the Coliseum BART Station) chose this solution most frequently (discounted fares for youth and seniors was their second most-selected choice). Respondents from the San Antonio and Sobrante Park/Elmhurst neighborhoods selected discounted fares for youth and seniors most frequently, but the Joint BART and AC Transit ticket was their second most popular choice.

To the degree that Central and East Oakland respondents are familiar with other joint agency fare arrangements, such as BART Plus tickets[11] and the option for San Francisco residents to use their Muni Fast Pass as a local fare on BART, by prioritizing a "Joint BART and AC Transit ticket," respondents are probably requesting that similar arrangements be made available in Oakland or between BART and AC Transit.

[11] The BART Plus ticket works in the BART fare gates like a regular BART ticket, and is valid for a half-month period as a "flash pass" on participating bus services, including Benicia Breeze, County Connection, Dumbarton Express, SamTrans, Santa Clara County VTA, SF Muni, Tri Delta Transit, Union City Transit, West CAT and WHEELS. The BART Plus ticket is available in eight different denominations, such that the user pays a certain amount for stored BART value (they choose the stored BART value ranging from $15 to $50 based on their level of BART use during a half month period), and then they pay an extra $21 to $23 to get unlimited local rides on the participating bus services. AC Transit used to participate in BART Plus, but they were losing too much revenue by doing so and have since stopped participating.

i. Alternative 1: Create an AC Transit Pass that is Valid for Local Fare on BART

Although a BART Plus arrangement with AC Transit is not financially feasible at this time (the revenue losses that AC Transit would incur from this type of arrangement are very high because a BART Plus ticket costs less than the agency's own monthly discount pass), it may be more feasible to develop a fare policy where the AC Transit monthly pass can be used as a valid local fare for BART trips within the city of Oakland. The biggest hurdle with this strategy would likely be determining what would be a reasonable price for AC Transit to pay BART for each local BART trip made using an AC Transit Pass. In San Francisco, Muni pays BART a fee of approximately $0.76 for each BART trip that riders make using their Muni Fast Pass (this is a discounted rate from the $1.40 that users would pay on their own to ride BART in S.F.)

Developing an arrangement that both agencies are satisfied with and that both perceive to be cost neutral could be extremely difficult. If this strategy is too costly to provide to all residents of Oakland, one alternative is to explore the feasibility of implementing the policy only for low-income populations. However, targeting a fare policy at low income populations has its own set of challenges and costs, including identifying an agency or organization to administer the program, the costs of administering the program, and the costs associated with creating a unique fare instrument for low income populations.

ii. Alternative 2: Offer Subsidized Translink E-Cash (Good for Use on Multiple Transit Providers) to Low Income Transit Riders

Another option for subsidizing low income transit riders using TransLink technology is to have low-income users load their TransLink card with e-cash whenever they are able to, and then give qualified low-income residents a certain percentage of e-cash beyond what they actually paid for.[12] Because e-cash

[12] E-cash (electronic cash) is defined by TransLink as "cash added to a TransLink card functions exactly like cash on transit." E-cash is accepted by all participating transit agencies. E-cash works just like cash on transit. You simply load e-

can be used on any transit system that participates in TransLink, it would therefore act as somewhat of a joint discount that can be used across various transit agencies. The biggest challenge associated with this strategy would be identifying who will pay for the percentage of e-cash beyond what the user paid for, or whether transit agencies would be willing to forego the equivalent percentage of a fare.

d. Cost of a Joint AC Transit-BART Discount Pass for Low Income Residents

The cost of a low-income transit fare subsidy would be very high, and would vary based on the level and type of fare subsidy instituted and the eligibility criteria established. Beyond the cost of fare subsidy, administrative costs to qualify beneficiaries and manage the program would be significant. Additional costs would be incurred for the incorporation of a low-income fare into the TransLink system.

e. Extend AC Transit Transfer Window

Central and East Oakland CBTP outreach respondents commented that one factor that contributes to the high cost of transit use is the length of the AC Transit transfer window—currently set at 1½ hours from the time the transfer is issued. Some riders find that they cannot complete their transfer in this time period, and therefore have to pay an additional full fare. Because over one-half of AC Transit trips involve a transfer (according to the 2002 On-Board Passenger Survey), any relaxation of the transfer policy has the potential to significantly impact farebox revenue received. Given this potential financial impact, a limited extension of the transfer window is likely to be more feasible. As Saturday and Sunday headways are longer on many AC Transit routes—causing transfers between routes to take more time than on weekdays—extending the transfer window on weekends (for example, to two hours), would be a logical and more financially feasible approach. No current analysis exists related to the impact of extending the transfer window. Addi-

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cash value and, each time you use the card, the correct fare or transfer fee is deducted from your e-cash balance. E-cash does not expire.

tional analysis would be required to gauge feasibility and benefits. This analysis should include assessment of the feasibility of a transfer window extension for both weekends and weekdays.

The evaluation of the joint AC Transit and BART discount ticket strategy according to the evaluation criteria is presented in Table 6-8.

TABLE 6-8 **EVALUATION OF A JOINT AC TRANSIT-BART DISCOUNT PASS FOR LOW INCOME RESIDENTS**

Factor	Comments	Ranking
Community	Community support would be very high as affordability was the most cited issue for both AC Transit and BART riders participating in CBTP surveys and workshops.	High
Transportation Benefits	This strategy would benefit a very large number of people	High
Financial	A low-income fare subsidy would be very expensive to implement and sustain and would far exceed the resources of existing programs	Low
Implementation	Given the strategy's reliance on TransLink, this strategy would be implemented in the medium to long-term	Medium

Overall Ranking: Medium-High

f. Cost to Extend AC Transit Transfer Window on Weekends

An estimate is not available at this time, but the cost in terms of lost fare revenue for a system-wide implementation would likely be high, despite high rates of pass use among AC Transit riders. Additional analysis would be required to provide an estimate. The evaluation of the transfer window extension strategy according to the evaluation criteria is presented in Table 6-9.

TABLE 6-9 **EVALUATION OF AC TRANSIT WEEKEND TRANSFER WINDOW EXTENSION**

Factor	Comments	Ranking
Community	Increased transfer windows were well supported during the outreach process, but it was an issue during the week as well as on the weekends. This change would represent a relatively small cost savings for some riders, but any effort to increase the affordability of transit would be likely to have strong community support.	Medium
Transportation Benefits	This strategy would likely benefit a smaller number of people in the Central and East Oakland area than several of the other transit strategies (though others in the AC Transit service area would also benefit)	Low-Medium
Financial	This strategy involves a high cost to the agency, though potentially less than some of the other transit affordability strategies	Medium
Implementation	This strategy could be implemented in the short term	High

Overall Ranking: Medium

4. Expand Oakland Paratransit for the Elderly and Disabled (OPED) Service

During the outreach process, the community expressed a strong interest in offering "a Senior Shuttle that would bring seniors to special destinations." A third of respondents picked it as one of the preferred solutions to improve transportation in Central and East Oakland. Support for more senior shuttles was particularly high in the San Antonio, Sobrante Park, Elmhurst and Brookfield Village neighborhoods.

The City of Oakland's Paratransit for the Elderly and Disabled (OPED) program supplements AC Transit and BART's ADA-mandated paratransit program. OPED contracts with taxi, wheelchair vans, and shuttles to offer a door-to-door subsidized transportation service to eligible program partici-

pants, including many seniors who are unable to access public transportation for their medical appointments, shopping trips and daily excursions.

OPED is currently oversubscribed and has a waiting list. OPED staff are hoping to draw down the waiting list, but demand for the program is so high that as soon as they can remove people from the list it fills up again. Two strategies, discussed below, to expand OPED service are to provide additional roundtrips in vans and taxis, and to provide service for group trips.

a. Provide Additional Round Trips in Vans and Taxis

Due to high demand and budget limitations, OPED can only provide a limited number of van and taxi trips per participant. Each eligible program participant may purchase taxi scrip books and van vouchers (each van voucher is good for a one-way trip up to 10 miles) at a discount, but they are limited to two round-trips via taxi per month and two round-trips via van per month. Participants arrange their own rides by calling one of the van or taxi companies under contract with the City.

This strategy proposes expanding the OPED programs so that each eligible program participant can purchase discounted taxi scrip books and van vouchers good for *four* round-trips via taxi per month, and *four* round-trips via van per month.

b. Cost to Provide Additional OPED Round Trips in Vans and Taxis

OPED's trip provision budget for Fiscal Year (FY) 2007 was $1,065,000.[13] Since this strategy proposes doubling the amount of trips provided by OPED, the estimated cost would be approximately equal to the current trip provision cost, or an additional $1.07 million per year plus any extra administrative costs. The evaluation of additional OPED round trips strategy according to the evaluation criteria is presented in Table 6-10.

[13] Source: ACTIA year-end reporting for City of Oakland (OPED).

TABLE 6-10 **EVALUATION OF ADDITIONAL OPED ROUND TRIPS IN VANS AND TAXIS**

Factor	Comments	Ranking
Community	High community support and serves greatest need	High
Transportation Benefits	This strategy would benefit a relatively small number of people, but would benefit individuals with fewer mobility options than others.	Low-Medium
Financial	The costs for these improvements are high and ongoing operating funding would need to be identified. The cost per beneficiary is also high.	Low
Implementation	This strategy could be implemented in the short term if funding were available.	High

Overall Ranking: Medium

c. Provide Service for Group Trips

Because of the high demand and limited resources mentioned earlier, OPED has also had to cut service for group trips. This strategy would provide one vehicle and operations funding to re-instate group trip service. To keep the scope of service financially feasible, OPED could focus on providing group trip service to and from particular locations in the Central and East Oakland area (e.g. Senior Centers.)

d. Cost to Provide OPED Service for Group Trips

According to OPED staff, it costs approximately $70 per vehicle hour to provide group trips. For the purposes of evaluation, it is estimated that it would cost $17,500 per year (plus administrative costs) to provide 50 annual group trips. This is a slightly higher number of group trips than the 20 annual group trips that OPED provided before the discontinuation of its group trip service. This cost estimate is based on the assumption that each of the 50 group trips will require approximately five vehicle hours, for a total of 250 vehicle hours. 250 vehicle hours at $70 per vehicle hour yields a total of

$17,500 in operating costs. The evaluation of the additional OPED group trip strategy according to the evaluation criteria is presented in Table 6-11.

TABLE 6-11 **EVALUATION OF OPED SERVICE FOR GROUP TRIPS**

Factor	Comments	Ranking
Community	Medium community support and would not serve greatest need.	Low-Medium
Transportation Benefits	This strategy would benefit a relatively small number of people, but would benefit individuals with fewer mobility options than others.	Low-Medium
Financial	The costs for these improvements are high and ongoing operating funding would need to be identified. Compared to other paratransit strategies, providing group trips is more cost effective (the cost per beneficiary is lower) than the providing individual trips.	Medium
Implementation	This strategy could be implemented in the short term if funding were available.	High

Overall Ranking: Medium

E. Bicycle Strategies[14]

The biggest issue of concern for bicyclists in Central and East Oakland is the speed of automobiles, and outreach respondents repeatedly mentioned that certain corridors were particularly dangerous/problematic. The City of Oakland Bicycle Master Plan has a few priority projects under development that may help to improve bicycling conditions on some of these community-identified corridors.

[14] Pedestrian strategies are covered in the section on multi-modal strategies.

1. Signing and Striping and/or Lane Conversion Projects to Improve Bicycle Connections to BART Stations

The following definition of signing and striping projects is from the City of Oakland Bicycle Master Plan (October 2007):

> Signing and Striping Projects (SS) add sharrows[15] or bicycle lanes and their accompanying signage to the street's existing lane configuration. Examples include bicycle boulevards (Class 3B) on local streets and bicycle lanes (Class 2) on streets with sufficient width to accommodate the bicycle lanes without additional modifications. These projects may also include arterial bicycle routes (Class 3A) where the lane widths are reallocated to maximize the width of the outside travel lanes. Signing and striping projects do not require a study of traffic operations because the projects do not affect the streets' motor vehicle capacity. In these cases, the engineering focuses on the design of the signing, striping, and intersection control for improving bicycle safety and access.

The following definition of lane conversion projects is from the City of Oakland Bicycle Master Plan (October 2007):

> Lane Conversion Projects (LC) convert travel lanes to bicycle lanes and typically require the restriping of the street's overall lane configuration. Often called road diets, these projects may take advantage of a street's excess motor vehicle capacity and/or be motivated by pedestrian safety and neighborhood traffic calming concerns. In some cases, lane conversion projects are recommended for arterial bicycle routes (Class 3A) to increase the width of the outer travel lane (but where there is not enough width to include bicycle lanes). Each lane conversion project requires a feasibility study to assess the impacts of the proposed lane conversion on traffic operations. In the limited number of cases where parking removal is proposed, a parking occupancy study must be completed if the project

[15] A sharrow is an arrow-like design painted on a roadway to mark a bicycling route.

would remove 10 percent or more of the on-street parking spaces within the project area.

a. Class 3A Bicycle Route on East 12th Street from Fruitvale Avenue to 40th Avenue

International Boulevard (E. 14th Street) was the street community members most commonly cited as a location where the speed of automobiles was a concern for bicyclists. Nearby 12th Street was also commonly mentioned as a concern. The E. 12th Street Signing and Striping Project could help to alleviate some of the concerns on those corridors by providing a safer bicycling environment on E. 12th Street between Fruitvale Avenue and 40th Avenue near the Fruitvale BART station. This project, identified in the City's Bicycle Master Plan, calls for signing and striping of a Class 3A bicycle route on that section of roadway.

b. Cost of a Class 3A Bicycle Route on East 12th Street from Fruitvale Avenue to 40th Avenue

The City of Oakland Bicycle Master Plan estimates that a Class 3A Arterial Bike Route has a unit cost of approximately $75,000 per mile. This project is 0.50 miles in length, giving the project an estimated cost of $37,500.

c. Class 2 Bicycle Lane on San Leandro Street from 66th Avenue to 85th Avenue

San Leandro Street was another corridor where outreach respondents felt automobile speeds were unsafe for bicyclists. The San Leandro Street Signing and Striping Project, as identified in the City's Bicycle Master Plan, would improve bicycling conditions on that street by signing and striping a Class 2 Bicycle Lane between 66th and 85th Avenues near the Coliseum BART Station.

d. Cost of a Class 2 Bicycle Lane on San Leandro Street from 66th Avenue to 85th Avenue

The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately $100,000 per mile. This proposed bicycle lane is 0.93 miles in length, giving the project an estimated cost of $93,000.

e. Class 2 Bicycle Lane on Camden Street and Havenscourt Boulevard From MacArthur Boulevard to International Boulevard

Improving east-west bicycle access to the Coliseum BART station would help residents by providing an alternate crosstown connection to BART. As mentioned earlier, crosstown bus routes in this area often run infrequently, particularly at night, and outreach respondents said they feel unsafe waiting at bus stops served by many of the crosstown bus routes in this area. This project, from the City's Bicycle Master Plan, would improve the bicycling conditions between East Oakland neighborhoods and the Coliseum BART station by signing and striping a Class 2 Bicycle Lane on Camden Street and Havenscourt Boulevard between MacArthur Boulevard and International Boulevard.

f. Cost of a Class 2 Bicycle Lane on Camden Street and Havenscourt Boulevard from MacArthur Boulevard to International Boulevard

The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately $100,000 per mile. This proposed project is 1.32 miles in length, giving it an estimated cost of $132,000.

g. Class 2 Bicycle Lane on Fruitvale Avenue from Foothill Boulevard to East 12th Street

Fruitvale Avenue provides an important east-west connection to the Fruitvale BART station. However, outreach respondents frequently cited Fruitvale Avenue as a street where the speed of automobiles is a concern for bicyclists. The Fruitvale Avenue lane conversion project, as identified in the City's Bicycle Master Plan, would improve bicycling conditions on Fruitvale Avenue by converting one of the travel lanes to a bicycle lane.

h. Cost of a Class 2 Bicycle Lane on Fruitvale Avenue from Foothill Boulevard to East 12th Street

The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately $100,000 per mile. This proposed project is 0.55 miles in length, giving it an estimated cost of $55,000.

The evaluation of the bicycle signing, striping and lane conversion strategy according to the evaluation criteria is presented in Table 6-12.

TABLE 6-12 **EVALUATION OF SIGNING AND STRIPING AND/OR LANE CONVERSION PROJECTS TO IMPROVE BICYCLE CONNECTIONS TO BART STATIONS**

Factor	Comments	Ranking
Community	Medium-high community support and serves greatest need	Medium-High
Transportation Benefits	Solves one problem, does not have a large number of beneficiaries	Low-Medium
Financial	Low to moderate cost to implement; moderately cost effective	Medium
Implementation	These improvements can be implemented in the short term	High

Overall Ranking: Medium

2. Coliseum BART to Bay Trail Connector Path

As mentioned earlier, the biggest issue of concern for bicyclists in Central and East Oakland is the speed of automobiles. Respondents most frequently listed major corridors that connect the eastern portion of the project area with western destinations as problematic due to automobile speed. For instance, they frequently mentioned International Boulevard, Foothill Boulevard, 12th Street, San Leandro Street and MacArthur Boulevard. This highlights the fact that it is very difficult to find a safe bicycle route connecting East Oakland to Central Oakland. Bicycle Planning staff at the City of Oakland confirmed this finding, and suggested that in the near future one of the better bicycle commuting corridors from the eastern portion of the city will

be the waterfront bike path. As such, it is going to be very important to provide residents of East Oakland neighborhoods with bicycle access to the waterfront. There are, however, formidable barriers preventing this access right now, including Interstate 880 and railroad tracks.

The Coliseum BART to Bay Trail Connector Path is one of the priority bicycle path projects within the City's Bicycle Master Plan that would provide a critical link between East Oakland neighborhoods and the waterfront bike path. This project is currently under development, and if constructed would provide a bicycle path linking San Leandro Street at 73rd Avenue to Oakport Street at 66th Avenue along Damon Slough.

a. Cost of Coliseum BART to Bay Trail Connector Path

The Alameda Countywide Bicycle Plan includes this project at a cost of $2.2 million, including improvements to the 66th Avenue underpass. The evaluation of the BART to Bay Trail Connector Path strategy according to the evaluation criteria is presented in Table 6-13.

TABLE 6-13 **EVALUATION OF COLISEUM BART TO BAY TRAIL CONNECTOR PATH**

Factor	Comments	Ranking
Community	Low community support	Low
Transportation Benefits	Solves one problem, does not have a large number of beneficiaries	Medium
Financial	High cost to implement and high cost per beneficiary	Low
Implementation	Requires large upfront fixed costs; Long term project	Low

Overall Ranking: Low

3. Bicycle Programs

In addition to inadequate bicycle facilities, barriers to bicycling may include fear and lack of information. These barriers can be addressed through programmatic strategies including bicycle education courses and programs.

a. Offer Road I Courses to Residents in the Project Area

The League of American Cyclists (LAC) offers several bicycling courses. The Road I Course is the LAC's nine-hour introductory course targeted at beginning cyclists. It covers many basics such as on-bike skills, crash avoidance techniques, and how to fix a flat tire. The course is meant to prepare participants for on-road cycling through increased confidence and knowledge. The LAC has certified instructors called League Cycling Instructors (LCIs) who lead the course.

One strategy to introduce residents to the option of cycling is to offer a number of Road I Courses throughout the Central and East Oakland area. This low-cost strategy would involve hiring LCIs, conducting outreach to solicit course participants and securing training locations.

b. Cost of Bicycle Programs

The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects. The evaluation of the bicycle programs strategy according to the evaluation criteria is presented in Table 6-14.

F. Other Strategies

1. Subsidized Car Sharing

While CBTP outreach respondents did not identify the need for subsidized car sharing by name, improved access to car share services for low-income individuals could provide an important complement to enhanced transit services and facilities by providing a new mobility option and improved access

TABLE 6-14 **EVALUATION OF BICYCLE PROGRAMS (E.G. ROAD I COURSES, CYCLES OF CHANGE)**

Factor	Comments	Ranking
Community	No specific interest in bicycle educational programs was identified through the outreach but concern about operating a bicycle in areas of traffic was prevalent	Medium
Transportation Benefits	Relatively low number of beneficiaries; Increasing the community's cycling awareness could ultimately help with multiple access issues	Medium
Financial	Low cost to implement and low cost per beneficiary	High
Implementation	Short term strategy	High

Overall Ranking: Medium-High

to essential destinations such as medical facilities, grocery stores, and other services.

Other communities implementing car share services targeting low-income individuals have documented barriers to car share participation that particularly affect low-income residents, beyond the cost of using vehicles. These include barriers to program eligibility, such as lack of a driver's license, poor credit history, and lack of a checking account. Language barriers can also inhibit participation when information is produced solely in English. To overcome barriers related to program design, agencies implementing low income car share programs have moved away from credit check and security deposit requirements, or have subsidized deposits.

Subsidy structures for low-income car share programs have been based on the location of vehicles (e.g. the City of Seattle pays half the cost of usage of car-share vehicles placed in targeted low-income areas), as well as on car share usage by registered individuals accessing car share vehicles in any location.

MTC has taken the latter approach in a program funded by the Low-Income Flexible Transportation Program (LIFT) and implemented by City CarShare in San Francisco. The San Francisco program currently supports car share use by 60 CalWORKS registrants, with LIFT funds subsidizing application fees and deposits, as well as half of usage charges. Drivers are invoiced directly for the remaining usage charges. Placing additional vehicles in low income areas was also a component of this project. The West Oakland Community-Based Transportation Plan also proposed a subsidized car sharing program, involving extending 15 hours and 50 miles per month of free or low-cost car share access to 100 low-income individuals or groups.

a. Cost of Subsidized Car Sharing

Based on the level of service proposed in the West Oakland CBTP (15 hours and 50 miles of monthly usage), City CarShare's current fee structure (as an example), and a 50 percent subsidy from the public sector, the cost of implementing a subsidized car sharing program for 100 individuals would break down as follows:

- One-time costs ($30 application fee and $300 refundable security deposit) for 100 participants: $33,000
- On-going usage costs and monthly membership fee (assuming 50 percent discount) for 100 participants: $55,200 annually or $552 annually per participant.

The evaluation of the subsidized car sharing strategy according to the evaluation criteria is presented in Table 6-15.

TABLE 6-15 **EVALUATION OF SUBSIDIZED CAR SHARING**

Factor	Comments	Ranking
Community	Community support is unclear based on outreach, but car sharing could provide another option for addressing mobility issues	Low-Medium
Transportation Benefits	This strategy would benefit a relatively small number of people	Low
Financial	Costs are relatively low but with moderate cost-effectiveness	Medium
Implementation	Could be implemented in the short to medium term	Medium

Overall Ranking: Low-Medium

7 FUNDING AND IMPLEMENTATION

This chapter provides synopses of various funding sources relevant to planning and/or implementation of Central and East Oakland transportation strategies. This chapter focuses primarily on funds available through grant programs though other sources are used to support relevant activities such as transit operations in Alameda County.[1] It is important to note that many of the funding sources discussed below are already in use by relevant agencies (e.g. Federal Transit Administration grant programs). For example, while funding sources such as the Federal Transit Administration's 5307, 5309 and 5310 programs and California's State Transit Assistance program are applicable to the implementation of Central and East Oakland strategies, available funds may be fully committed to existing operations at this time. Many of the grant programs discussed below are routinely presented with qualifying funding applications meeting stated criteria totaling far greater than the available funding, with a variety of needs competing for funding. Given this reality, despite the large number of funding sources discussed below, securing funding for implementing improvements described in this plan is likely to be an ongoing challenge. Development of other revenue streams beyond those discussed below may be necessary to implement some strategies, such as low-income fare subsidies, on a large scale.

Sources of public sector funding have been roughly categorized into three groups: federal, State, and local/regional programs. A final section discusses additional funding opportunities beyond these publicly-funded programs.

A. Federal Programs

The Federal Transit Administration (FTA) offers a number of funds, as do other federal agencies and programs.

[1] For example, AC Transit and BART receive property and sales tax revenues in support of operations.

1. FTA Section 5303 Metropolitan Planning Program

Section 5303 funds are distributed to regions based on urbanized area population and an FTA formula in support of planning activities. Section 5303 supports transit planning activities such as development of Short-Range Transit Plans. Section 5303 funds are a potential source for supporting additional planning work necessary for implementing transit service improvements.

2. FTA Section 5307 Urbanized Area Formula Grant Program

Section 5307 provides support for transit capital projects (such as vehicle purchase) on a formula basis, with funding provided to each urbanized area split between transit operators. Section 5307 funds can also be used to support preventive maintenance activities.

3. FTA Section 5307 Transportation Enhancements

Transit operators in urbanized areas with populations over 200,000 are required to set aside 1 percent of 5307 funds for Transportation Enhancements, which may include bus stop improvements and improved bicycle and pedestrian access to transit.

4. FTA Section 5309 Capital Program

FTA's Section 5309 funds capital improvements and/or vehicle purchase for bus transit providers in areas with populations over 50,000 on a discretionary basis. Applications for 5309 funds must be consistent with MTC's Regional Transportation Improvement Program as well as the State Transportation Improvement Program. Section 5309 also provides funds for Fixed Guideway Modernization supporting capital projects to modernize or improve fixed guideway systems including purchase and rehabilitation of rolling stock, track, line equipment, and structures, as well as operational support systems, passenger stations and terminals, maintenance facilities and equipment, and system extensions.

5. FTA Section 5310 Transportation for Elderly Persons or Persons with Disabilities

Section 5310 provides formula funding to States for the purpose of assisting in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate for meeting these needs. Funds are obligated through a statewide grant application, with initial project scoring occurring at the local level (i.e. coordinated through MTC in the Bay Area in conjunction with the nine counties). Capital projects such as purchase of vehicles and related equipment are eligible.

6. FTA Section 5316 Jobs Access Reverse Commute (JARC)

The purpose of this federal grant program is to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs, and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Grants may finance capital projects and operating costs. Formerly a competitive program administered directly by the Federal Transit Administration, the JARC program has been formularized and is now administered by MTC. MTC prioritizes JARC funding for distribution through a competitive process as part of the Lifeline Transportation Program.

7. FTA Section 5317 New Freedom Program

New Freedom is a new program under the new federal transportation funding act, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), that will provide capital and operating support for services and facility improvements that address the transportation needs of persons with disabilities beyond those required by the Americans with Disabilities Act (ADA). Grants will be competitively awarded, and eligible recipients include both public agencies and non-profit organizations.

8. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ is a federal program supporting a range of projects that reduce transportation-related emissions in air quality nonattainment areas. Eligible projects include (but are not limited to) transit capital projects (including purchase of clean fuel transit vehicles), operating expenses for new transit services (for the first three years of operation only), and bicycle and pedestrian facilities programs. CMAQ funds are received by MTC. CMAQ funds were included in the coordinated bicycle and pedestrian funding program administered by the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA) for FY 06-07.

9. Surface Transportation Program (STP)/Transportation Enhancements Activities

This funding source is a 10 percent set-aside from the federal Surface Transportation Program that provides funds for a variety of "transportation enhancements" that go above-and-beyond standard transportation projects, including pedestrian and bicycle facilities, safety and education for pedestrians and bicyclists, and rail trails. Transportation Enhancements are selected and programmed through the Regional Transportation Improvement Program and State Transportation Improvement Program.

10. Safe Routes to School (SRTS)

Building on Safe Routes to School programs initiated in California and other states, a new federal program was initiated under the new federal transportation funding act, SAFETEA-LU. The program is intended to promote bicycling and walking to school among children in kindergarten through 8th grade and to provide for increased safety for children bicycling and walking. Both infrastructure projects and non-infrastructure projects (such as educational programming) are eligible for funding. Eligible applicants include State, local and regional agencies; schools or school districts; and non-profit organizations. Caltrans administers the SRTS program through its Division of Local Assistance. Annual apportionments to California for the federal

SRTS program are expected to grow from $14.8 million in 2007 to $23 million in 2009. This new federally-funded program will eventually supplant the pre-existing California Safe Routes to School Program.

11. Community Development Block Grant Program (CDBG)

The City of Oakland distributes Community Development Funds through the federal CDBG (Community Development Block Grant) program. Each year, the federal government distributes CDBG funds to cities for their local community development projects. The major focus of Oakland's CDBG program is physical development activities such as community-wide housing, public facilities and improvements, neighborhood revitalization, and economic development. A restricted portion of the grant funds can be expended for public services activities. CDBG funds are directed to uses identified by the Consolidated Plan.

12. Hazard Elimination Safety Program (HES)

The Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways (including publicly-owned bicycle and pedestrian pathways). These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement. Eligible activities include engineering, right-of-way acquisition, and construction. The program is administered by Caltrans, and funding is awarded annually on a competitive basis.

13. Transportation and Community and System Preservation Program (TCSP)

The Transportation, Community, and System Preservation Program is a federal initiative administered by the Federal Highway Administration (FHWA) that funds research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and to identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations and local governments are eligible for grant funding activities consistent with the following goals:

- Improve the efficiency of the United States transportation system.

- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

The federal transportation funding act, SAFETEA-LU, authorized the TCSP Program through FY 2009. A total of $270 million is authorized for this Program in FY's 2005-2009. While only Congressionally-designated projects (earmarks) have been funded since FY 2000, according to a January 2007 FHWA memorandum, it appears that funds may be awarded through a competitive process in FY 2007. FHWA Division Administrators have been instructed to work with State transportation departments to prepare each State's project applications.

B. State Programs

Funds for transportation-related projects are available from the Transportation Development Act (TDA), and from various State programs and agencies including the California Department of Transportation (Caltrans) and the California Office of Traffic Safety (OTS).

1. Transportation Development Act/State Transit Assistance Funds

TDA funds are a key source of operating revenue for transit agencies throughout California, including AC Transit and BART. TDA funds are made up of sales tax and gasoline tax revenues (Local Transportation Fund and State Transit Assistance accounts, respectively) and can be used for capital and operating expenditures, and as match for federal capital funding.

2. Transportation Development Act Article 3

TDA funds generated from a ¼ cent of the general state sales tax are returned to the source counties to fund transportation projects. TDA Article 3 provides for 2 percent of county TDA funds to be set aside for bicycle and pedestrian projects. Eligible projects include right-of-way acquisition; planning, design and engineering; and construction of bicycle and pedestrian infrastructure (including retrofitting to meet ADA requirements) and related facilities. In Alameda County, the Alameda County Congestion Management Agency (ACCMA) manages the project selection process.

3. Caltrans Community-Based Transportation Program (CBTP)

The Caltrans CBTP grant program is primarily used to seed planning activities that encourage livable communities. This funding source is separate and distinct from MTC's Community-Based Transportation Planning program, which funds planning activities in MTC-identified communities of concern, such as Central and East Oakland. Caltrans CBTP grants assist local agencies in better integrating land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit oriented and mixed-use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision-making. CBTP grant-funded projects demonstrate the value of these new approaches locally, and provide best practices for statewide application.

4. Caltrans Environmental Justice: Context-Sensitive Planning

The Caltrans Environmental Justice program provides funding for planning-related projects that promote environmental justice in local planning, contribute to early and continuous involvement of low-income and minority communities in the planning and decision-making process, improve mobility and access for underserved communities, and create a business climate that leads to more economic opportunities, services and affordable housing.

5. Bicycle Transportation Account (BTA)

The Caltrans Bicycle Transportation Account provides State funds on a competitive basis for City and County projects that improve safety and convenience for bicycle commuters, including design, engineering, and construction of bicycle lanes and paths. To be eligible for BTA funds, a City or County must adopt a Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.4 within the four years prior to the year of application. Five million dollars is available in the FY 07-08 funding cycle. They 2006 Countywide Bicycle Plan is approved by the Bicycle Facilities Unit and meets the requirements of the Street and Highway Code 891.4.

6. Office of Traffic Safety (OTS) Grants

The Office of Traffic Safety (housed with the California Business, Transportation and Housing Agency), annually requests proposals for projects addressing traffic safety problems from public agencies, including school districts and public safety providers. Priority project areas include promoting bicycle and pedestrian safety by raising awareness among pedestrians, bicyclists, and motorists through education, enforcement and engineering activities (among other activities).

7. Safe Routes to School (SR2S)

The California State Safe Routes to School Program pre-dates the newer federal program established under SAFETEA-LU in 2005 (discussed in the section above). This program provides funding for sidewalk improvements, traffic calming and speed reduction measures, pedestrian and bicycle crossing improvements, on-street and off-street bicycle facilities, and traffic diversion improvements. The State program was established by State legislation with a sunset date of January 1, 2008. With the passage of SAFETEA-LU, federal Safe Routes to School (SRTS) funds were made available to states nationwide. For this reason, current State statutes will be revised to reflect SAFETEA-LU provisions as the State program is phased out. A final cycle of State Safe Routes to School funding is planned prior to the termination of the State program.

C. Regional/Local Programs

Funds are available from Bay Area regional agencies, such as MTC, as well as from Alameda County.

1. Lifeline Transportation Program

MTC's Lifeline Transportation Program is a grant program supporting community-based transportation projects that are developed through collaborative processes involving substantial outreach (such as CBTPs), that address transportation gaps in low-income communities, and that improve the range of transportation choices for low-income individuals, including elderly and disabled residents of low-income communities. Lifeline funds for the initial round of funding (FY 05-06 through FY 07-08) were derived from Congestion Management and Air Quality (CMAQ), (Job Access and Reverse Commute) JARC, and State Transit Assistance (STA). Funding amounts are assigned to each county according to the county's share of the regional population living in poverty. During the FY 2005-06 through FY 2007-08 Lifeline funding cycle, approximately $18 million was available for the region. Alameda County received approximately $5 million of Lifeline Transportation Program funding, given its 27 percent of the region's population living in poverty. MTC adopted the 2030 Long-Range Transportation Plan in February 2005, which committed $126 million over the next 25-years for lifeline transportation projects. MTC is currently working on Transportation 2035, and update to the Regional Transportation Plan expected to be adopted in 2009. The Alameda County Congestion Management Agency administers the Lifeline program for Alameda County.

2. Transportation for Livable Communities (TLC)

MTC's Transportation for Livable Communities Program was created to support community-based transportation projects that revitalize downtown areas, commercial cores, neighborhoods, and transit corridors, by enhancing their amenities and ambiance and making them places where people want to live, work and visit. TLC provides funding for projects that provide for a

range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort. TLC is now programmed through the end of the current federal transportation program which ends in 2009. A call for projects is expected in spring or summer 2008.

3. Regional Bicycle and Pedestrian Program

MTC created the Regional Bicycle and Pedestrian Program in 2003 to fund construction of the Regional Bicycle Network, regionally-significant pedestrian projects, as well as bicycle and pedestrian projects serving schools or transit. MTC has committed $200 million in the Transportation 2030 Plan to support the regional program over a 25-year period ($8 million each year). The program is administered through the county Congestion Management Agencies (ACCMA in Alameda County). Regional Bicycle and Pedestrian Program funds were also included in the coordinated bicycle and pedestrian funding program administered by ACTIA and ACCMA in FY 06-07.

4. Transportation Fund for Clean Air (TFCA)

The Transportation Fund for Clean Air is a grant program funded by a $4 surcharge on motor vehicles registered in the Bay Area, with approximately $22 million per year in revenue. TFCA's goal is to implement cost-effective projects that will decrease motor vehicle emissions. The fund covers a wide range of project types, including purchase or lease of clean fuel buses, purchase of clean air vehicles, ridesharing programs to encourage carpool and transit use, bicycle facility improvements such as bicycle lanes, bicycle racks, and projects to enhance the availability of transit information.

Funds are available through two main channels: the Regional Fund administered by Bay Area Air Quality Management District (BAAQMD) (60 percent of revenues) and the County Program Manager Fund (40 percent of revenues), which is administered by the Bay Area's County Congestion Management Agencies (ACCMA in Alameda County). Any public agency within the Bay Area Air Quality Management District's jurisdiction can apply for TFCA funds, either through the BAAQMD or the relevant Congestion Man-

agement Agency. Non-public entities can also apply for TFCA grants, directly or via a public agency, to sponsor and implement clean air vehicle projects only.

5. Safe Routes to Transit

Funded through Regional Measure 2, this program supports projects that enhance pedestrian and bicycle access to transit stations. Funding is awarded competitively. The program is administered by the Transportation and Land Use Coalition (TALC). TALC is a partnership of over 90 Bay Area groups that develops and forwards a range of projects, programs, and campaigns supporting sustainability and equity in the land use, housing, and transportation arenas.

6. Measure B

Measure B is Alameda County's half-cent transportation sales tax, which is administered by the Alameda County Transportation Improvement Authority (ACTIA). Measure B allocates 40 percent of total revenues to capital projects identified in Alameda County's 20-Year Transportation Expenditure Plan. The remaining 60 percent of total revenues is allocated to the local jurisdictions (cities, county transit agencies and paratransit providers in Alameda County) for five programs:

- Local transportation, including streets and roads (22.34 percent of the net revenues). These funds are quite flexible and can be used to address local transportation priorities, including transit and bicycle and pedestrian improvements.
- Mass transit (21.92 percent of the net revenues). Funds are provided to support AC Transit operations as well as those of other Alameda County transit operators.
- Special transportation for seniors and people with disabilities (10.45 percent of the net revenues). These funds are distributed as "base program" pass-through funds to local jurisdictions (including the City of Oakland) and East Bay Paratransit, as well as through the Gap Grant Program,

which provides funding to public agencies and non-profit organizations to address gaps in services.

- Bicycle and pedestrian safety (5 percent of the net revenues). Seventy-five percent of these funds are local pass-through funds to cities and the County and are allocated based on population. Twenty-five percent of the funds are reserved for countywide planning and projects, including the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.
- Transit Center Development (0.19 percent of the net revenues). These funds are available to cities and Alameda County in support of projects promoting residential and retail development near transit centers.

ACTIA and the Alameda County Congestion Management Agency (ACCMA) administer a coordinated bicycle/pedestrian funding program, with funding drawn from the Measure B Bicycle and Pedestrian Countywide Discretionary Fund, the Regional Bicycle and Pedestrian Program, and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Bicycle and pedestrian projects, programs and master plans are eligible to receive funding from these sources.

D. Additional Funding Opportunities

1. Community Development Funds

The City of Oakland distributes Community Development Funds through the federal CDBG (Community Development Block Grant) program. See the CDBG section under Federal Programs for more information.

2. City of Oakland Capital Budget

While many of the funding sources above may be folded into the capital budget at the City level, other funds generated or received locally may be programmed to fund projects such as bicycle and pedestrian infrastructure and bus shelter improvements.

3. Mello-Roos Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district or joint powers authority to establish a Mello-Roos Community Facilities District (CFD) which allows for financing of public improvements and services through taxation within the district. The services and improvements that Mello-Roos CFDs can finance include streets, sewer systems and other basic infrastructure, police protection, fire protection, ambulance services, schools, parks, libraries, museums and other cultural facilities. A CFD is created by a sponsoring local government agency and includes all properties that will benefit from the improvements to be constructed or the services to be provided. A CFD cannot be formed without a two-thirds majority vote of residents living within the proposed boundaries. Once the CFD is approved, a Special Tax Lien is placed against each property in the CFD and each property owner pays a Special Tax annually.

4. Private Sector Contributions

a. Employers and Local Businesses

Local businesses and employers can serve as partners in improving transportation in Central and East Oakland. Employers may subsidize transit passes for employees, or even provide shuttle services for employees who cannot travel to work easily on transit or using other modes of travel. Local businesses may also be willing to provide support for other improvements, such as enhanced transit amenities at bus stops serving their location. Adopt-a-stop programs, in which individuals, businesses or community groups partner with transit agencies to clean and beautify bus stops and shelters, have been successfully implemented by several transit agencies across the country. Under these programs, Adopt-a-Stop volunteers agree to keep their stop or shelter clean and to report any maintenance issues. In return, the transit agency recognizes the volunteer's efforts, either through a sign at the shelter with the volunteer's name, recognition on the agency's website or in newsletters, or by issuing free transit tickets/passes to the volunteer.

b. Developers

Developers have an important role to play in assuring that the local transportation network meets the needs of residents. Developers may contribute funding in support of transportation infrastructure and transit needs in the form of impact fees (payments required by local governments of new development for the purpose of providing new or expanded public capital facilities), and also may be conditioned by the City of Oakland to provide certain improvements (sidewalk improvements, transit amenities) as part of new development.

c. Private Foundations

For projects that promote community livability and environmental sustainability, implement educational or health-related programs, or respond to the special needs of vulnerable populations, private foundations can provide additional sources of funding. Foundation grant programs are generally very competitive, with awards made in specific interest areas that change periodically to reflect foundation priorities. Examples of major private foundations that sponsor funding programs of potential relevance to the Central and East Oakland CBTP include:

- Surdna Foundation: Focus and current grant-making areas include community revitalization (enhancing quality of life in urban places and ensuring that development promotes social equity) and the environment (including a Transportation and Land Use focus area for grant-making).
- Zellerbach Family Foundation: Focuses on strengthening families and communities. Current grant-making areas include Improving Human Service Systems, Immigrants and Refugees (projects that promote successful integration into communities and full participation in civic life), and Strengthening Communities (supporting local capacity building, resident participation in decision-making, and community improvement efforts).
- East Bay Community Foundation of Alameda and Contra Costa Counties (EBCF): Focus is on promoting the development of strong communities in the East Bay. One of the values that EBCF promotes with its grant-making is ensuring that community members have equal opportu-

nity and access to participate fully in the civic life of the community. EBCF concentrates its work in four specific program areas, one of which is "livable communities."

EBCF has established three primary target populations for the majority of its work:

1) Low-income children and youth (ages 5-14), particularly youth of color.
2) At-risk youth and young adults (ages 14 to 25), especially those involved in the juvenile justice and child welfare systems.
3) Low-income children and families, especially those from under-resourced and immigrant communities

Because the Central and East Oakland CBTP targets similar populations and emphasizes community participation in developing strategies, EBCF's Community Investment Grants may be relevant to several of the strategies proposed in the Central and East Oakland CBTP. These grants are primarily available for programs or activities supporting the Foundation's livable communities goals.

d. Service Organizations and Faith-Based Institutions

Service organizations such as Kiwanis, Rotary, and the Lions Club and faith-based institutions and churches in the area may be approached for support in implementing Central and East Oakland strategies. While it is not likely that such groups would be in the position to provide a large investment, they may be willing to sponsor or participate in implementing lower-cost strategies or assist with fundraising in support of larger-scale projects.

E. Summary of Potential Funding Sources

The list of funding sources in Table 7-1 is a result of discussion with public funding and implementing agencies, including the City of Oakland, BART, AC Transit, Alameda County Congestion Management Agency, the Metropolitan Transportation Commission and the Alameda County Transportation Improvement Authority (ACTIA).

TABLE 7-1 **POTENTIAL FUNDING SOURCES BY PROJECT TYPE**

Project(s)	Key Potential Funding Sources
Streetscape and Bus Stop Improvements/BART Station Access Improvements	♦ Section 5307 Transit Enhancements ♦ Measure B ♦ Transportation Fund for Clean Air ♦ Lifeline Transportation Program ♦ Congestion Mitigation and Air Quality Improvement Program ♦ Safe Routes to Transit ♦ Transportation for Livable Communities ♦ City Capital Budget ♦ Community Development Funds/Community Development Block Grant ♦ Private Sector Contributions
AC Transit Bus Operations Strategies	♦ Ongoing sources of AC Transit operating funding (Transportation Development Act, sales and property tax revenues, Measure B, Measure 2) ♦ Lifeline Transportation Program (includes Job Access and Reverse Commute funds and State Transit Assistance funds) ♦ Congestion Mitigation and Air Quality Improvement Program
Transit Information Strategies	♦ Section 5307 Transit Enhancements ♦ Transportation Fund for Clean Air ♦ Lifeline Transportation Program ♦ Transportation for Livable Communities ♦ Congestion Mitigation and Air Quality Improvement Program ♦ Private Sector Contributions
Transit Affordability Strategies	Funding sources will need to be determined. Fare subsidy is not easily funded through existing programs, including the Lifeline Transportation Program, given restrictions on use of funds. New funding streams will need to be created to support this strategy.

TABLE 7-1 **POTENTIAL FUNDING SOURCES BY PROJECT TYPE** (CONTINUED)

Project(s)	Key Potential Funding Sources
Expand Oakland Paratransit for the Elderly and Disabled (OPED) service	♦ Measure B base program and Gap Grant program ♦ Potentially Lifeline Transportation Program ♦ Potentially Section 5317 (New Freedom Program)
Bicycle Strategies	♦ STP Transportation Enhancements ♦ Congestion Mitigation and Air Quality Improvement Program ♦ Hazard Elimination Safety Program ♦ Office of Traffic Safety Grants ♦ TDA Article 3 ♦ Measure B ♦ Lifeline Transportation Program ♦ Transportation Fund for Clean Air ♦ Safe Routes to School ♦ Safe Routes to Transit ♦ Regional Bicycle and Pedestrian Program ♦ Transportation for Livable Communities ♦ City Capital Budget ♦ Community Development Funds/Community Development Block Grant
Subsidized Car Sharing	♦ Lifeline Transportation Program

APPENDIX A

AC TRANSIT SERVICE CHANGES

APPENDIX A: AC TRANSIT SERVICE CHANGES

TABLE A-1 **AC TRANSIT SERVICE CHANGES – EFFECTIVE JUNE 2007**

Line	Description of Changes
1	New line running from Bay Fair BART to downtown Berkeley via E, 14th Street, International Boulevard, Broadway and Telegraph in Oakland, Service frequency 15 to 20 minutes weekdays, 20 minutes weekends (Replaces segments of Lines 40/40L and 82.)
1R	New line – the International Rapid – running from Bay Fair BART to UC Berkeley via East 14th Street, International Boulevard, Broadway and Telegraph in Oakland. Bus stops approximately one-half mile apart. Service frequency 12 minutes on weekdays, 15 minutes on weekends. (Replaces Line 82L and some Line 40/40L stops)
14	Route extended to Fruitvale BART via High Street, incorporating discontinued Line 48
15	Route changed to run from downtown Oakland to downtown Berkeley only. (Line 18 replaces service from downtown Oakland to Montclair via Park Boulevard.)
18	New line running Albany to Montclair via Telegraph Avenue, Broadway, 11th/12th Streets, E. 18th Street and Park Boulevard in Oakland. Service frequency 15 to 20 minutes weekdays and 20 minutes weekends. (Replaces Lines 43 and 15.)
40	Route changed to run between Bay Fair BART and 11th and Jefferson Streets in Oakland only. Service frequency 10 minutes between downtown Oakland and Eastmont Transit Center, and 20 minutes between Eastmont Transit Center and Bay Fair BART. (Lines 1 and 1R provide replacement service for downtown Oakland to downtown Berkeley.)
40L	Line discontinued. (1 and 1R provide replacement service between downtown Oakland and downtown Berkeley, Line 40 provides replacement service on Bancroft Avenue and Foothill Boulevard.)
43	Line discontinued. (Line 40 provides replacement service on 11th/12th Street and Foothill Boulevard. Line 18 provides replacement service between Albany, Berkeley and Oakland.
48	Line discontinued. (Line 14 provides replacement service.)
82	Line discontinued. (Line 1 provides replacement service between Bay Fair BART and downtown Oakland.
82L	Line discontinued. (Line 1R provides replacement service.)
92	Added early morning trips between Hayward BART and CSU East Bay. Added afternoon trips between South Hayward BART and Kaiser Hospital Hayward.
97	Service frequency increased weekdays to 15 minutes.

Source: www,actransit.org/riderinfo/SChanges_Hayward_07.html.

APPENDIX B

WORKSHOP SUMMARY

APPENDIX B: WORKSHOP SUMMARY

TABLE B-1 **WORKSHOP SUMMARY**

	Strategy	Total Number of Votes Received
BART	Reduce cost to ride BART	15
	Improve access and safety at BART stations	10
	Improve access to BART information	12
Bus	Reduce cost of AC Transit ticket and transfer	17
	Improve bus stops and streetscape environment	14
	Increase bus service	10
Bike	Sign and stripe new bike lanes	10
	Construct new Bay Trail connector paths	6
Paratransit	Increase the maximum number of OPED discounted van vouchers from 2 to 4 per person per month	6
	Re-instigate OPED group trip service	3
Walking	Streetscape improvements on major bus corridors	11
	Streetscape improvements at BART stations	1
Meeting # 1 Comments	Install traffic signals on busy streets to make crossing safer	2
	Walking beat police along bus/BART transit area	1
	AC Transit youth, elderly and disabled pass available on TransLink	3
	AC Transit low income TransLink pass	2
	Regional low-income TransLink pass	3
	66th Avenue Streetscape and bike lanes from San Leandro to International Blvd	2
	Increased even coverage of BART stations by BART police	0

	Strategy	Total Number of Votes Received
	Coordination between BART police and other police departments	0
	Security on buses, including police on the bus	0
	Increased AC Transit weekend service	0
	Bigger buses on AC Transit Route 14	0
Meeting # 2 Comments	Run BART all night	4
	Give notice for bus stop location changes	0
	Evenly spaced buses	1
	Bus drivers should wait for passengers	2
	AC Transit Route 14 should go to High/MacArthur	0
	Crowded buses should not let more people on (Especially Route 1 in the mornings and afternoon peaks)	2
	Extend AC Transit transfer window to 2 hours	2
	Allow multiple transfers on AC Transit	4
	Provide additional driver training for AC Transit bus drivers	0
	Run buses on schedule	1
	AC Transit Rt 1 should go to West Oakland BART station	0
	AC Transit Rt 40 should go to Bayfair	0
	AC Transit should devise a more direct route for the 14	0
	AC Transit should bring back service on Rt 48	0
	Rt 1 buses should be bigger	0

	Strategy	Total Number of Votes Received
	There should be more buses on Rt 1	1
	Police should not pull over cyclists for no reason	0
	AC Transit riders that are 13 years old or younger should ride the bus for free	2
	AC Transit riders that are over 40 years old should get a discount	0
Meeting # 3 Comments	AC Transit should have a day pass ticket	0
	AC Transit should raise the price of BRT in order to lower price of local service	0
	Sell discounted transit tickets in the neighborhood at places such as senior centers and Walgreens, similar to PG&E's bill pay stations	0
	Change BART fare structure to be correspond exactly to distance traveled	0
	Make BART elevators closer to middle of BART stops	0
	Increase hours for paratransit	1
	Offer some fixed route service on off hours	1
	Access to downtown Oakland is important	0
	Improve safety on buses	1
	Improve sidewalk quality (cracks and disrepair)	0
	Make qualifications for paratransit less strict	0
	Increase the coverage of paratransit services	0
	Sometimes paratransit is not available for specific times and on specific days that it is needed.	1
	Extend AC Transit transfer window to 3 hours	1
	Take money out of BRT and put it into local service	0

Strategy	Total Number of Votes Received
BRT benefits people outside of Oakland the most	0
Need additional funding for building already-planned streetscapes	0
Rt 14 is infrequent and indirect - it takes too long to ride anywhere and the end points are not logical	0
Transfer between AC Transit Rt 14 and BART is unpredictable and slow	0

APPENDIX C

SURVEY INSTRUMENT

For an online version please visit:
www.dceplanning.com/survey

METROPOLITAN TRANSPORTATION COMMISSION

Surveyor_____
Location_____
District_____
Date _____

Central and East Oakland Community Based Transportation Plan
Survey

A. How do you travel?

1. How do you usually get around? *(Check all that apply.)*

☐1 AC Transit ☐2 BART ☐3 Walk ☐4 Bicycle
☐5 Shuttle/Vanpool ☐6 Paratransit ☐7 Drive ☐8 Get a ride
☐0 Other _____

2. Is traveling to any of these destinations difficult? *(Check the destinations and name specific locations that are hard to reach.)*

☐1 Job or jobs *(Specific location?)* _____
☐2 Grocery shopping *(Specific location?)* _____
☐3 Parks and recreation *(Specific location?)* _____
☐4 School and daycare *(Specific location?)* _____
☐5 Medical and health care appointments *(Specific location?)*_____
☐0 Other destination?_____

B. Identify Transportation Needs

With limited money available, transit and city agencies need to know which transportation problems are the most serious for you. For EACH type of transportation, identify the THREE service or infrastructure issues that you think most need improvement. *(Check three boxes and specify the location or route.)*

1. **AC TRANSIT** *(Check the THREE issues that most need improvement.)*

☐1 Cost *of ticket, monthly pass, transfer*
☐2 Transfer *between lines and modes of travel*
☐3 Information, *maps, schedules, available in languages other than English*
☐4 Experience at bus stops, *shelters, benches, lighting* (*Which bus stops?)*_____
☐5 Safety at bus stops *from crime* (*Which bus stops?)*_____
☐6 Frequency of service, *day, weekends, nights* (*Which lines?)*_____
☐7 Trip time, *waiting, time on the bus, transfer time* (*Which lines?)*_____
☐8 Experience on bus, *driver courtesy, comfort, accessibility (Which lines?)*_____
☐9 Safety on bus *from crime (Which lines?)*_____

2. **BART** *(Check the THREE issues that most need improvement.)*

☐1 Cost *of ticket, discounted pass*

☐2 Transfer *between trains and modes of travel (What time of day?)*_____

☐3 Information, *maps, schedules, available in languages other than English*

☐4 Experience at stations, *accessible, shelter, agent courtesy (Which stations?)*_____

☐5 Safety at stations *from crime (Which stations?)*_____

☐6 Frequency of service, *day, weekends, nights (What time of day?)*_____

☐7 Trip time, *waiting, time on the train, transfer time (What time of day?)*_____

☐8 Experience on train, *driver courtesy, comfort, accessibility*

☐9 Safety on train *from crime (What time of day?)*_____

3. **WALKING** *(Check the THREE issues that most need improvement.)*

☐1 Crossing *the street* (*Which streets?)*_____

☐2 Safety *from crime (Which streets?)*_____

☐3 Pavement quality, *obstacles*, *broken paving (Where?)*_____

☐4 Experience*, noise, sidewalk width, air pollution (Where?)*_____

4. **BIKING** *(Check the THREE issues that most need improvement.)*

☐1 Speed *of automobiles* (*Which streets?)*_____

☐2 Theft and Vandalism *of bicycles (Where?)*_____

☐3 Pavement quality, *broken paving, grates (Which streets?)*_____

☐4 Crossing streets, *enough time to cross, conflicts with turning vehicles (Which streets?)*_____

5. **PARATRANSIT** *(Check the THREE issues that most need improvement.)*

☐1 Reliable service, *arrives on time*

☐2 Availability *regular and/or on-demand service*

☐3 Hours of service, *available days, evenings, weekends*

☐4 Information, *well-publicized, easy to understand*

6. **VANPOOLS/SHUTTLES** *(Check the THREE issues that most need improvement.)*

☐1 Reliable service, *arrives on time*

☐2 Availability, *regular and/or on-demand service*

☐3 Hours of service, *available days, evenings, weekends*

☐4 Information, *well-publicized, easy to understand*

7. Please describe other transportation issues or needs in your neighborhood *(Please be as specific as possible.)* _____

_____

_____

_____

C. Identify Solutions

1. Identify the top FIVE solutions you think could most improve transportation in Central and East Oakland. *(Check five boxes and specify location or route.)*

☐1 Add bike lanes or bike priority streets *(Which streets?)*_____

☐2 Add more bike lockers or racks at key locations *(Which locations?)* _____

☐3 Add more buses in the evening and on weekends *(Which lines? Which times?)*

_____

☐4 Add bus shelters with benches, lighting and schedules *(Which locations?)*_____

☐5 Reduce bus travel times to destinations *(Which lines?)*_____

☐6 Offer discounted fares to youth and seniors.

☐7 Bring a car-sharing service into the neighborhood.

☐8 Create a local transportation information center.

☐9 Add a Senior Shuttle that would bring seniors to special destinations.

☐10 Add more services for people with disabilities, such as taxis, vans and paratransit.

☐11 Improve safety on sidewalks, near bus shelters and around BART stations *(Specific locations, shelters or stations?)* _____

☐12 Provide improved customer service training for bus drivers.

☐13 Provide information in languages other than English *(Which language?)*_____

☐14 Provide a joint ticket that would offer a discount when riding both BART and ACTransit.

☐15 Provide better access (buses, walking paths, bikeways) to BART stations? *(Which stations?)*_____

2. Do you have any other comments or suggestions about how to improve transportation in Central and East Oakland? _____

_____

_____

_____

D. Please tell us about yourself:

1. What neighborhood do you live in and your zipcode? _____

2. Are you: ☐1 Employed full-time or part-time ☐2 A student ☐3 Unemployed
   ☐4 Retired ☐5 A parent with children living at home

3. How long does it take you to get to your job/jobs or school?_____

4. What is your age: ☐1 18 or under ☐2 19-29 years ☐3 30-45 years
   ☐4 46-61 years ☐5 62-80 years ☐6 81 years or older

5. What is your household income: ☐1 Under $25,000 ☐2 $25,001 to $32,000
   ☐3 $32,001 to $50,000 ☐4 $50,001 to $75,000 ☐5 Over $75,000

6. Do you have difficulty using transportation because of a disability: ☐Yes ☐No

E. *Keep in touch!*

If you would like to receive information about this process, please provide us with your contact information:

Name_____ Address_____

Email_____ _____

To learn more about community-based transportation planning please call Diane Stark, Senior Transportation Planner with Alameda County Congestion Management Agency at:

510.836.2560 X 13 or DStark@accma.ca.gov

For an online version in English, please visit: www.dceplanning.com/survey

METROPOLITAN TRANSPORTATION COMMISSION

Surveyor_____
Location_____
District_____
Date _____

Plan de transporte basado en la comunidad del Centro y Este de Oakland
Encuesta

A. ¿ Cúmo se transporta?

1. ¿ Cuál es su método de transporte normalmente? *(Marque todos los que aplican.)*

☐1 AC Transit ☐2 BART ☐3 Caminando ☐4 Bicicleta ☐5 Camioneta
☐6 Paratransit ☐7Manejar ☐8 Obtener viaje por coche de otras personas
☐0 Otro _____

2. ¿Es dificil viajar a estos lugares? *(Marque los lugares y diga ubicaciones a las cuales es dificil viajar.)*

☐1 Trabajo o trabajos (*ubicación específica*?)_____
☐2 Compra de provisiones (*ubicación específica*?)_____
☐3 Parque y recreacíon *(ubicación específica?)* _____
☐4 Escuela y cuidado de niños *(ubicación específica?)* _____
☐5 Citas médicas y de cuidado de salud *(ubicación específica?)*_____
☐0 Otro lugar _____

B. Identificando necesidades de transporte.

Con fondos limitados, las agencias de tránsito y de la cuidad necesitan saber cuáles problemas de transporte son prioridades para usted. Por CADA tipo de transporte, escoja los TRES temas que crea que necesitan mejorar y díganos que ubicaciones y/o rutas necesitan mejorar.

1. **AC TRANSIT** *(Marque los TRES temas que más necesitan mejorar.)*

☐1 Costo *de boleto, pase mensual, boleto para transferir*
☐2 Transferencia *entre rutas y formas de transporte, entre bus y BART por ejemplo*
☐3 Información*: disponibilidad de mapas y horarios en otros idiomas aparte de inglés*
☐4 Experencia en la parada/paraderos de autobús, *refugios de espera, bancos, iluminación*
☐5 Seguridad en las paradas/paraderos de autobús *(¿Cuáles paradas?*_____*)*
☐6 Frecuencia de servicio *(¿Cuáles rutas?*_____*)*
☐7 Tiempo de viaje y espera tiempo *(¿Cuáles rutas?*_____*)*
☐8 Experiencia en el bus, *cortesía del conductor, comodidad, accesibilidad(¿Cuáles rutas?*_____*)*
☐9 Seguridad en el autobús *(¿Cuáles rutas?*_____*)*

2. **BART** *(Marque los TRES temas que más necesitan mejorar.)*

☐1 Costo *de boleto, pase de descuento*

☐2 Transferencia *entre trenes y formas de transporte (¿A cuáles horas?:_____)*

☐3 Información*: disponibilidad de mapas y horarios en otros idiomas aparte de inglés*

☐4 Experiencia en las estaciones, *accesibles, disponibilidad de mapas y horarios en español*

☐5 Seguridad en las estaciones *(¿Cuáles estaciones?_____)*

☐6 Frecuencia de servicio, *de día, fines de semena, noches (¿A qué horas?_____)*

☐7 Tiempo de viaje, *tiempo de espera, tiempo de transferencia (¿A qué horas?_____)*

☐8 Experiencia en el tren, *cortesía del conductor, comodidad, accesibilidad*

☐9 Seguridad en el tren *(¿A qué horas?_____)*

3. **CAMINANDO** (*Marque los TRES temas que más necesitan mejorar.)*

☐1 Cruzando *la calle (¿Cuáles calles?:_____)*

☐2 Seguridad *de la delicuencia (¿Cuáles calles?:_____)*

☐3 Calidad de acera*, banquetas con oyos o quebrados (¿Dónde?:_____)*

☐4 Experiencia mientras camina, *ruido, aceras, contaminación de aire (¿Dónde?:_____)*

4. **ANDAR EN BICICLETA** (*Marque los TRES temas que más necesitan mejorar*.)

☐1 Velocidad *de automóbiles (¿Cuáles calles?:_____)*

☐2 Robo y vandalismo *de bicicletas (¿Dónde?_____}*

☐3 Calidad de pavimento, *oyos en la calle, ralladas peligrosas (¿Cuáles calles?:_____)*

☐4 Cruzando la calle, *suficiente tiempo, conflictos con vehículos (¿Cuáles calles?:____*

5. **PARATRANSIT** *(Escoja los TRES temas que más necesitan mejorar.)*

☐ Servicio confiable, *llega a tiempo*

☐2 Disponiblidad *regular o servicio en demanda*

☐3 Horas de servicios, *días disponibles, en la tarde, fines de semana*

☐4 Información, *bien promocionado, fácil de comprender*

6. **SERVICIO DE ENLANCE o MINIBUSES** *(Marques los TRES temas que más necesitan mejorar.)*

☐1 Servicio confiable*, llega a tiempo*

☐2 Disponiblidad*, regular o servicio en demanda*

☐3 Horas de servicio, *días disponible, en la tarde, fines de semana*

☐4 Información, *bien promocionado, fácil de comprender*

7. Por favor describa otros problemas de transporte que usted tiene en su comunidad. *(Por favor, sea específico.)*

_____

_____

_____

C. IDENTIFICANDO SOLUCIONES

1. Identifique las CINCO soluciones más importantes que usted piensa que puedan mejorar su transporte en el Centro y Este de Oakland:

☐1 Agregar carriles para bicicletas o calles de prioridad para bicletas *(¿Cuales calles?)*

_____

☐2 Agregar más estacionamientos para bicicletas o lockers para guardarlas *(¿En cuáles lugares?*_____

☐3 Agregar más autobuses en la noche y los fines de semana. *(¿Qué rutas?.)*_____

☐4 Agregar más refugios de espera con bancos, iluminación y horarios. *(¿Cuáles lugares?)*

_____

☐5 Reducir el tiempo que viaja en el autobús a su destino. (*¿Cuáles rutas?)* _____

☐6 Ofrecer descuentos en el precio de boletos para jovenes y gente mayor.

☐7 Traer un servicio de coche compartido a la communidad.

☐8 Crear un centro para información de transporte local.

☐9 Agregar un transporte colectivo para traer a personas de mayor edad a destinos especiales.

☐10 Agregar más servicios para gente con incapacidades, como taxis, camionetas, y paratransit.

☐11 Mejorar la seguridad en las aceras y cerca de refugios de espera y estaciones de BART *(¿Lugares específicos?)* _____

☐12 Proveer mejor entrenamiento sobre servicio y cortesía para los conductores de autobuses.

☐13 Proveer información en diferentes idiomas aparte de inglés *(¿Qué idiomas?*_____)

☐14 Proveer un "boleto universal" que ofrecería descuento cuando viaja en AC Transit y BART.

☐15 Proveer mejor acceso *(a buses, caminos de peatones y de bicicletas)* hacia estaciones de BART *(¿Qué estaciones?:*_____*)*

2. Tiene otros comentarios o sugerencias sobre cómo mejorar el transporte del Centro y el Este de Oakland? *(Por favor, sea específico.)*

_____

_____

_____

_____

D. ¡POR FAVOR , DIGANOS MAS SOBRE USTED!

(Esta información es privada. No vamos a compartir esta información con nadie!)

1. ¿En qué vecindario vive y cuál es su código postal? _____

2. Es usted: ☐1 Empleado tiempo completo o medio-tiempo ☐2 Un estudiante
   ☐3 Desempleado ☐4 Jubilado ☐5 Padre/madre de niños en casa

3. ¿Cuánto tiempo tarda en llegar a su trabajo(s) o a la escuela?_____

4. ¿Cuál es su edad?: ☐1 Menor de 18 ☐2 19-29 años ☐3 30-45 años
   ☐4 46-61 años ☐5 62-80 años ☐6 81 años o mayor

5. ¿Cuál es su ingreso de hogar?: ☐1 Menos de $25,000 ☐2 $25,001 - $32,000
   ☐3 $32,001 - $50,000 ☐4 $50,001 - $75,000 ☐5 Mas de $75,000

6. Encuentra el uso de transporte difícil por una incapacidad física: ☐Sí ☐No

E. *¡Manténgase en contacto!*

Si gusta recibir más información sobre este proceso, por favor díganos dónde podemos contactarle:

Nombre_____

Domicilio_____

_____

Correo Electrónico_____

Si quere aprender más sobre esta encuesta o el plano de transporte basado en la comunidad, se puede contactar con Christina Ferracane por correo electrónico: *christina@dceplanning.com* o por teléfono al (510) 848-3815.

METROPOLITAN TRANSPORTATION COMMISSION

Surveyor_____
Location_____
District_____
Date_____

BAÛN THAÊM DOØ DÖÏ AÙN GIAO THOÂNG CÔ SÔÛ PHÍA ÑOÂNG VAØ TRUNG TAÂM OAKLAND

A. Baïn di chuyeån theá naøo?

1. Baïn thöôøng di chuyeån nhö theá naøo? *(Ñaùnh daáu taát caû neáu phuø hôïp.)*

☐1 Xe bus AC transit ☐2 BART ☐3 Ñi boä ☐4 Xe ñaïp
☐5 Shuttle/Ñi chung xe van ☐6 Vaän chuyeån boå trôï ☐7 Laùi xe ☐8 Ñi nhôø
☐0 Phöông tieän khaùc_____

2. Di chuyeån ñeán nhöõng ñòa ñieåm naøy khoù khoâng? *(Ñaùnh daáu taát caû neáu phuø hôïp vaø dieãn taû ñòa ñieåm.)*

☐1 Vieäc laøm hoaëc nhöõng vieäc laøm *(ñòa ñieåm?)*
_____

☐2 Ñi chôï mua thöïc phaåm*(ñòa ñieåm?)*
_____

☐3 Coâng vieân vaø nôi giaûi trí *(ñòa ñieåm?)*
_____

☐4 Tröôøng hoïc vaø nôi giöõ treû *(ñòa ñieåm?)*
_____

☐5 Heïn chaêm soùc söùc khoûe vaø baùc só *(ñòa ñieåm?)*_____

☐0 Chuyeän khaùc _____

B. Nhaän dieän nhöõng nhu caàu di chuyeån caàn thieát.

Vôùi soá tieàn giôùi haïn coù ñöôïc, nhöõng cô quan thaønh phoá vaø ñöôøng boä caàn bieát nhöõng vaán ñeà giao thoâng naøo nghieâm troïng nhaát cho baïn. Moãi phöông tieän giao thoâng, nhaän dieän 3 vaán ñeà quan troïng nhaát. *(Ñaùnh daáu vaøo 3 vaán ñeà cho moãi loaïi.)*

1. **Xe Bus AC TRANSIT** *(Ñaùnh daáu vaøo 3 vaán ñeà quan trong nhaát ñoái vôùi baïn.)*

☐1 Giaù *veù*, *theâ haøng thaùng, veù chuyeån taøu xe*
☐2 Chuyeån ñoåi *giöõa ñöôøng ranh vaø hình thöùc di chuyeån*
☐3 Thoâng tin, *nhöõng baûn ñoà, thôøi gian bieåu cung caáp baèng ngoân ngöõ khaùc ngoaøi tieáng Anh*
☐4 Kinh nghieäm ôû nhöõng traïm xe bus, *nôi taïm truù, baêng gheá ngoái, aùnh saùng*
☐5 An toaøn nôi traïm xe bus, *an toaøn töø toäi phaïm*
☐6 Tính thöôøng xuyeân cuûa dòch vuï, *ban ngaøy, cuoái tuaàn, ban ñeâm*
☐7 Thôøi gian chuyeán ñi, *thôøi gian ñôïi, thôøi gian treân xe bus, thôøi gian chuyeån ñoåi*
☐8 Kinh nghieäm treân xe bus, *taøi xeá lòch söï, deå chòu, deå daøng*
☐9 An toaøn treân xe bus, *an toaøn töø toäi phaïm*

2. **BART** *(Ñaùnh daáu vaøo 3 vaán ñeà quan troïng nhaát cho baïn.)*

☐$_1$ Giaù *veù, theû giaûm gia*ù
☐$_2$ Chuyeån ñoåi *giöõa xe ñieân vaø hình thöùc di chuyeån*
☐$_3$ Thoâng tin, *baûn ñoà, thôøi gian bieåu cung caáp baèng ngoân ngöõ khaùc ngoaøi tieáng Anh*
☐$_4$ Kinh nghieäm taïi nhaø ga, *deå daøng, an toaøn, nhaân vieân lòch söï*
☐$_5$ An toaøn nôi saân ga, *an toaøn töø toäi phaïm*
☐$_6$ Tính thöôøng xuyeân cuûa dòch vuï, *ban ngaøy, cuoái tuaàn, ban ñeâm*
☐$_7$ Thôøi gian chuyeán ñi, *thôøi gian ñôïi, thôøi gian treân xe bus, thôøi gian chuyeån ñoåi*
☐$_8$ Kinh nghieäm treân xe ñieän, *taøi xeá lòch söï, deå chòu, deå daøng*
☐$_9$ An toaøn treân xe ñieän, *an toaøn töø toäi phaïm*

3. **Ñi BOÄ** *(Ñaùnh daáu vaøo 3 vaán ñeà quan troïng nhaát cho baïn.)*

☐$_1$ Baêng qua *ñöôøng*
☐$_2$ An toaøn *töø toäi phaïm*
☐$_3$ Ñöôøng ñi chaát löôïng, *vaät caûn, ñöôøng hö*
☐$_4$ Kinh nghieäm luùc ñi boä, *oàn aøo, loái ñi boä roäng, khí oâ nhieåm*

4. **XE ÑAÏP** *(Ñaùnh daáu vaøo 3 vaán ñeà quan troïng nhaát cho baïn.)*

☐$_1$ Vaän toác *cuûa oâ toâ*
☐$_2$ Naïn troäm caép vaø phaù *xe ñaïp*
☐$_3$ Ñöôøng ñi chaát löôïng, *ñöôøng hö, keâu keøn keït*
☐$_4$ Baêng qua ñöôøng, *ñuû thôøi giôø ñeå baêng qua, va chaïm vôùi nhöõng xe ñoåi höôùng*

5. **VAÄN CHUYEÅN BOÅ TRÔÏ** *(Ñaùnh daáu vaøo 3 vaán ñeà quan troïng nhaát cho baïn.)*

☐$_1$ Dòch vuï ñaùng tin caäy, *ñeán ñuùng giôø*
☐$_2$ Saün saøng *ñeàu ñaêïn hoaëc phuïc vuï theo yeâu caàu*
☐$_3$ Giôø giaác cuûa phuïc vuï, *saün saøng ban ngaøy, ban ñeâm, cuoái tuaàn*
☐$_4$ Thoâng tin, *quaûng baù roäng raûi, deå hieåu*

6. **XE VAN ÑI CHUNG/XE BUS ÑÖA RÖÔÙC** *(Ñaùnh daáu vaøo 3 vaán ñeà quan troïng nhaát cho baïn.)*

☐$_1$ Dòch vuï ñaùng tin caäy, *ñeán ñuùng giôø*
☐$_2$ Saün saøng *ñeàu ñaêïn hoaëc phuïc vuï theo yeâu caàu*
☐$_3$ Giôø giaác cuûa phuïc vuï, *saün saøng ban ngaøy, ban ñeâm, cuoái tuaàn*
☐$_4$ Thoâng tin, *quaûng baù roäng raûi, deå hieåu*

7. Vui loøng dieãn taû nhöõng vaán ñeà di chuyeån khaùc hoaëc caàn thieát nôi xung quanh baïn ôû (*Vui loøng vieát chi tieát coù theå ñöôïc.*)_____

_____

_____

_____

C. Nhöõng caùch giaûi quyeát

1. Nhaän dieän 5 giaûi phaùm cao nhaát baïn nghó raèng coù theå naâng caáp heä thoáng giao thoâng ôû phía ñoâng vaø trung taâm Oakland (Ñaùnh daáu vaøo 5 giaûi phaùp cao nhaát cuûa baïn*.)*

☐$_1$ Theâm nhöõng laèn ranh xe ñaïp hoaëc ñöôøng öu tieân xe ñaïp *(nhöõng ñöôøng naøo?)*_____

☐$_2$ Theâm nôi khoùa hoaëc choå döïng xe ñaïp ôû nhöõng ñòa ñieåm quan troïng *(nhöõng ñòa ñieåm naøo?)* _____

☐$_3$ Theâm nhöõng xe bus vaøo ban ñeâm vaø cuoái tuaàn *(nhöõng tuyeán naøo?)*

_____

☐$_4$ Theâm traïm xe bus vôùi nhöõng gheá ngoài, aùnh saùng, vaø thôøi gian bieåu *(ñòa ñieåm naøo?)*_____

☐$_5$ Ruùt ngaén thôøi gian giöõa caùc ñòa ñieåm *(tuyeán naøo?)*_____

☐$_6$ Ñeà nghò giaûm tieàn xe cho giôùi treû vaø cao nieân.

☐$_7$ Mang moät chieác xe phuïc vuï chung vaøo khu phoá.

☐$_8$ Taïo moät trung taâm thoâng tin veà giao thoâng ñòa phöông.

☐$_9$ Theâm moät xe ñöa röôùc cho ngöôøi cao nieân ñeå mang ngöôøi cao nieân ñeán nhöõng nôi ñaëc bieät.

☐$_{10}$ Theâm nhöõng dòch vuï cho ngöôøi taøn taät, nhö laø xe taéc xi, xe van vaø vaän chuyeån boå trôï.

☐$_{11}$ Caûi thieän an toaøn nhöõng loái ñi boä vaø nôi gaàn traïm xe bus *(nhöõng ñòa ñieåm roû raøng?)*

_____

☐$_{12}$ Cung caáp lôùp huaán luyeän phuïc vuï khaùch haøng toát hôn cho taøi xeá xe bus.

☐$_{13}$ Cung caáp thoâng tin baèng ngoân ngöõ khaùc ngoaøi tieáng Anh *(ngoân ngöõ?)*_____

2. Baïn coù lôøi bình luaän hoaëc yù kieán ñoùng goùp naøo khaùc ñeå laøm theá naøo caûi tieán heä thoáng giao thoâng ôû phía ñoâng vaø trung taâm Oakland khoâng?

_____

_____

_____

D. Vui loøng noùi vôùi chuùng toâi veà baïn.

1. Baïn ñang ôû khu phoá naøo? _____

2. Coù phaûi baïn: ☐1 Laøm vieäc toaøn thôøi hoaëc baùn thôøi gian ☐2 Moät sinh vieân ☐3 Thaát nghieäp ☐4 Höu trí ☐5 Cha meï soáng chung vôùi con caùi

3. Baïn ñi ñeán nôi laøm/nhöõng nôi laøm vieäc hoaëc tröôøng hoïc bao laâu?_____

4. Tuoåi cuûa baïn laø gì: ☐1 18 hoaëc döôùi ☐2 19-29 tuoåi ☐3 30-45 tuoåi ☐4 46-61 tuoåi ☐5 62-80 tuoåi ☐6 81 tuoåi hoaëc hôn

5. Thu nhaäp caû gia ñình baïn bao nhieâu: ☐1 Döôùi $25,000 ☐2 $25,001 ñeán $32,000 ☐3 $32,001 ñeán $50,000 ☐4 $50,001 ñeán $75,000 ☐5 treân $75,000

6. Baïn coù khoù khaên khi söû duïng phöông tieân giao thoâng vì moät sö taøn taät khoâng? ☐Yes ☐No

E. *Giöõ Lieân Laïc!*

Neáu baïn muoán nhaän nhöõng thoâng tin veà tieán trình naøy, xin vui loøng cung caáp cho chuùng toâi nhöõng thoâng tin lieân laïc cuûa baïn:

Teân_____

Ñòa chæ_____

_____

Email_____

Neáu baïn muoán bieát theâm chi tieát veà döï aùn naøy, xin vui loøng lieân laïc: Christina Ferracane ôû *christina@dceplanning.com* hoaëc (510) 848-3815.

METROPOLITAN TRANSPORTATION COMMISSION

Surveyor_____
Location_____
District_____
Date _____

CHINESE

中及東屋崙社區交通計劃
調查問卷

A. 你如何往返各地？

1. 你通常怎樣往返各地？*（選擇所有適用的。）*

☐1 AC 公車　☐2 捷運　☐3 步行　☐4 騎自行車
☐5 穿梭巴士 / 小巴　☐6 輔助交通工具　☐7 駕車　☐8 有人接載
☐0 其他 _____

2. 往返任何這些地點是否有困難？*（選擇三項最需要改善的問題。）*

☐1 一份或多份工作 *（說明地點？）* _____
☐2 購買雜貨 *（說明地點？）* _____
☐3 公園及康樂 *（說明地點？）* _____
☐4 學校及日間托兒 *（說明地點？）* _____
☐5 醫療及健康護理約會 *（說明地點？）* _____
☐0 其他目的地 _____

B. 鑒定交通需要。

祇得有限的金錢，交通及城市機關需要知道那一種交通問題對你是最嚴重。就每項交通工具，鑒定三項你認為最需要改善的服務或設施問題。*（選擇三個方格，並說明地點或路線。）*

1. **AC 公車** *（選擇三項對你是最重要的問題。）*

☐1 車票價錢，*月票、轉車票*
☐2 轉車，*旅程中轉乘公車路線及方法*
☐3 資料，*有英語以外語言的地圖、行車時間表*
☐4 在公車站，*候車亭、長凳、燈光的經驗（那一個公車站？）* _____
☐5 在公車站的安全，*預防罪案（那一個公車站？）* _____
☐6 服務班次，*日間、週末、晚間 (那一條路線？)* _____
☐7 旅程時間，*候車時間、在公車上的時間、轉車時間(那一條路線？)* _____
☐8 在公車上的經驗，*司機的禮貌、舒適、容易上落(那一條路線？)* _____
☐9 公車上的安全，*預防罪案(那一條路線？)* _____

2. **捷運**（選擇三項最需要改善的問題。）

☐1 車票價錢，優惠票

☐2 轉車，旅程中轉車及方法（日中那一個時間？）_____

☐3 資料，有英語以外語言的地圖、行車時間表

☐4 在捷運車站的經驗，容易到達、候車亭、服務人員的禮貌（那一個站？）_____

☐5 在捷運車站的安全，預防罪案（那一個站？）_____

☐6 服務班次，日間、週末、晚間（日中那一個時間？）_____

☐7 旅程時間，候車時間、在捷運車上的時間、轉車時間（日中那一個時間？）_____

☐8 在捷運車上的經驗，司機的禮貌、舒適、容易上落

☐9 捷運車上的安全，預防罪案（日中那一個時間？）_____

3. **步行**（選擇三項最需要改善的問題。）

☐1 橫過馬路（那一條街？）_____

☐2 安全，預防罪案（那一條街？）_____

☐3 路面的質素，障礙、破爛路面 （那裏？）_____

☐4 步行時的經驗，嘈吵、人行道的寬度、空氣污染（那裏？）_____

4. **騎自行車**（選擇三項最需要改善的問題。）

☐1 汽車的速度（那一條街？）_____

☐2 偷盜及惡意破壞自行車（那裏？）_____

☐3 路面的質素，破爛路面、路面間隙（那一條街？）_____

☐4 橫過馬路，足夠的橫過時間，與轉灣的車輛有衝突（那一條街？）_____

5. **輔助交通工具**（選擇三項最需要改善的問題。）

☐1 可靠的服務，準時到達

☐2 日常和/或需要服務時可以提供

☐3 服務時間，在日間、晚間、週末都可以提供

☐4 資料，充分公開、容易了解

6. **小巴/穿梭巴士**（選擇三項最需要改善的問題。）

☐1 可靠的服務，準時到達

☐2 日常和/或需要服務時可以提供

☐3 服務時間，在日間、晚間、週末都可以提供

☐4 資料，充分公開、容易了解

7. 請描述貴鄰舍的其他交通問題或需要*（請盡可以詳盡。）*

_____

_____

_____

_____

C. 鑒定解決方案

1. 鑒定你認為最能改善中及東屋崙交通的首五項解決方案。*（選擇五個方格，並說明地點或路線。）*

☐1 增加自行車道或自行車優先街道*（那一條街？）*_____

☐2 在關鍵的地點增加更多自行車儲存櫃或架*（那一處？）*_____

☐3 在晚間和週末增加更多公車行走*（那一條路線？那一個時間）*_____

☐4 增加公車候車亭，兼長凳、燈光、和班次時間表*（那一處？）*_____

☐5 減低公車到終站的時間*（那一條路線？）*_____

☐6 為青少年及長者提供折扣車費。

☐7 把共用車輛服務帶入鄰舍。

☐8 創辦一間本地交通資料中心。

☐9 增加長者穿梭巴士，接載長者往特定地點。

☐10 為傷殘人士增加服務，如：計程車、小巴和輔助交通工具。

☐11 改善人行道和近公車候車亭的安全*（說明地點？）*_____

☐12 為公車司機提供改善客户服務的培訓。

☐13 以英語以外的語言提供資料*（那一種語言？）*_____

☐14 提供一張可以同時乘坐捷運和 AC 公車的折扣優惠票。

☐15 提供前往捷運車站的更好途徑（公車、步行徑、自行車道）？（那一個車站？）

_____

2. 你對如何改善中及東屋崙交通是否有任何其他評語或建議？

_____

_____

_____

_____

D. 請告訴我們一些有關你自己的事項。

1. 你居住在那一個鄰舍？_____

2. 你是： ☐1 全職或半職就業 ☐2 一位學生 ☐3 失業
☐4 退休 ☐5 單親家長與兒童們同住

3. 往返一份 / 多份工作或學校要花多少時間？_____

4. 你的年齡： ☐1 18 歲或以下 ☐2 19-29 歲 ☐3 30-45 歲
☐4 46-61 歲 ☐5 62-80 歲 ☐6 81 歲或以上

5. 貴府的收入： ☐1 $25,000 以下 ☐2 $25,001 - $32,000
☐3 $32,001 - $50,000 ☐4 $50,001 - $75,000 ☐5 $75,000 以上

6. 你有否因殘障而有困難使用交通工具： ☐有 ☐否

E. *保持聯絡*

若你希望收到這個程序的資料，請向我們提供你的聯絡資料：

姓名_____

地址_____

_____

電郵_____

如欲查閱社區運輸計劃，請瀏覽： http://www.mtc.ca.gov/planning/cbtp 。如欲索取本企劃的詳細資料，請聯絡：Christina Ferracane ，電郵：*christina@dceplanning.com* 或電話： (510) 848-3815

COMMENT LETTERS

February 1, 2008

Alameda County Congestion Management Agency
Board of Directors
1333 Broadway, Suite 220
Oakland, CA 94612

Feedback on the Development of Solutions/Strategies in the Central and East Oakland Community Based Transportation Plan

Dear Members of the Board,

We are writing to share some of our feedback on the Central and East Oakland Community Based Transportation Plan (henceforth "the Plan") including:

1. your critical role in finding funding for the greatest transportation needs;
2. our concerns about some of the solutions or strategies developed out of the Plan;
3. feedback on how the process could be improved in future CBTPs; and
4. what we heard from high school students when we met with them about the Plan.

As you probably know, Urban Habitat is a regional Environmental Justice organization that partners with grassroots, community-based organizations, social service agencies, research and advocacy groups, as well as elected officials and public servants to advance equity in transportation, land-use and housing. Our focus in transportation, for the past 5 years, has been to improve public transit services for transit-dependent populations and to increase public participation in transportation planning.

Our involvement in the Central and East Oakland CBTP: We worked with 3 community based organizations in Central and East Oakland to ensure that the Plan adequately reflected the needs of transit-dependent people, especially low-income individuals, immigrants, youth and seniors. We provided East Bay Asian Youth Centers (EBAYC), the Unity Council and Allen Temple Baptist Ministries with training on the Plan, its purpose, and how to survey residents about their transportation needs. We also provided each organization with a small grant so they could participate. These three organizations, along with some support and additional surveying by Urban Habitat and the Transportation and Land Use Coalition (TALC), collected over 1400 surveys which amounts to nearly all of the surveys completed for the Plan. We provided this training and this financial support independently of AC CMA or D,C&E and we believe that our involvement was essential to achieving such a high level of resident participation.

The Context – the Purpose of Community Based Transportation Plans: The Community Based Transportation Plan (CBTP) should identify and prioritize the projects that address the most pressing transportation barriers facing Central and East Oakland low-income and transit-dependent residents. Primary amongst those projects should be solutions for closing gaps in the Lifeline Transportation Network (LTN), as defined in the

2001 Lifeline study (although these gaps are now likely different than in 2001 because of route and demographic changes) . This was the original intent of the CBTPs when they were created as part of the 2001 Regional Transportation Plan and then when their guidelines were developed in 2002. Specifically, the goals of the CBTPs were to enable community members – those most familiar with the transportation system in their neighborhoods- to verify and update the Lifeline Transportation Network (LTN), to identify the best way to fill gaps in the LTN (either through fixed route or non-fixed route service) and for those solutions (projects) to be incorporated into the Short-range Transportation Plans, Countywide Plans or Regional Transportation Plans for future funding.[1] These goals remain primary in our mind as we provide you with feedback.

1. Your Critical Role in Funding CBTP-identified Needs: Lifeline funding, the only dedicated funding source for CBTP projects, is very small relative to the identified need. It appears as if we can expect about $22 million/year for the next 10 years starting in 2009 in Lifeline funding. Split amongst the 44 communities of concern, this is a very small amount. In light of funding scarcity, it is critical that the top ranked projects (and the projects selected for Lifeline funding) are those that address the greatest barriers to the mobility of low-income and transit dependent individuals or fill the most critical gaps in the LTN.

Prudent use of Lifeline funds is not sufficient, however, to meet the incredible transportation needs of transit-dependent people residing in Central and East Oakland (and other impoverished areas of Alameda County). Addressing these long standing critical needs will require proactive efforts on behalf of AC CMA to identify, plan and allocate appropriate funding sources, other than Lifeline, toward qualifying projects (such as Safe Routes to Transit funds toward bus stop improvements). You have the opportunity right now to do so as part of your Countywide Transportation Plan Update and project submissions to the Regional Transportation Plan. (As of February 1st CBTPs are listed as Vision Projects in the ACCMA CTP staff proposal.)

2. Concerns About the Plan's Proposed Strategies: The Plan does a good job overall at identifying and addressing many of the biggest barriers to the mobility of low-income and other primarily transit-dependent people living in Oakland. However, the proposed strategies/solutions fail to address some of the greatest needs. For example, the top ranked concern that survey recipients had about both AC Transit and BART, was cost of fare, and the top ranked Solution overall was "Discounted fares for youth and seniors" (there was no other solution related to cost of fare to choose from). However, none of the proposed strategies would reduce the cost of fares for youth, seniors or riders who only take BART or only take AC Transit.

We understand D, C& E and AC CMA's interest in finding cost-effective, short-term solutions. However, cost-effectiveness and short-term feasibility should not be more important than addressing the community's actual need. In this light, we encourage you to prioritize community need and addressing those top needs, in the selection of projects for Lifeline (and other) funding.

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[1] Source: *FY 2002 Community-based Transportation Planning Program Guidelines***,** October 23, 2002

3. Lessons for the Next CBTP: First we would like to commend AC CMA's Diane Stark and D,C,&E's Ian Moore for their commitment to the success of the Plan. Both made themselves available to us and our questions throughout the development of the Plan. In spite of these efforts and our own work to ensure that the Plan met the objectives of a CBTP, there are still lessons that can be drawn from the experience:

a. surveys can be more effective at eliciting information from residents and in helping AC CMA identify the community's greatest priorities;
b. workshops/focus groups can be used to hone the surveys, elicit nuanced information, and can be planned for higher attendance; and
c. criteria used to rank proposed solutions, to the degree possible, should be quantitative and transparent, such that residents and AC CMA can more easily understand the score or rank given each solution.

3.a. Survey Recommendations:

- Include a clear and brief introduction to the survey, as well as a map of the survey area. The S/W Berkeley CBTP survey does this well.
- If using a variety of "check all that apply," "check three," response types (as you do in section B), make sure to take make clear how many responses are expected, and that transitions from one type of question to the next are obvious.
- Include a space to write in any additional concerns related to transit or transportation that have not been covered in the questions.
- Rather than limit respondents to simply the "top five solutions" from a pre-generated list (as you do in Section C), allow the respondents to propose solutions to their top greatest transportation concerns.

3. b. Workshop Recommendations:

- Utilize workshops before and after surveying to elicit problems, needs, and solutions to inform survey design (and avoid survey flaws**)**. For example, discussions during workshops might highlight other options for reducing fare cost or "areas for improvement" for biking, such as proximity to moving vehicles, parked cars opening doors, exhaust/air quality, "experience," other.
- To maximize attendance at workshops, we recommend coordinating with local community-based organizations that know the community and have accessible and comfortable spaces for such meetings. Other ways to increase attendance include advanced noticing of meetings (suggested time frame?) and offering incentives for attending and using community media and information outlets for outreach.

3. c. Developing and Ranking Proposed Solutions:

- As mentioned above, we are concerned that some of the top needs surfaced in the surveys are not adequately addressed by any of the proposed solutions.
- A separate, but related concern is the degree to which the rank order of solutions reflects the community's top needs. A project's impact costs (financial) and feasibility (implementation) are important considerations. However, these considerations should be weighted less equally than community

need/prioritization (community) and impact (transportation benefits). For example, it is disconcerting that a bicycle path to the Bay Trail ranked equally to the only two Para transit solutions, when Para transit is an essential transportation service for elderly and disabled people, while the Bay Trail is a purely recreational trail.

- To provide greater transparency and understanding of the strategies proposed, you should provide quantitative measures of the evaluation criteria that can be measured, like you attempt to do for the financial category.
    - "Community": How do you define high, medium and low "community support" in terms of survey and workshop responses?[2]
    - "Transportation Benefits" How many people do you predict will be served/impacted by the particular solution? How many of these people are transit dependent (youth, elderly, low-income)? Even if you only give a range, like in the financial category, this will help the community and decision-makers better understand the value and differences of the solutions.
    - "Financial" Instead of the overall cost, you should provide a cost per user or, in the case of transit service, you should provide a cost per passenger ride. This will demonstrate more clearly the cost effectiveness of a project.
- There should be separate consideration of the needs of low-income respondents as part of the evaluation criteria. Just as you broke out results from youth and senior survey respondents, you should also provide highest priority needs and solutions by income of survey respondents. Taken together, this will provide us with a clear picture of the most critical transportation barriers facing transit-dependent people living in East Oakland.

4. What we heard from high school students about the Plan

We met with approximately 65 high school students involved in the East Bay Asian Youth Center over the course of two afternoon meetings during the weeks of January 7th and January 14th. During these meetings, we elicited 1) what they liked and didn't like about their current modes of transportation, 2) ideas on how to improve their experiences using various transportation options, and 3) what they thought about the proposed strategies in the Plan.

Since we had limited time to go over all of the recommended solutions, rather than provide precise information on how students voted for each solution, we will include suggestions students made in order to improve upon some of the solutions ranked as high priority in the CBTP.

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2 We found the definition of "community support" to be particularly elusive in the example of streetscape and bus stop improvement, which is ranked High in the Community column. Yet, in reviewing the survey results, "add bus shelters with lighting and schedules," was ranked 7th and "better access to BART stations" was ranked 13th out of 15 solutions to choose from in the survey.

Solution 1: Streetscape & bus stop improvements

- Combine information availability strategies with bus stop improvements by providing more information at bus stops, including multilingual bus schedules and information on maps. Improvements should focus on shelters, benches, trash cans, lighting, and information before additional beautification projects.

Solution 4: BART/Bus information strategies

- Include additional information on transit maps, including bike routes and information relevant to pedestrians, such as pedestrian foot bridges and other safe routes for pedestrians until such time as pedestrians can rely on an extensive network of safe sidewalks, crosswalks, and pedestrian routes. Maps should take into consideration short blocks, crosswalks, and ways to get across busy roads, RR tracks, freeways and other barriers.
- Include Para transit, all-night buses, and other transit options on maps.

Solutions 5 & 6: Transit affordability

- Go beyond recommended solutions identified in the Plan. Joint BART/AC Transit discounts and pay-as-you-go do not meet the needs of low-income residents, youth and seniors for fare relief.
- Extend transfer window longer than the proposed 2 hrs, allow multiple uses of transfers within that period, as well as to two-way trips and apply the extended transfer to the entire week, not just weekends.

Solutions 9 & 10: Bicycles

Creation of bike routes and programs should include:

- Bike lanes that are separated from the street with physical barriers (curbs, dividers, etc), instead of simply painted bike lanes.
    - Few students used bikes as a mode of transportation. Those that do ride bikes often ride on sidewalks instead of on the road—indicating that they do not feel safe riding on the roads, even when painted bike lanes are present. In order to ride more easily on the sidewalk, students wanted more curb cuts.
- Free or low cost classes on how to ride as well as bike safety and maintenance.
    - Many of the youth do not ride bikes because they do not know how to ride a bike and/or they do not have access to bikes.
- Provide bikes for low income residents through low-cost build your own bike programs using used bike parts, or bike rental and bike share programs at key locations.
    - Even though bikes are relatively cheap to purchase and maintain (compared to a car), many residents still do not have access to bikes. Bikes and bike facilities (e.g. parking) that accommodate the elderly, disabled, families, and multiple riders should be supported.

- Increase safety by removing potholes and other obstacles and providing sufficient lighting along bike routes. When planning bike routes, minimize inclines/declines.

In conclusion, we want to thank you for this opportunity to comment on the process and outcomes of the Central and East Oakland CBTP. Again, we want to encourage you to utilize the information provided by this Plan to make a substantial difference in the mobility and quality of life of residents living in Oakland. We also hope that you will consider some of our feedback when planning future CBTPs. We are happy to answer any questions or offer other assistance in future CBTPs.

Sincerely,

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