



METROPOLITAN  
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**TRI-CITY / TRI-VALLEY TRANSIT  
STUDY POLICY ADVISORY COMMITTEE  
Monday, April 1, 2013 at 12:30 p.m.**

Alameda County District Office  
Alameda County Fairgrounds  
4501 Pleasanton Avenue (Heritage House)  
Pleasanton, CA 94566

**Committee Members:**

Jeff Davis  
*AC Transit*  
Carol Dutra-Vernaci  
*Union City Transit*  
Scott Haggerty  
*MTC*  
Alan Nagy  
*Newark*  
Tim Sbranti  
*Dublin*  
Jerry Thorne  
*LAVTA*

**MTC Staff Liaison:**  
Kenneth Folan

**Agenda**

1. Tri-City/Tri-Valley (TCTV) Transit Study Overview\*  
(Kenneth Folan)

*Staff will provide an overview of the project background,  
scope and advisory structure.*

2. TCTV Transit Study: Market and Service Analysis\* (Marie  
Lewis, TMD Inc.)

*TMD Inc., the project consultant, will provide an update on  
the market and service analysis work completed to date.*

3. Next Steps
4. Public Comment/ Information/ Next Meeting

# Tri-City/ Tri-Valley Transit Study Policy Advisory Committee

April 1, 2013

Page 2

\* Attachment sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

**Public Comment:** The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.817.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

**Meeting Conduct:** In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.

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Meetings\04.01.2013\1\_TCTV\_PAC\_April'13\_Agenda.doc



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*Memorandum*

TO: Tri-City/Tri-Valley Transit Study  
Policy Advisory Committee

DATE: March 25, 2013

FR: Deputy Executive Director, Policy

RE: TCTV Transit Study

Thank you for serving on the Policy Advisory Committee for the Tri-City/Tri-Valley (TCTV) Transit Study. MTC has created the PAC to investigate ways to improve transit service in the Tri-City and Tri-Valley areas served by Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, and AC Transit.

MTC staff has commenced the service analysis element of the work and has met twice with a technical advisory committee made up of staff from LAVTA, Union City Transit, AC Transit, the City of Newark and other transportation partner agencies. The attached presentation provides a project overview and summary of work to date.

We look forward to your input on April 1<sup>st</sup>. Feel free to contact Kenneth Folan at 510.817.5804 or [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) with any questions.

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Ann Flemer



Tri-City Tri-Valley Transit Study  
Policy Advisory Committee Meeting  
April 1, 2013



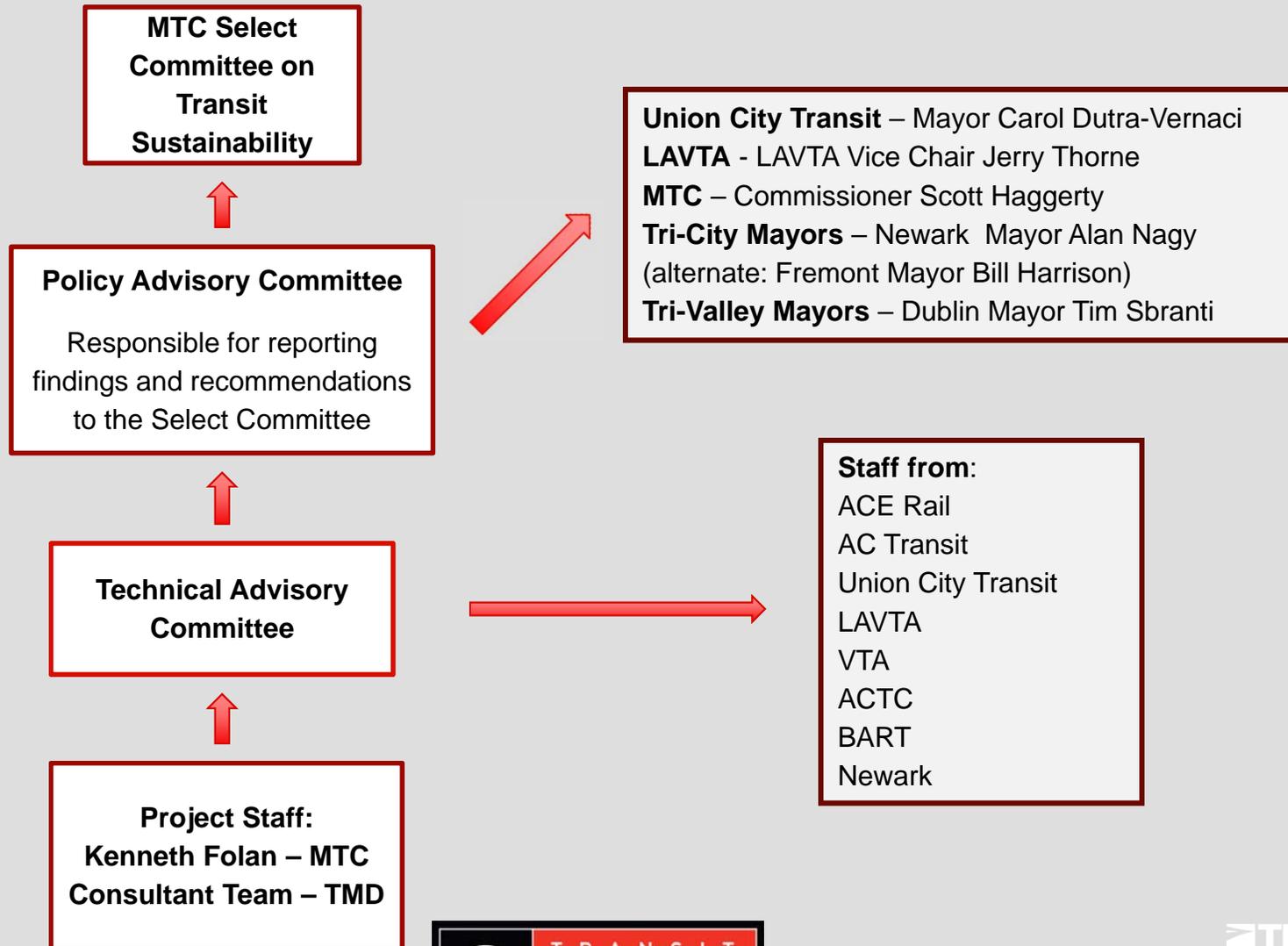
# Agenda

1. Background/Project Advisory Structure
2. Study Elements
3. Update on work to date: Market and Service Analysis
4. Next Steps
5. Public Comment

# Background

- In May 2012, MTC adopted the Transit Sustainability Project (TSP) recommendations focused on financial sustainability, improving transit service and attracting new riders to the system
- TSP Inner East Bay Comprehensive Operational Analysis identified the need for a more focused transit study in Southern Alameda County.
- MTC created a Policy Advisory Committee to investigate ways to improve service in the Tri-City/Tri-Valley areas served by LAVTA, Union City and AC Transit
- The Policy Advisory Committee will report findings and recommendations to the MTC Select Committee on Transit Sustainability
- Technical Advisory Committee meeting bi-monthly to advise MTC staff and consultant team

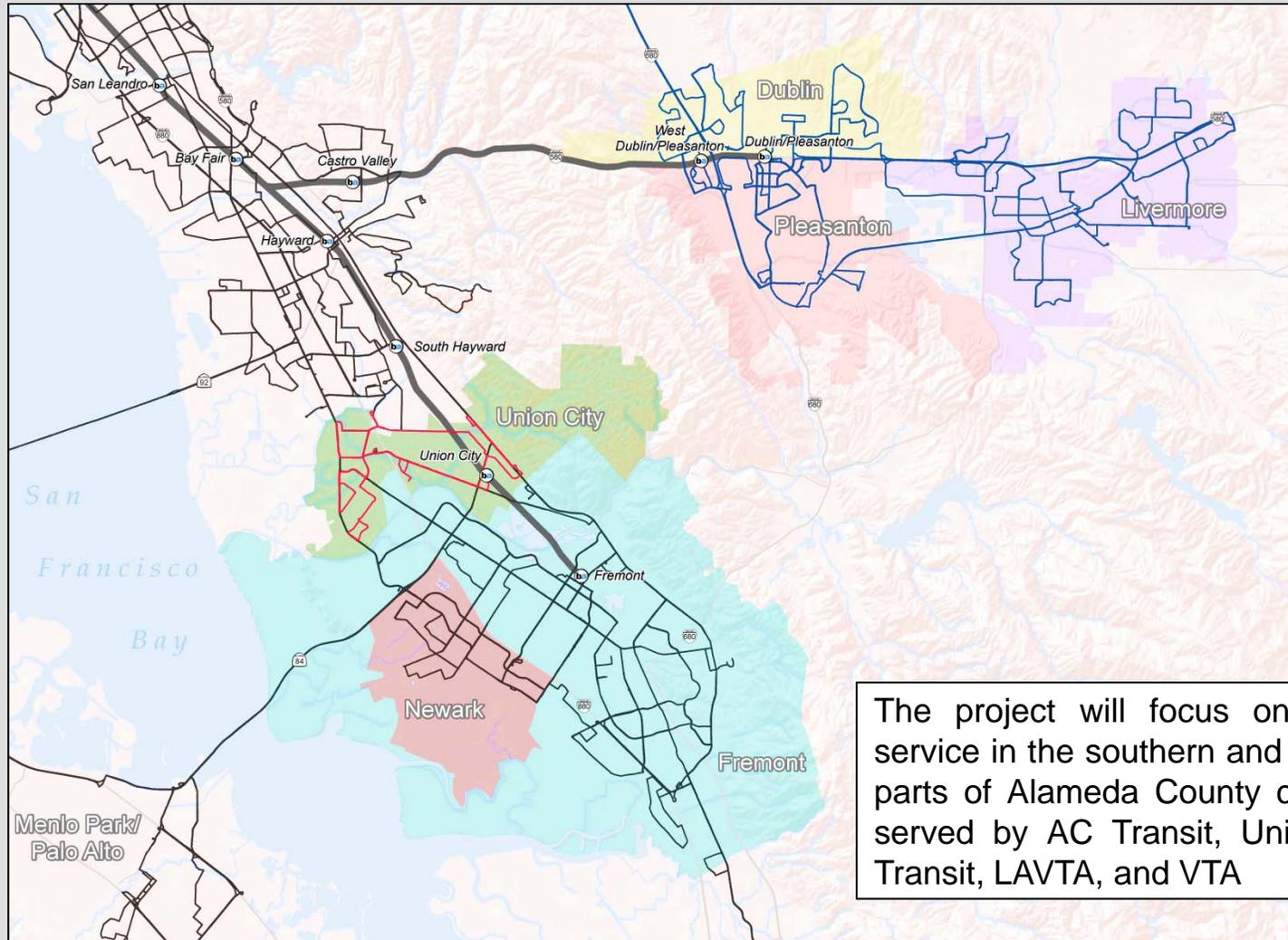
# Advisory Structure



# Study Elements

- **Phase 1 – Service Plan (scheduled completion: Summer 2013)**
  - Market and Service Analysis
  - Service Plan
  - Service Delivery Options
- **Phase 2 – Service Delivery Framework (scheduled completion: Late 2013)**
  - After completion of Phase 1, PAC to provide direction on next steps on institutional aspect of service delivery
  - Develop recommendations for service delivery models and institutional structures to best meet service recommendations

# Project Study Area



The project will focus on transit service in the southern and eastern parts of Alameda County currently served by AC Transit, Union City Transit, LAVTA, and VTA



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# Stakeholder and Public Outreach

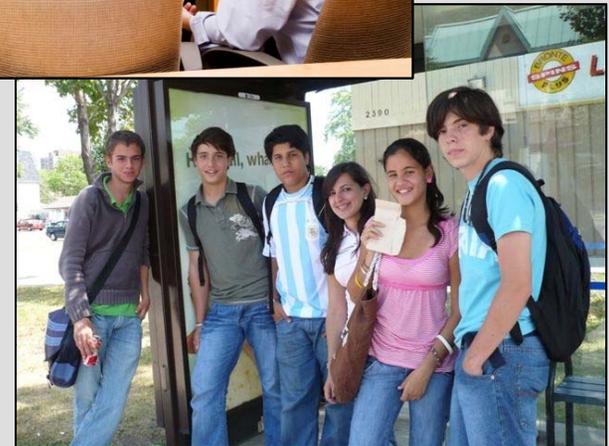
## ■ Phase 1

- Focus groups of stakeholders, transit riders and non-transit riders in the Tri-City/Tri-Valley areas
- Public input at TCTV Policy Advisory Committee and MTC Select Committee meetings



## ■ Phase 2

- Public input solicited through individual transit agencies (AC Transit, Union City Transit and LAVTA)
- MTC Policy Advisory Council



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# MARKET & SERVICE ANALYSIS



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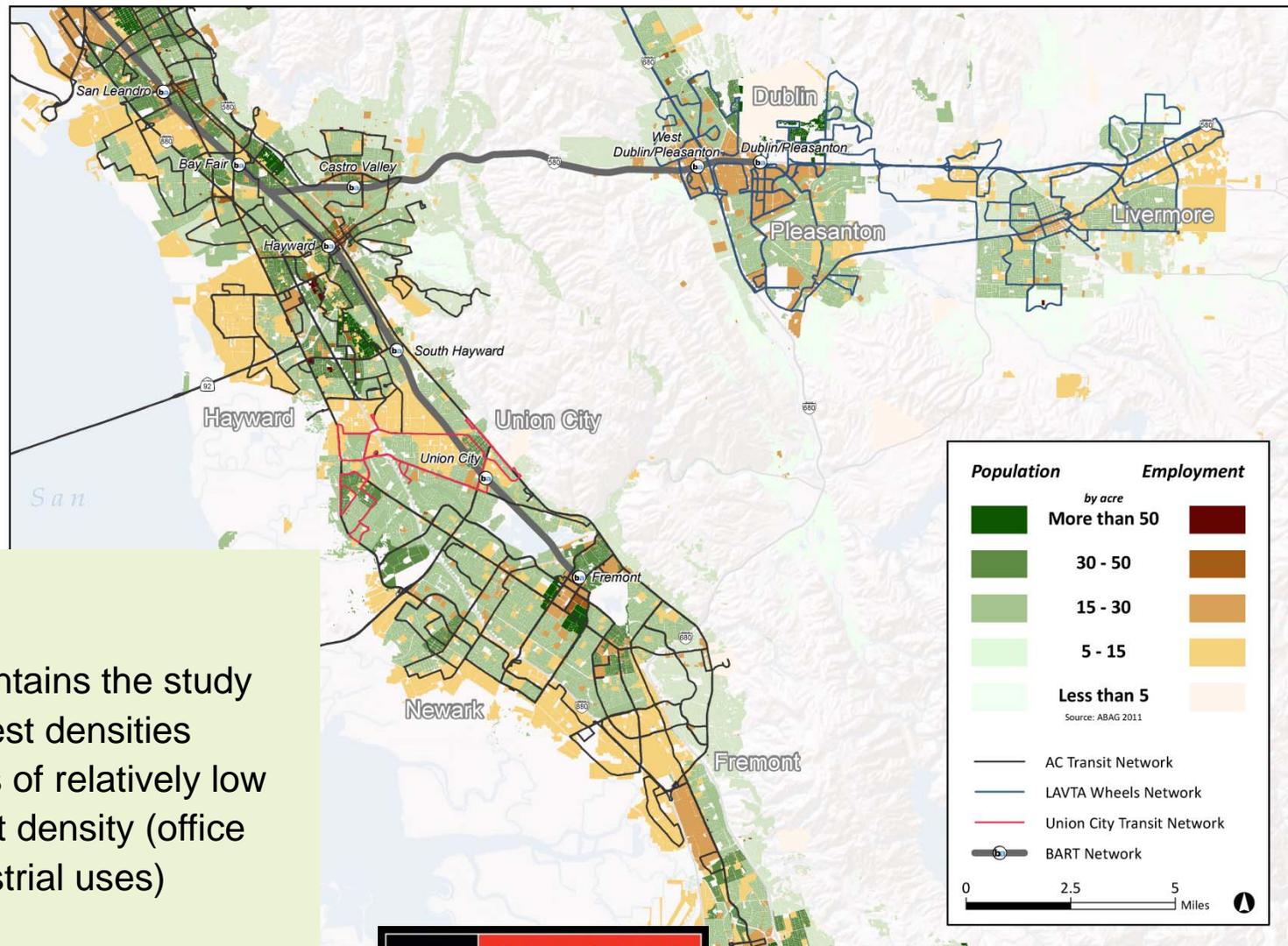
# Goals of the Inner East Bay COA

- Promote a **seamless Inner East Bay** bus and rail transit system
- **Build the Urban Core** to allow for spontaneous bus and rail network use by customers
- Match bus and rail service levels with demand, focusing on **improving service productivity** while **increasing overall system ridership**
- Ensure on-going **financial sustainability**

# MARKET ANALYSIS



# Population & Employment Density – 2010

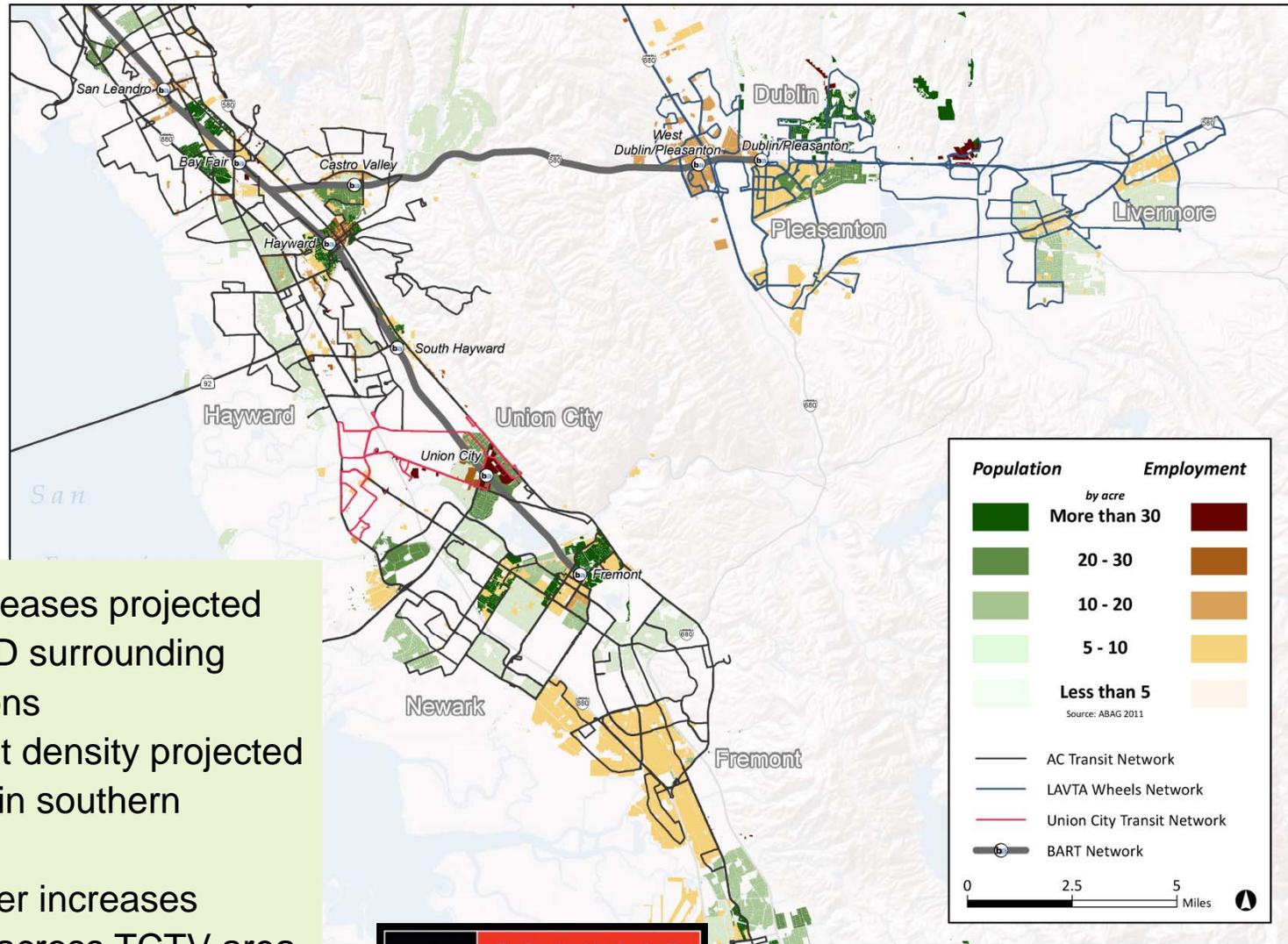


- Fremont contains the study area's highest densities
- Large areas of relatively low employment density (office parks, industrial uses)



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# Population & Employment Density Projected Changes to 2035

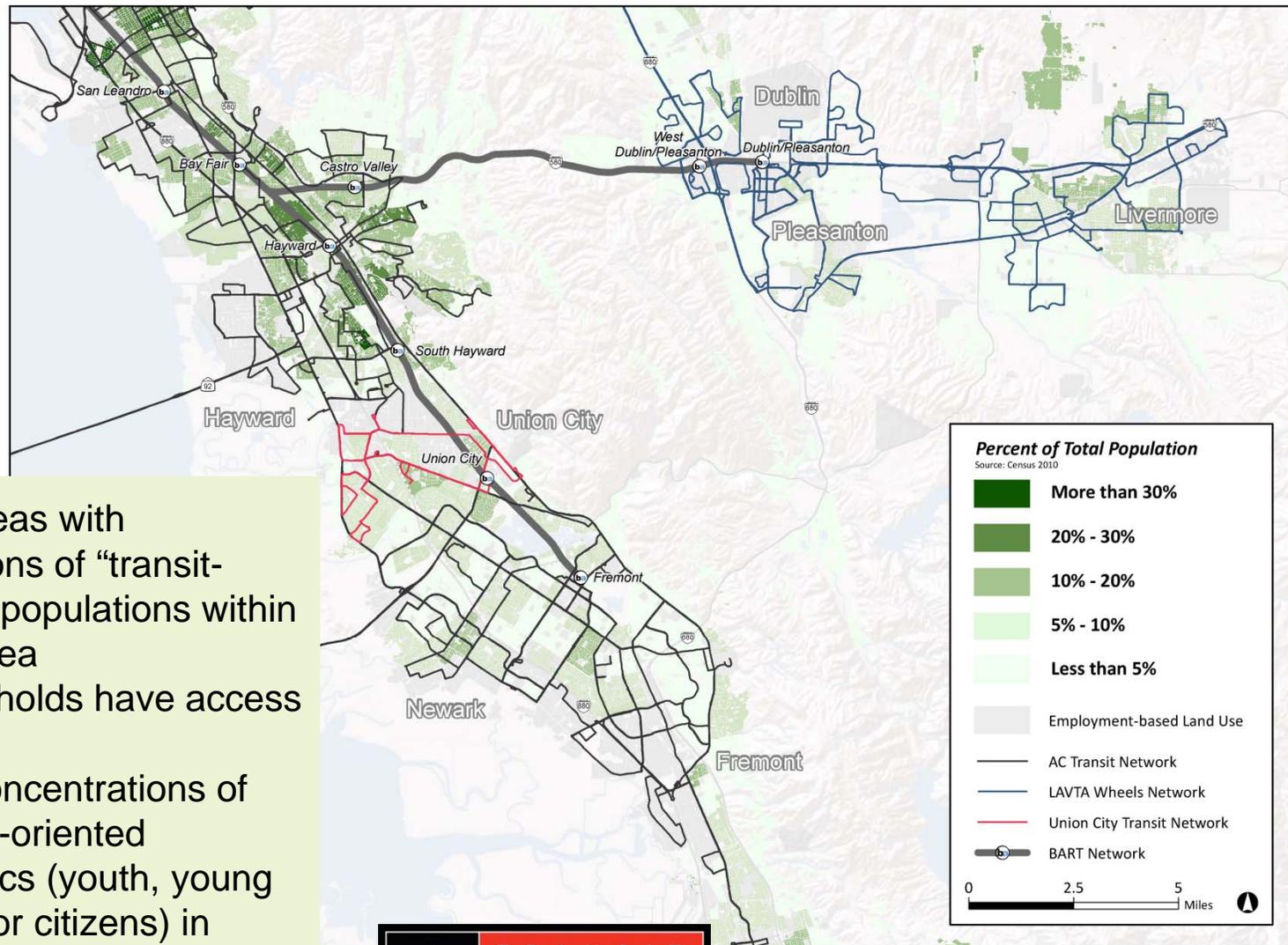


- Largest increases projected through TOD surrounding BART stations
- Employment density projected to increase in southern Fremont
- Other smaller increases anticipated across TCTV area



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# Demographics: Transit-Dependent Population

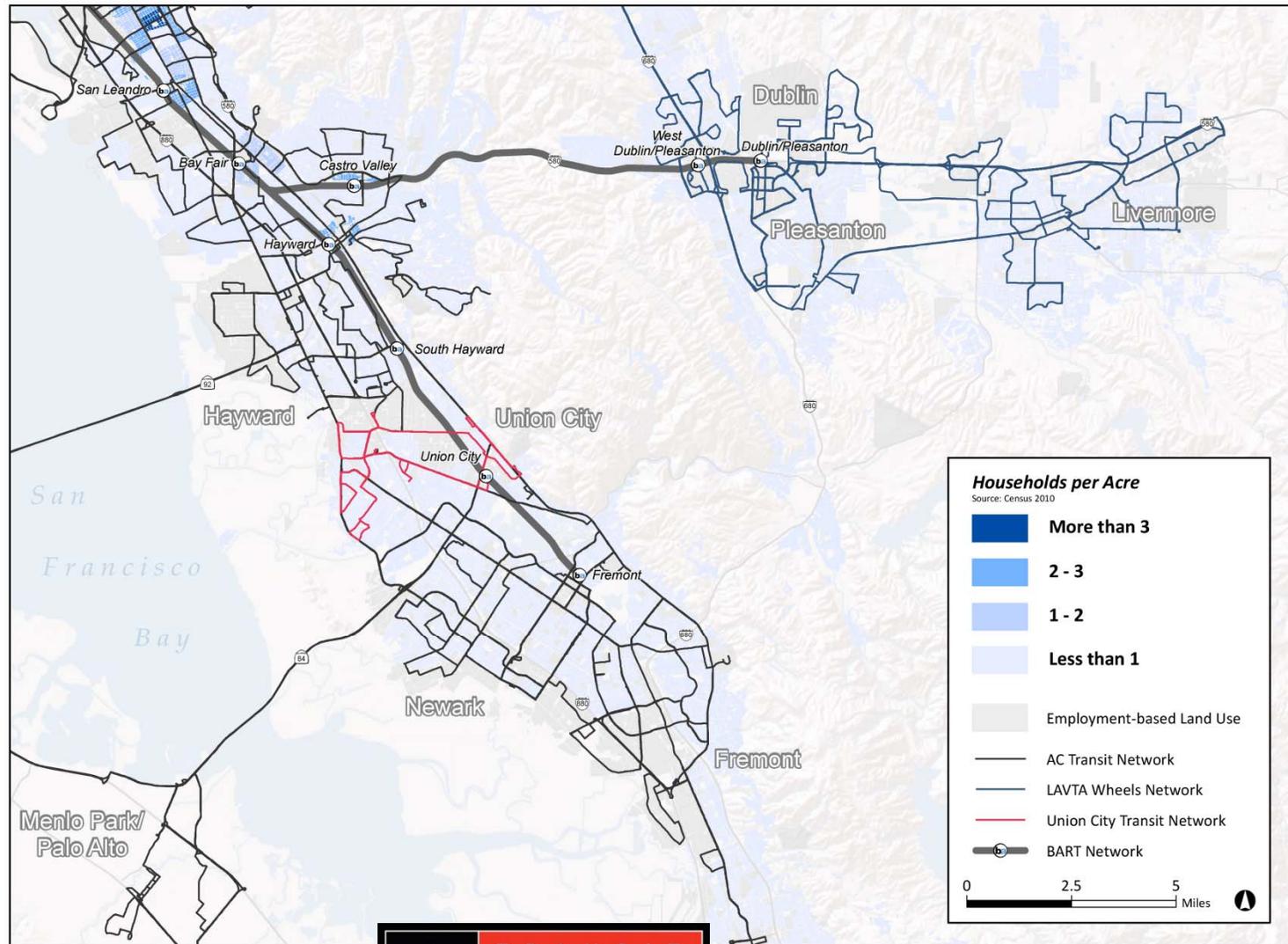


- Very few areas with concentrations of “transit-dependent” populations within the study area
- Most households have access to cars
- No major concentrations of other transit-oriented demographics (youth, young adults, senior citizens) in TCTV study area



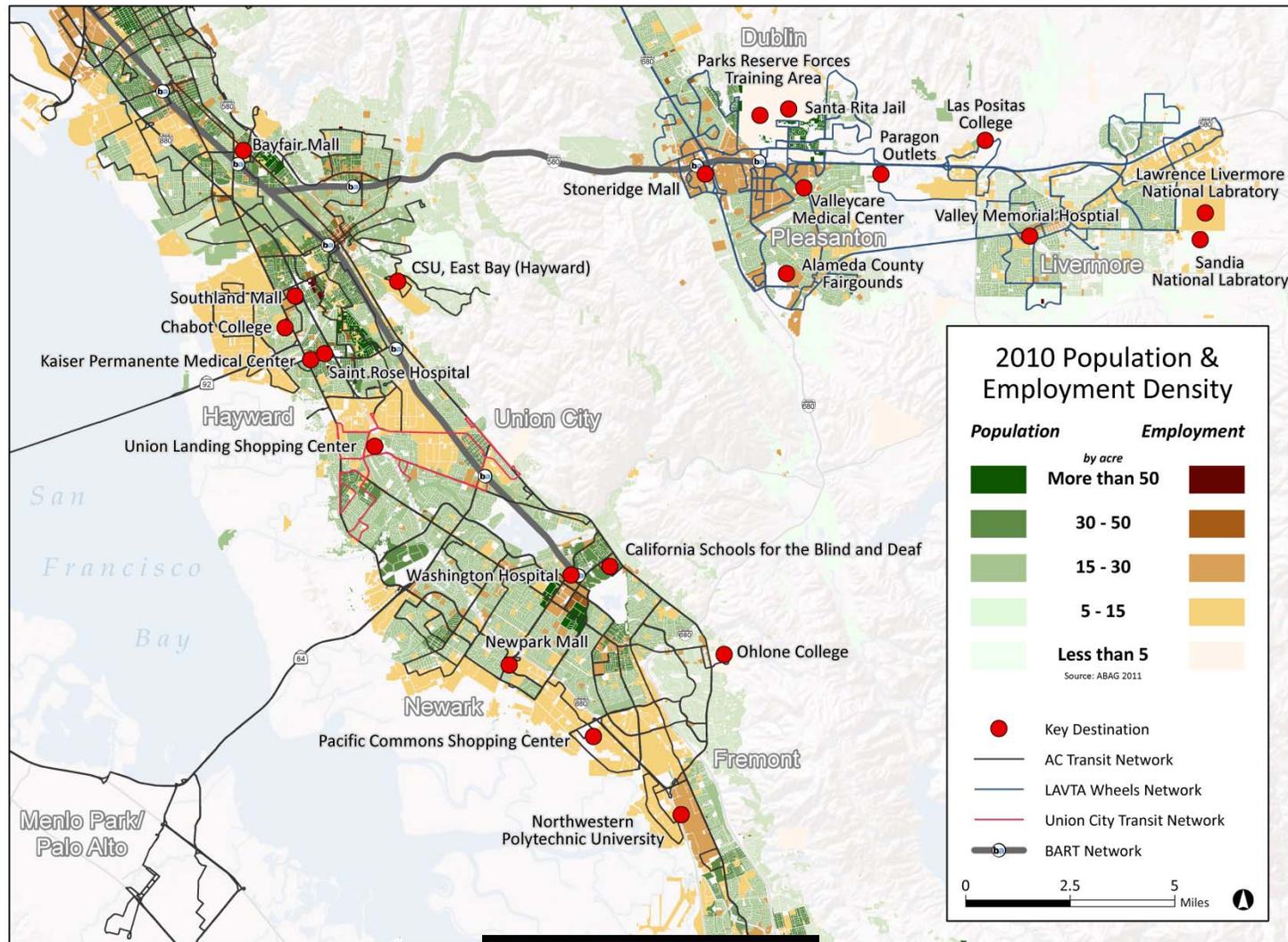
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# Demographics: Zero-Vehicle Population



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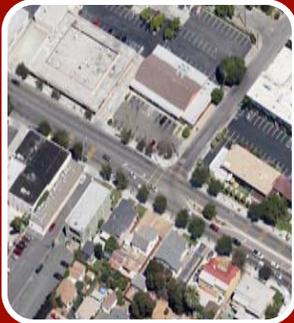
# Key Regional Destinations



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# Tri-City/Tri-Valley Market Area Types



## Mixed-Use Corridors

*Hesperian/  
Union City  
Boulevard*  
*Fremont  
Boulevard*



## Walkable Town Centers

*Central  
Hayward*  
*Central  
Fremont*



## Suburban Centers

*Union  
Landing*  
*Stoneridge  
Mall*



## Employment Centers

*Pacific  
Commons*  
*Industrial  
Blvd.,  
Union City*

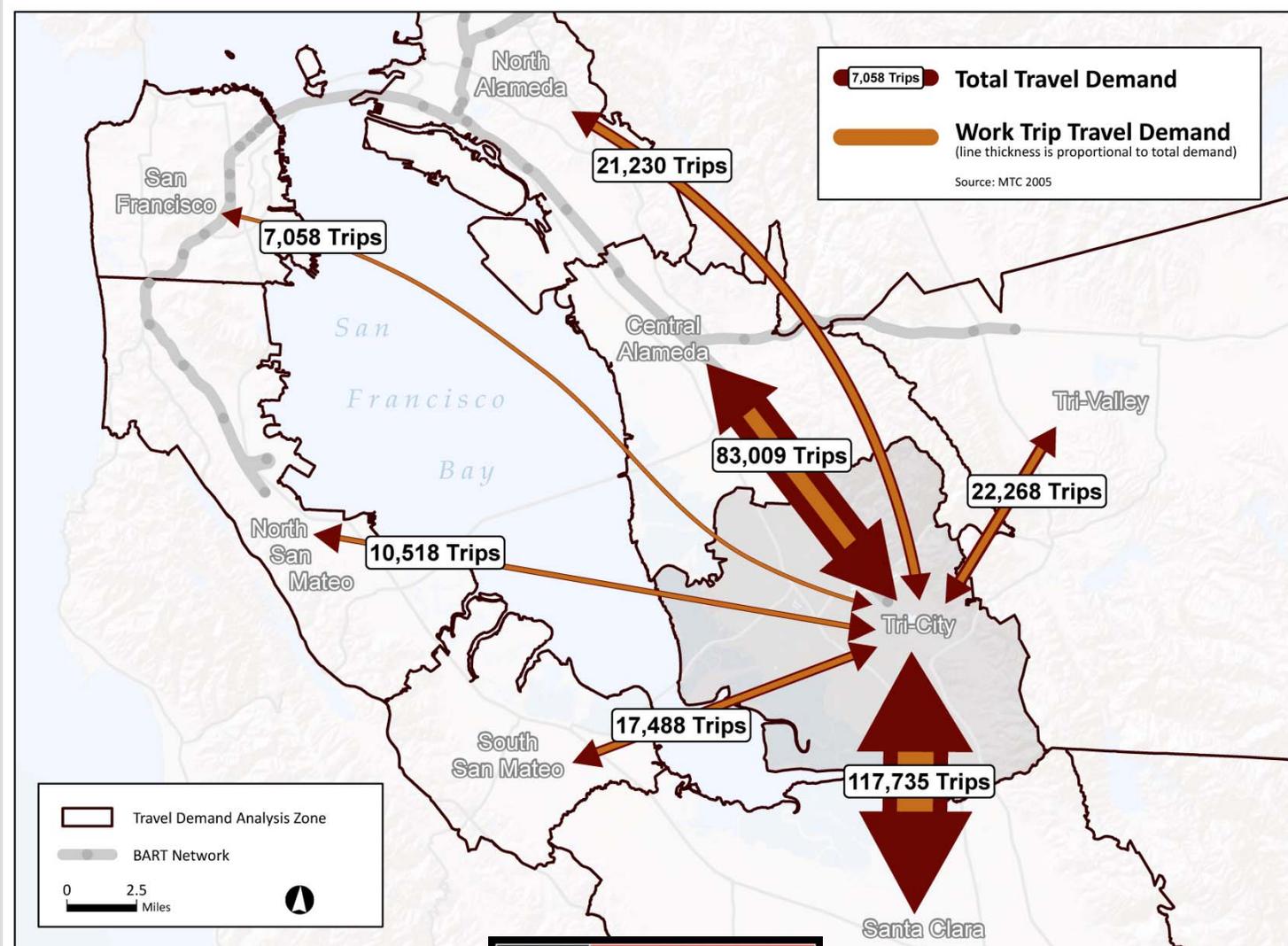


## Suburban Subdivisions

*Mission San  
Jose*  
*Val Vista,  
Pleasanton*



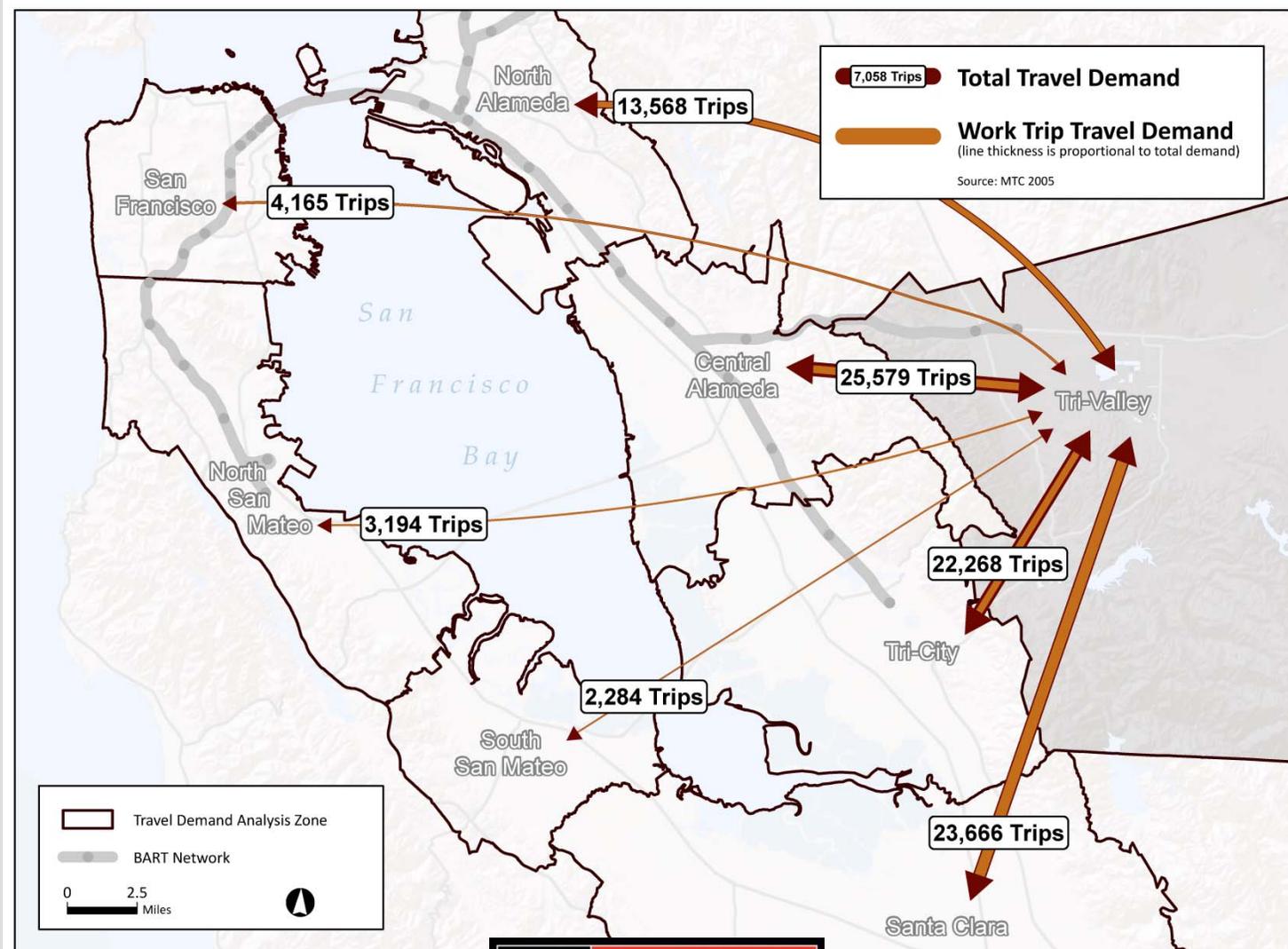
# Travel Patterns – Tri-City Regional Travel



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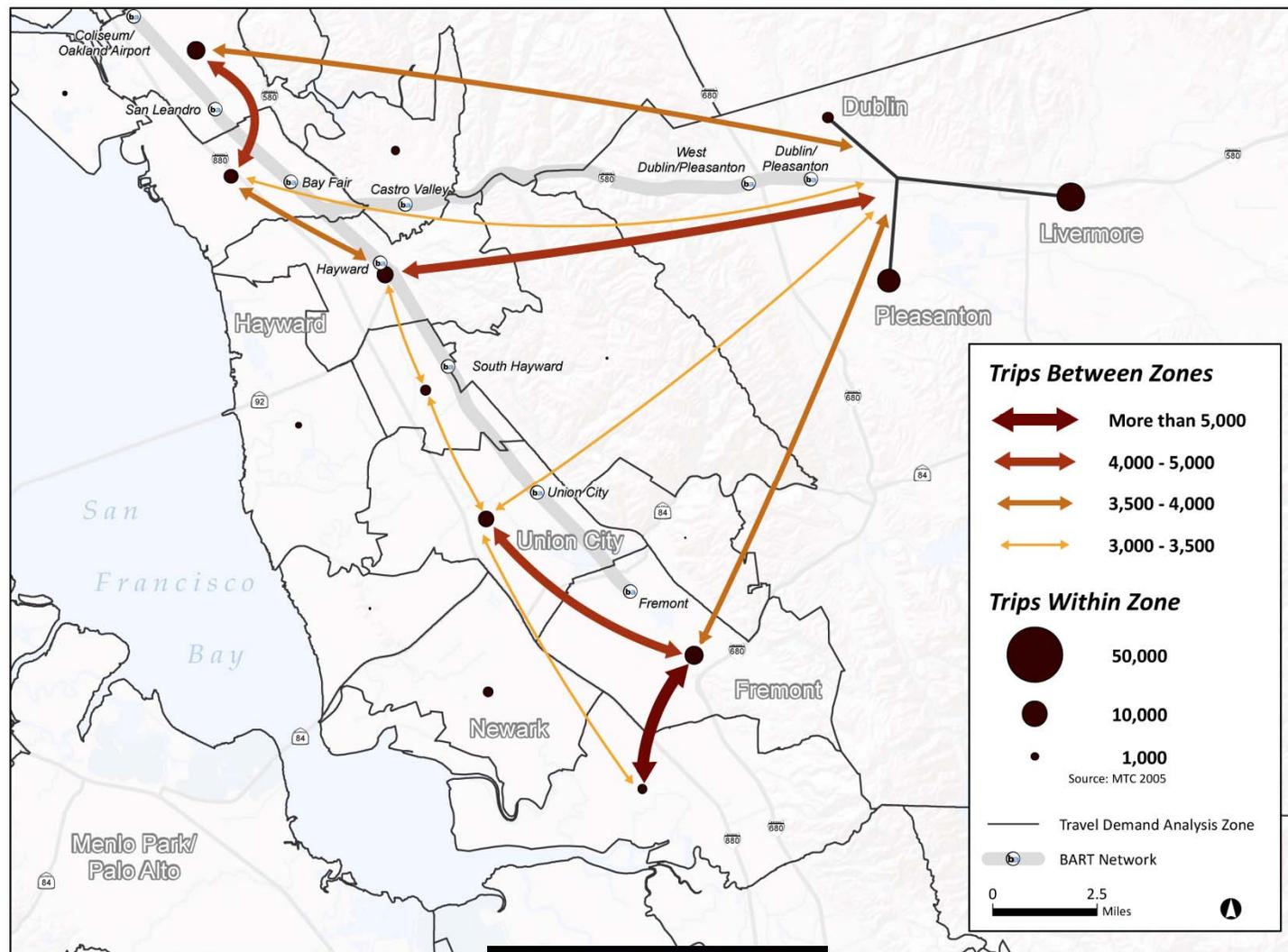
# Travel Patterns – Tri-Valley Regional Travel



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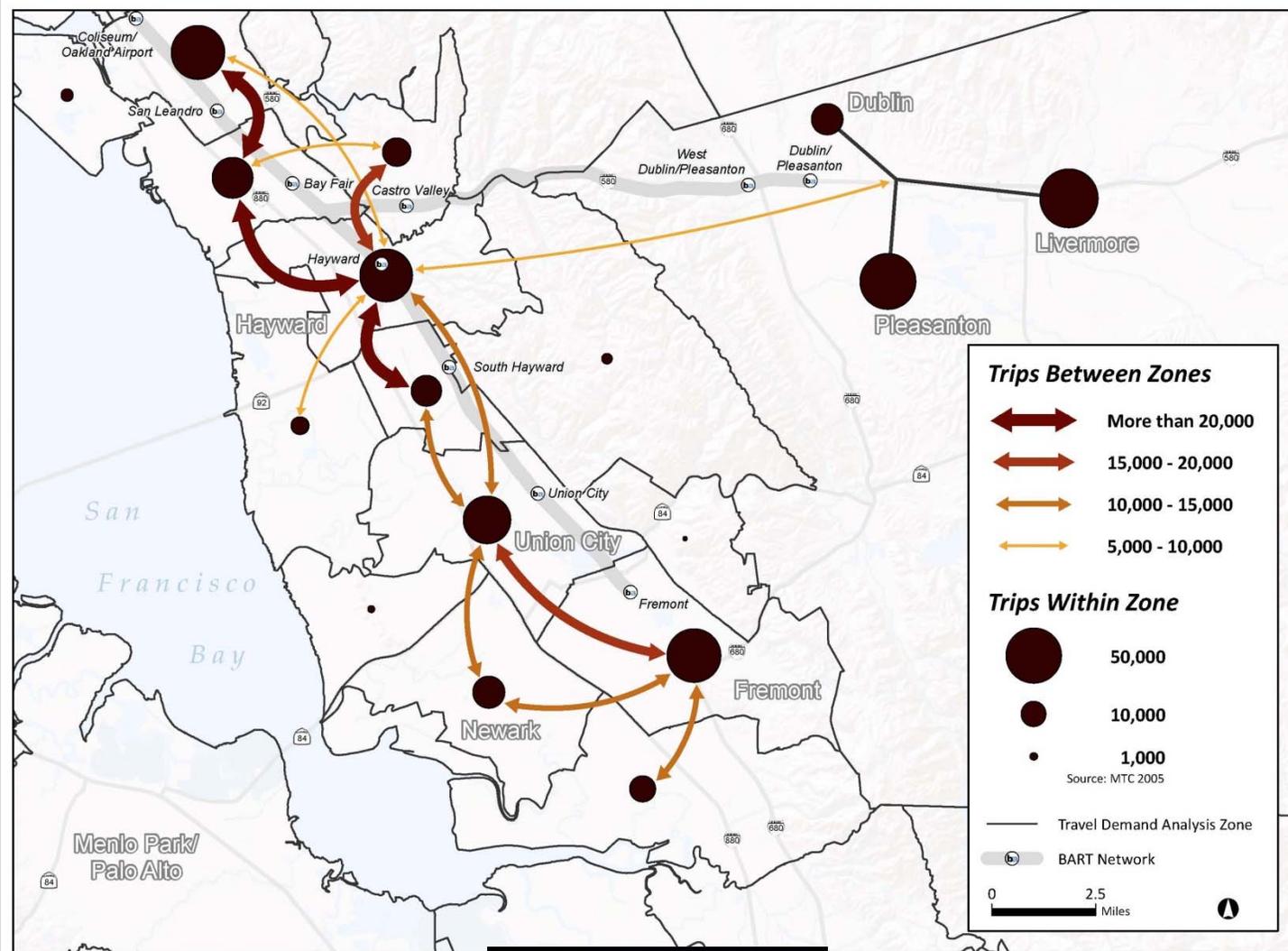
# Travel Patterns – TCTV Work Trips



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# Travel Patterns – TCTV All Other Trips

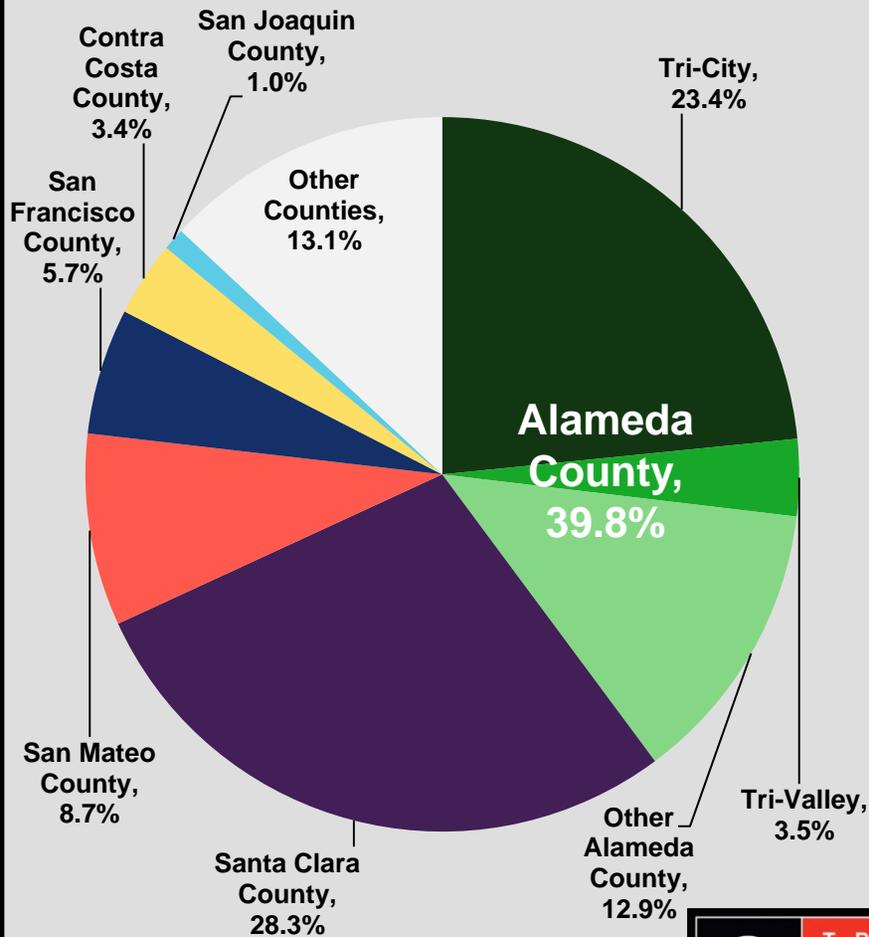


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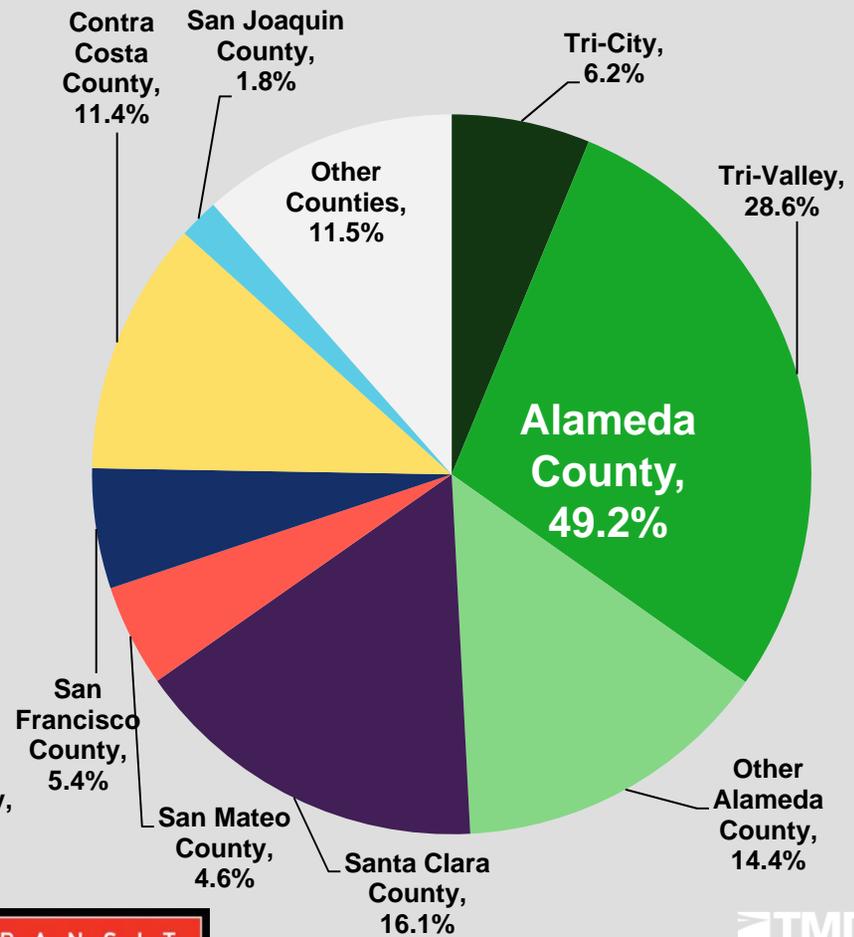


# Employment-Related Travel Patterns

Where Tri-City residents work:



Where Tri-Valley residents work:



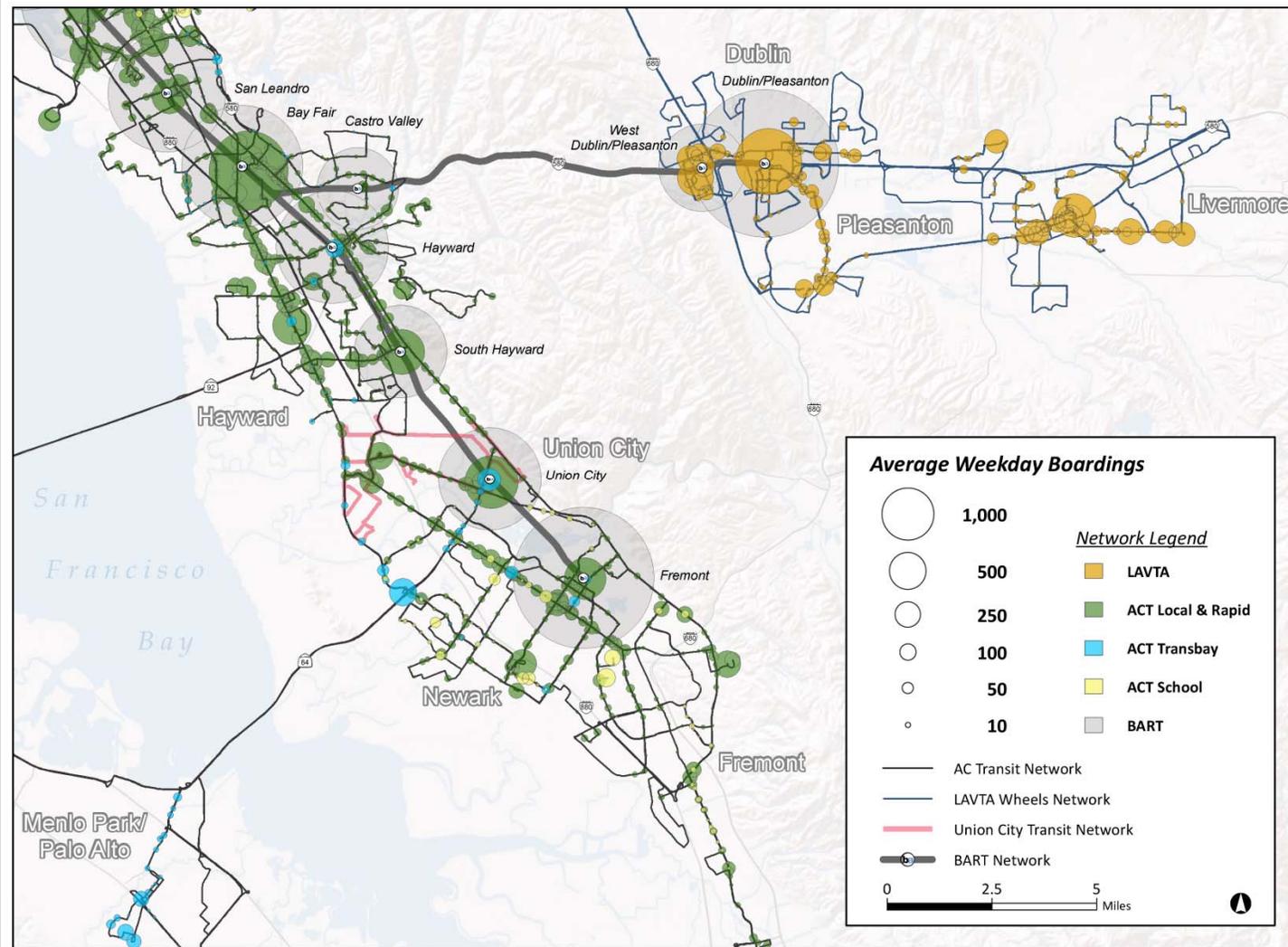
# Travel Patterns

- The Tri-City area is roughly balanced between employed residents and total jobs
  - **136,000** residents in workforce
  - **115,000** jobs
- Conversely, the Tri-Valley area has more jobs than employed residents
  - **85,000** residents in workforce
  - **100,000** jobs
- Both regions have strong inbound and outbound commute patterns

# SERVICE ANALYSIS



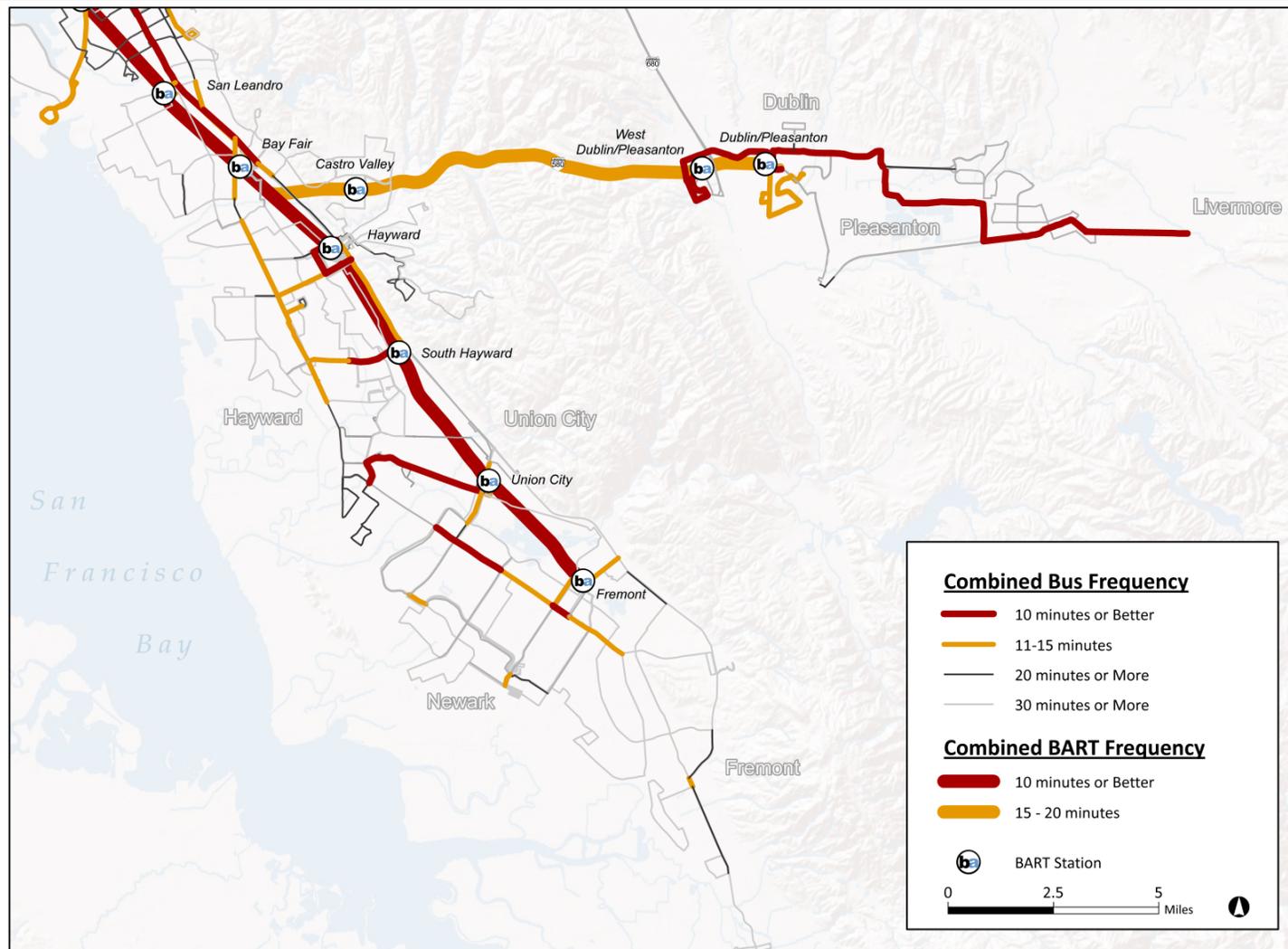
# Ridership



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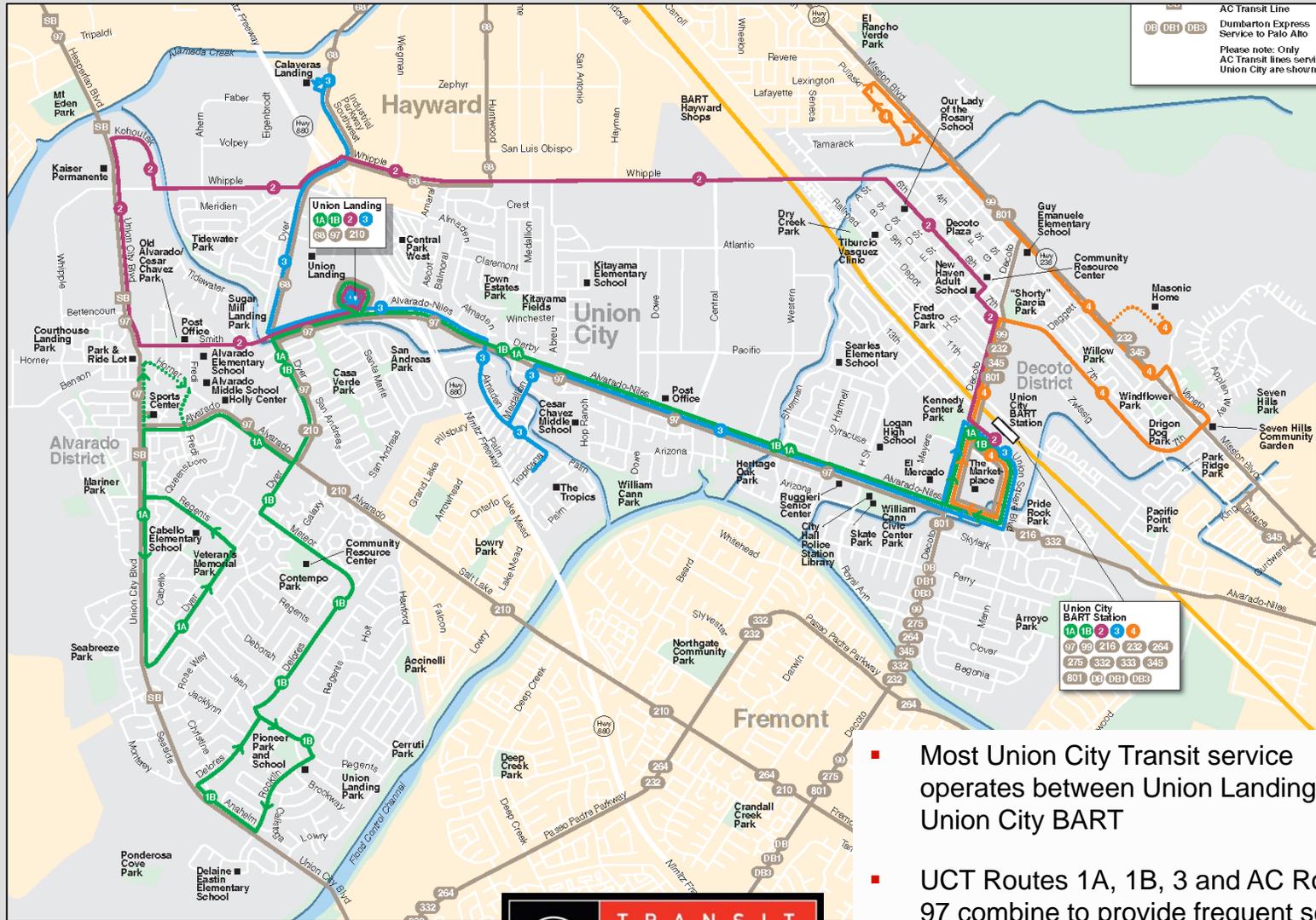
# Combined Frequencies



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# Union City

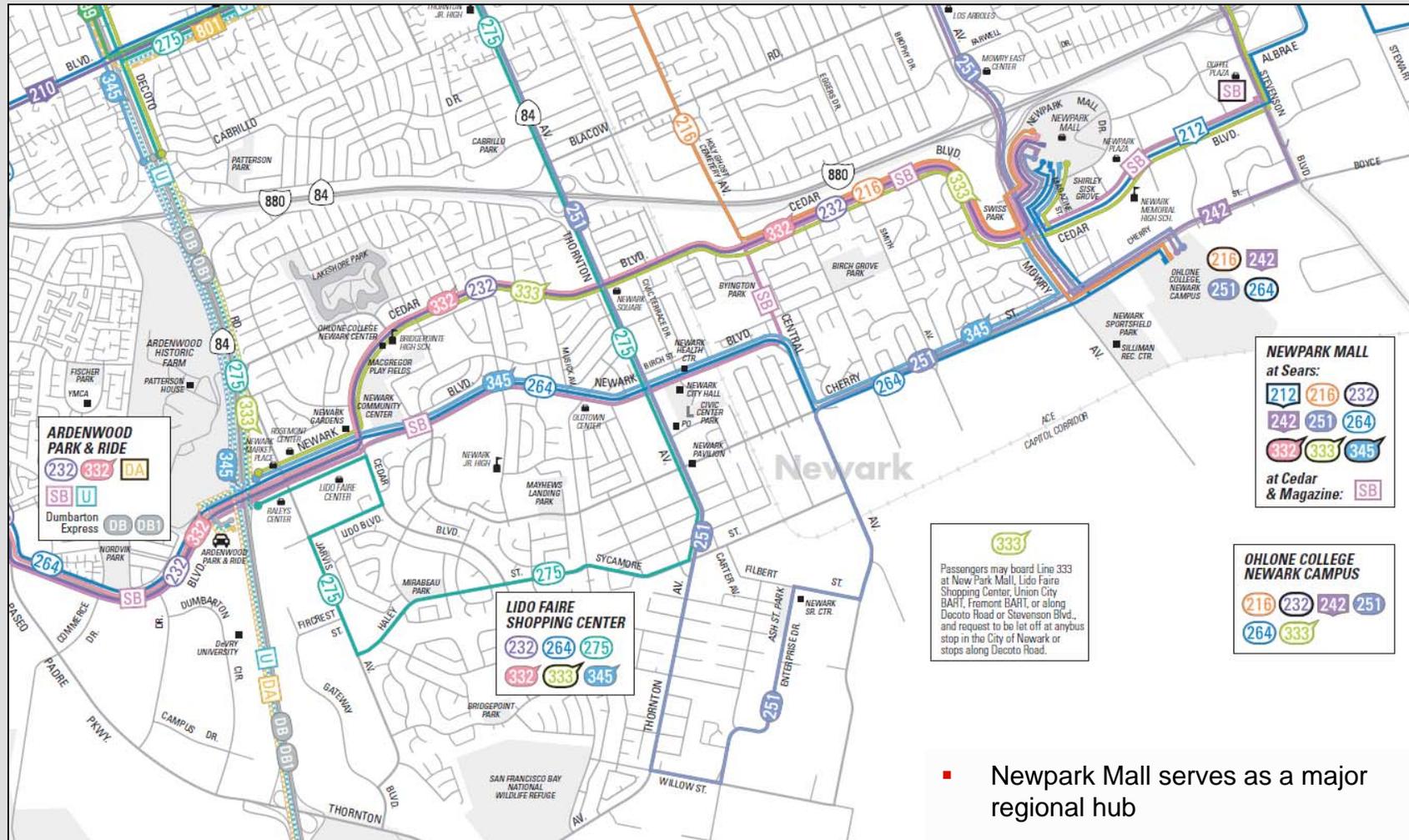


- Most Union City Transit service operates between Union Landing and Union City BART
- UCT Routes 1A, 1B, 3 and AC Route 97 combine to provide frequent service on Alvarado-Niles Road





# Newark



- Newpark Mall serves as a major regional hub
- While there are many routes, the corridor frequencies are 30 minutes or greater

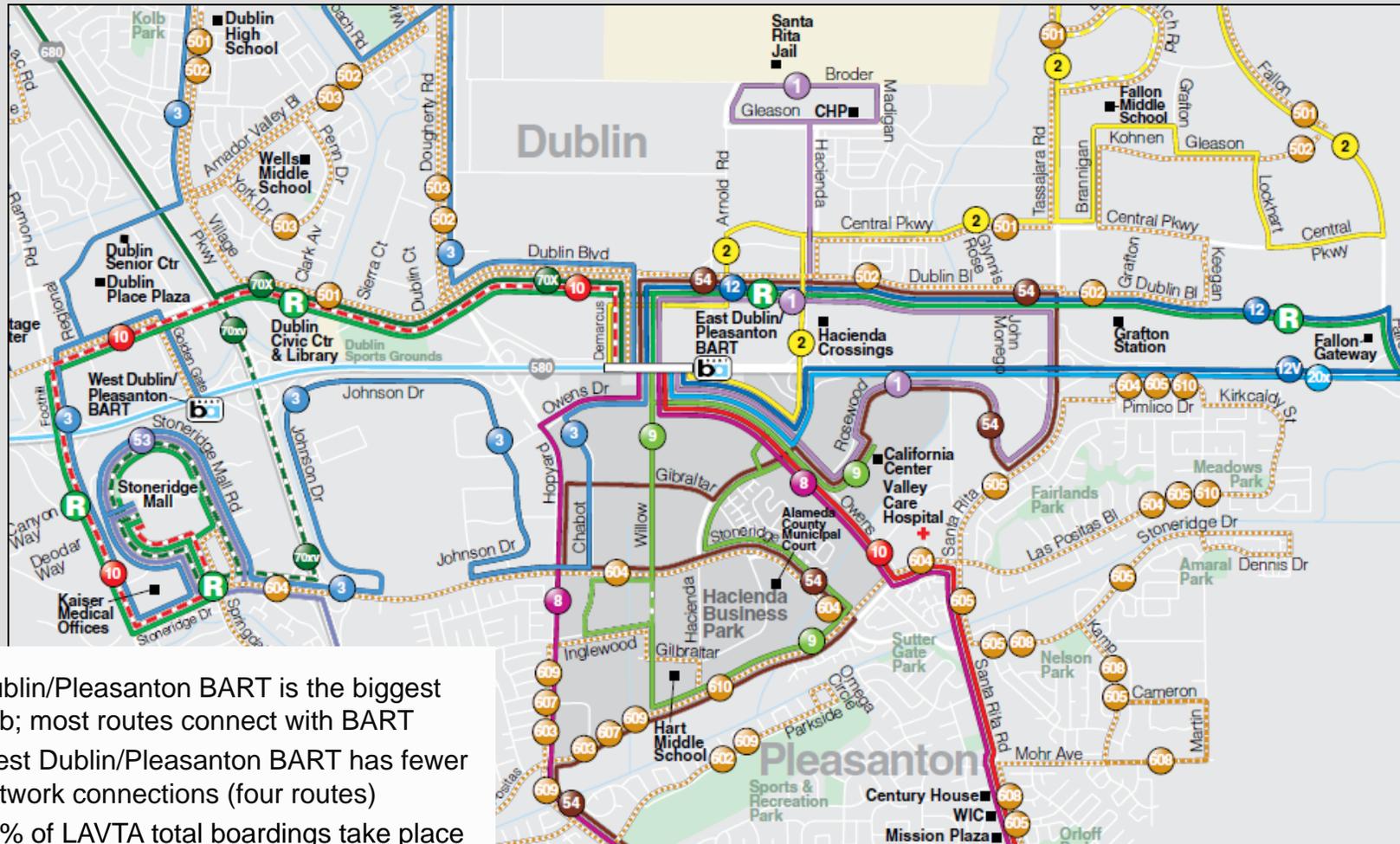
# BART in the Tri-City Area

**Existing Service:** BART stations form the start and end points of most Tri-City AC Transit routes, and form key trip patterns

**Existing Ridership:** 23% of the 11,550 total local AC Transit weekday passenger boardings in Tri-City area are at BART stations

- 1,720 at Fremont
- 970 at Union City

# Dublin/Pleasanton

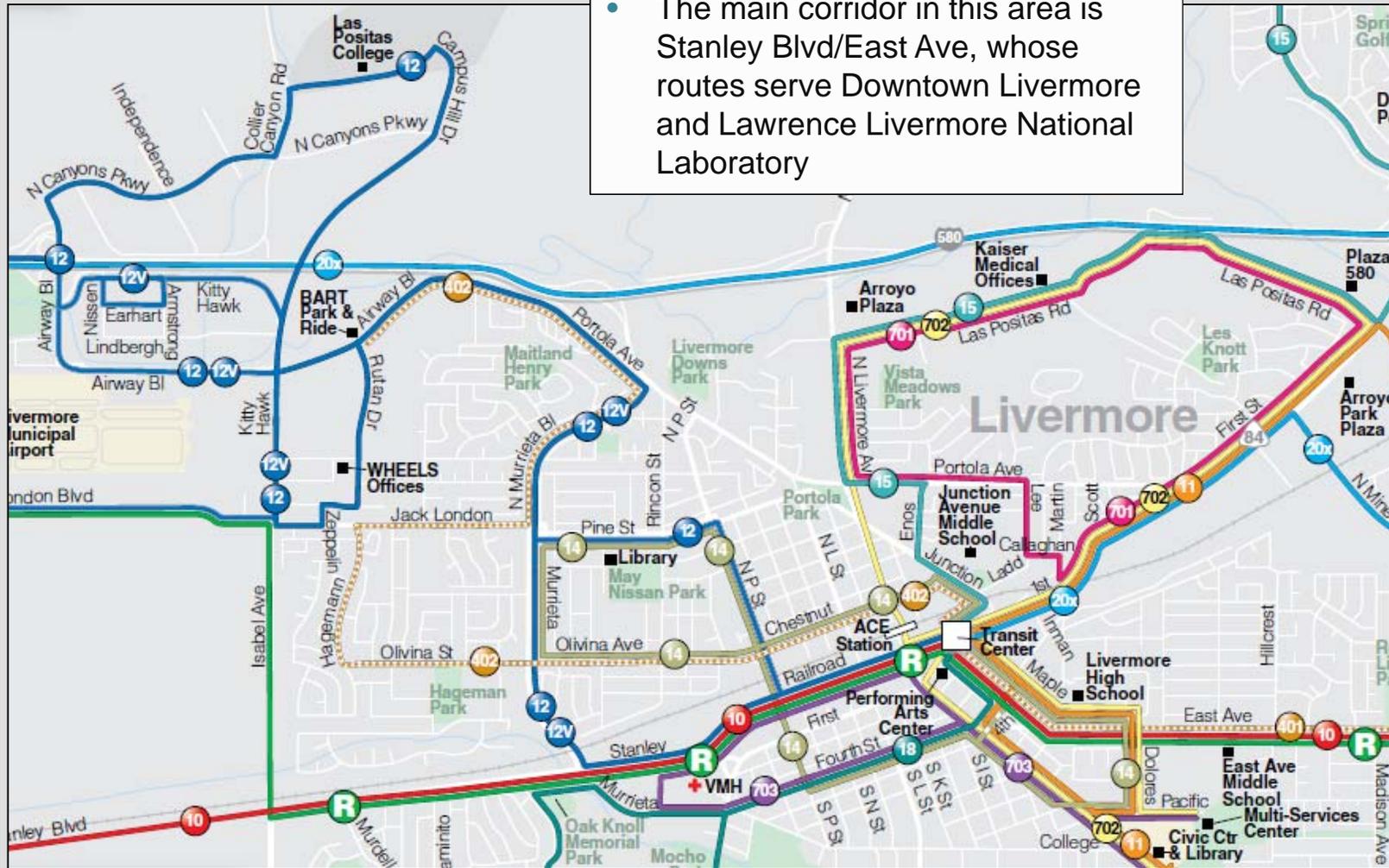


- Dublin/Pleasanton BART is the biggest hub; most routes connect with BART
- West Dublin/Pleasanton BART has fewer network connections (four routes)
- 10% of LAVTA total boardings take place at BART (180 at West Dublin/Pleasanton, 1,330 boardings at Dublin/Pleasanton)
- 10/15 minute Rapid acts as a bridge from Livermore to BART



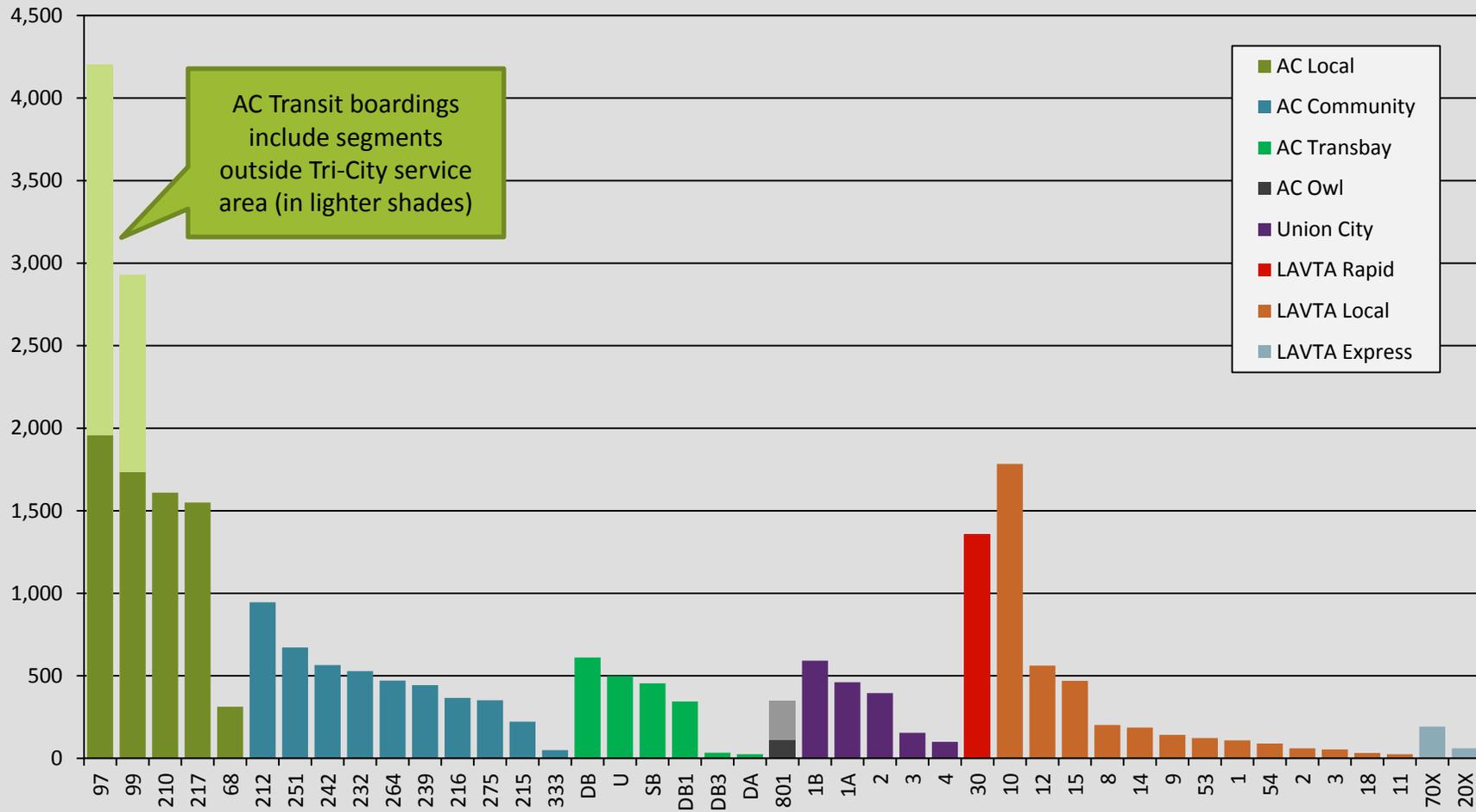
# Livermore

- The Livermore Transit Center serves as the primary hub
- The main corridor in this area is Stanley Blvd/East Ave, whose routes serve Downtown Livermore and Lawrence Livermore National Laboratory



# Tri-City and Tri-Valley Area Ridership

## Weekday Passenger Boardings

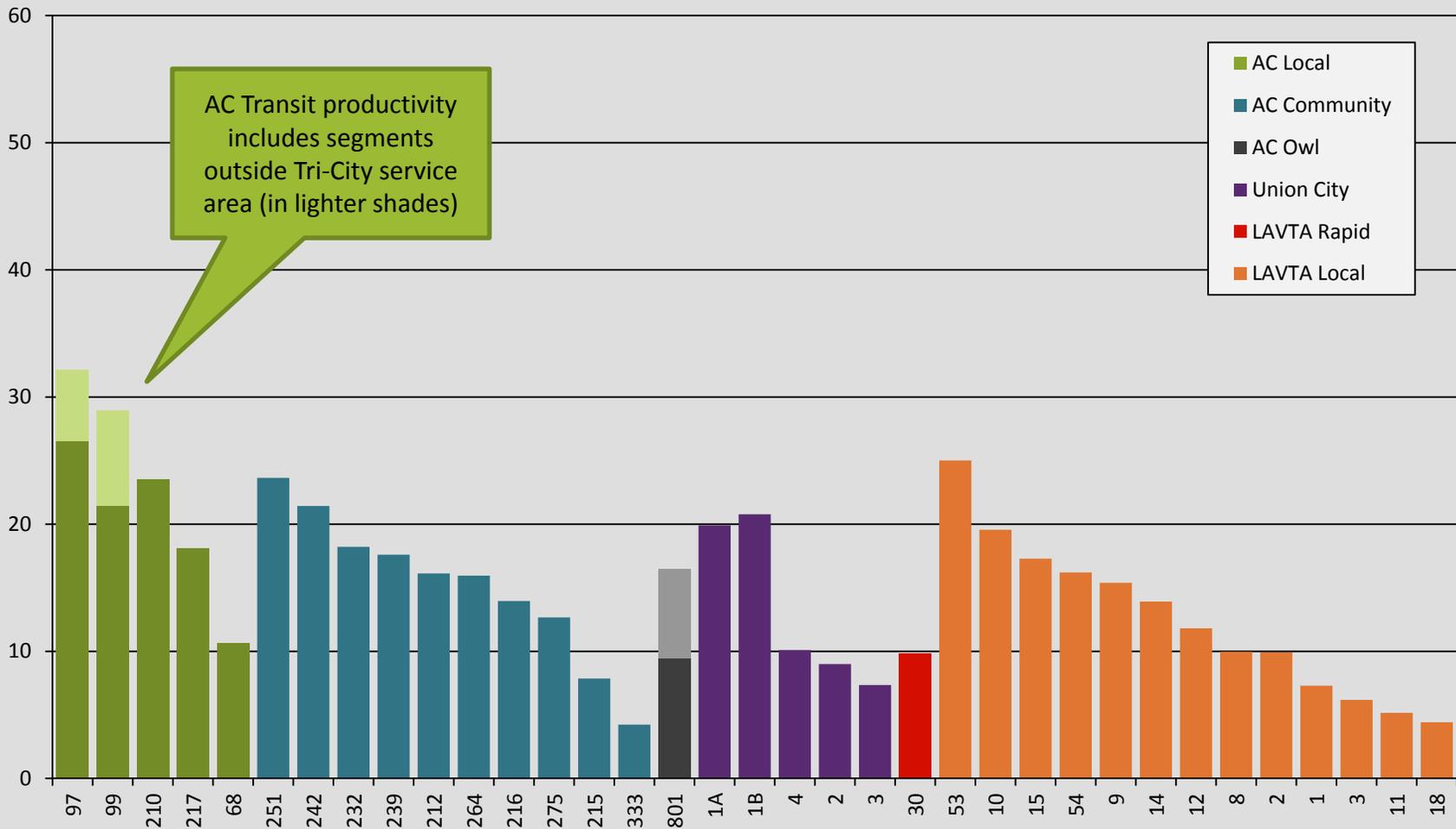


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# Tri-City and Tri-Valley Service Productivity

## Weekday Passengers Per Revenue Hour

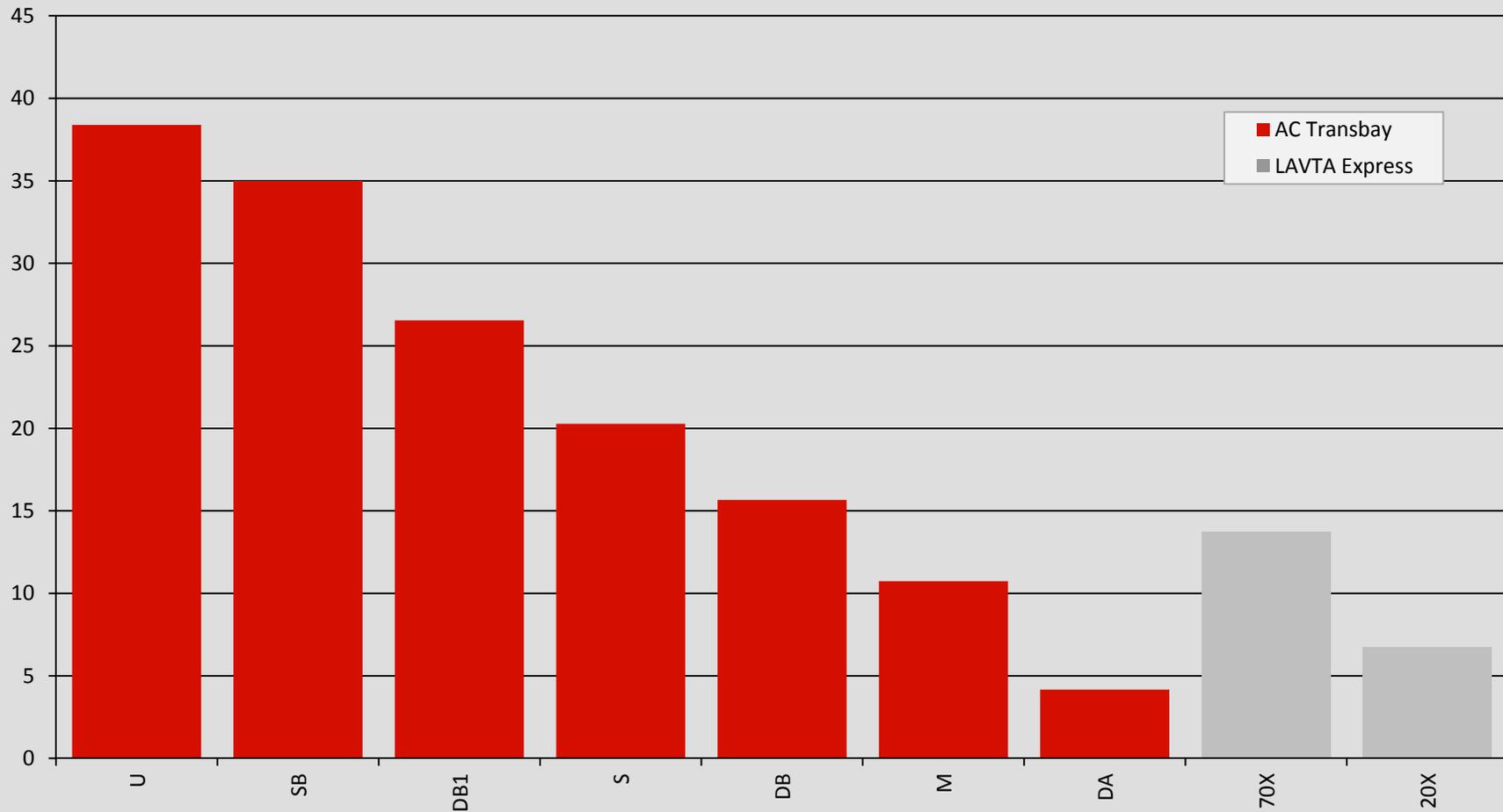


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# TCTV Express Service Productivity

## Weekday Passenger Boardings Per Trip



# Transit Modes in Play

Service Type	Service Levels	Network Role	Key Markets
BART	Frequent Network (15 minutes or better)	Structural network spine, fast regional service	All-day, all-week regional and sub-regional travel
BRT/Rapid Bus		Structural network spine, fast sub-regional service	All-day, all-week sub-regional travel
Frequent Local		Completes core network on major arterial streets	All-day, all-week local travel
Supporting Local	Supporting Network	Network connections, local circulation	All-day local travel
Community Circulator		Network connections, local circulation	Neighborhood circulation, school trips, senior/ADA mobility
Transbay/Peak Express Services/ACE Rail	Demand-based	Peak-oriented regional connections	Weekday travel between generators and attractors strong enough to support productive service



## Key Findings – Alignment of Service & Demand

- Within Tri-City and Tri-Valley regions, every major destination receives some level of transit service
- Most regional travel patterns are met to varying extents
  - BART and AC Transit connect the Tri-City area with destinations elsewhere in the East Bay and the greater Bay Area
  - LAVTA service connects well with BART and ACE
  - Significant demand between TCTV and Santa Clara/San Jose area is not served with high-capacity, all-day service
    - AC Transit, ACE, and VTA connect Tri-City with San Jose/Santa Clara County
    - ACE is only service directly connecting Tri-Valley area with San Jose/Santa Clara County
    - BART extension aligns well with travel demand needs

## Key Service Findings – Service Performance

- Routes serving mixed-use (commercial, retail, residential) corridors tend to exhibit the strongest productivity
  - Alvarado-Niles (Union City Routes 1A/1B, AC Route 97)
  - Santa Rita-Stanley-East (Wheels Route 10)
- Many lower performing routes in the Tri-City and Tri-Valley areas are oriented towards providing network coverage at the cost of frequency and directness
  - Indirect route structure (emphasis on circular routes in both Tri-City and Tri-Valley)
  - Combining several lower-frequency routes on a corridor can be confusing for customers to understand
- While some Transbay routes in this area perform well, peak-only express services are costly to operate

# Service Design Principles – Best Practices

- Provide straightforward, linear, and direct service with minimal deviation
- Focus on developing strong, frequent transit corridors
- Connect to major trip generators and transit markets
- Reduce or eliminate unproductive routes and route segments while remaining mindful of network coverage as a whole
- Adjust coverage needs based on densities and presence of major trip generators
- Consolidate closely-spaced or underperforming stops

# NEXT STEPS



# Next Steps

- Review draft TCTV Service Plan with TAC in May
- Next PAC Meeting in June - Date TBD: Review draft TCTV Service Plan

