



### Project Purpose & Background

- **Goal:** Reduce transit passenger travel time, increase service reliability, Improve Air Quality, Enhance ADA Accessibility and Public Safety
  - 34 minutes of travel time savings for transit passengers
  - Improve On-time Performance
- **Project Improvements:** Bus Stop Relocation/Consolidation, Bus Bulbs, Bus Only/Queue Jump Lanes, Traffic Signal Timing Modifications, Transit Signal Priority (TSP)
- **Funding:** MTC CMAQ Grant (\$10.5M)
  - Implementation within 24 months (August 2012 to July 2014)
- **Past Studies and Recent Coordination:** Line 51 Service and Reliability Report 2008; City of Alameda, WABA, PSBA





## Project Benefits

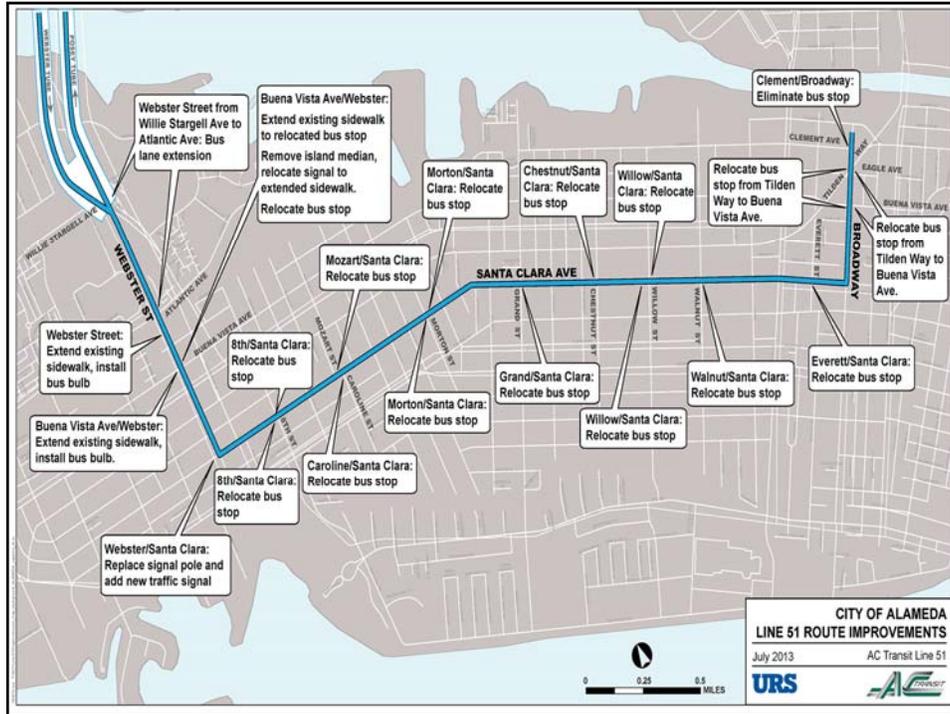
- Improves Transit Services by reducing bus travel time and increasing reliability
- Enhances pedestrian and vehicle safety at intersections by improving visibility at intersections
- Improves ADA accessibility (ramps, landings, railings, benches)
- Reduces traveler delay for all modes along corridor (transit riders, pedestrians as well as vehicular traffic)
- Improves overall air quality by increasing transit use and reducing overall trip time




## Line 51 (A&B) - Route Profile

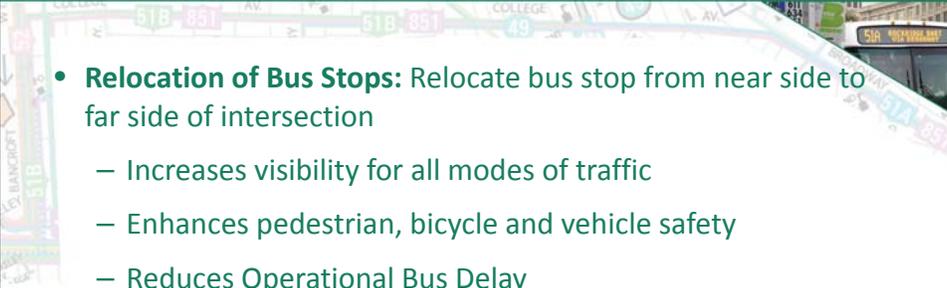
- Operates through Cities of Alameda, Berkeley, and Oakland
- Corridor Length is approximately 15 miles
- Approximately 5 miles long within City of Alameda
- In City of Alameda Line 51A operates along Broadway, Santa Clara Ave, Webster St.
- Weekday ridership on Line 51 (A&B) is over 19,000 (over 7,000 trips originate/terminate in Alameda)





## Project Improvements

- **Relocation of Bus Stops:** Relocate bus stop from near side to far side of intersection
  - Increases visibility for all modes of traffic
  - Enhances pedestrian, bicycle and vehicle safety
  - Reduces Operational Bus Delay
  - Minimizes parking removal
  - Improves Air Quality



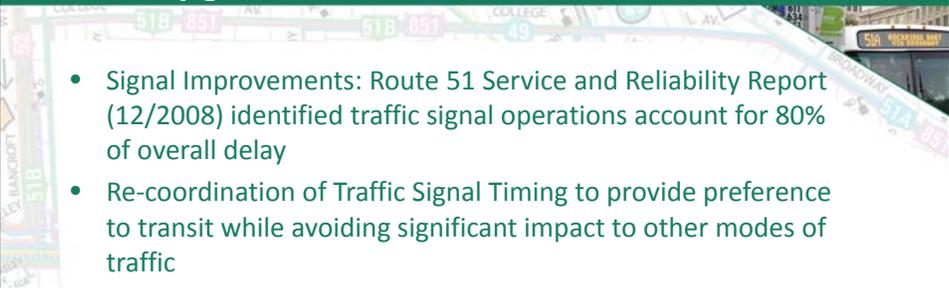
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## Project Improvement - Continued

- **Bus Bulbs:** Widen sidewalk to push bus stop closer to vehicle travel way and facilitate implementation of ADA accessible ramps and landings; decorative bus shelters, benches, etc.
- **Consolidation of Bus Stops:** Optimize bus stop spacing along corridor to provide minimum stops and improve travel time
- **Bus Only Lane:** Travel lane for buses only to expedite bus travel through heavily congested intersections
- **Transit Signal Priority (TSP) / Traffic Signal Upgrades:** Facilitate bus communication with traffic signals

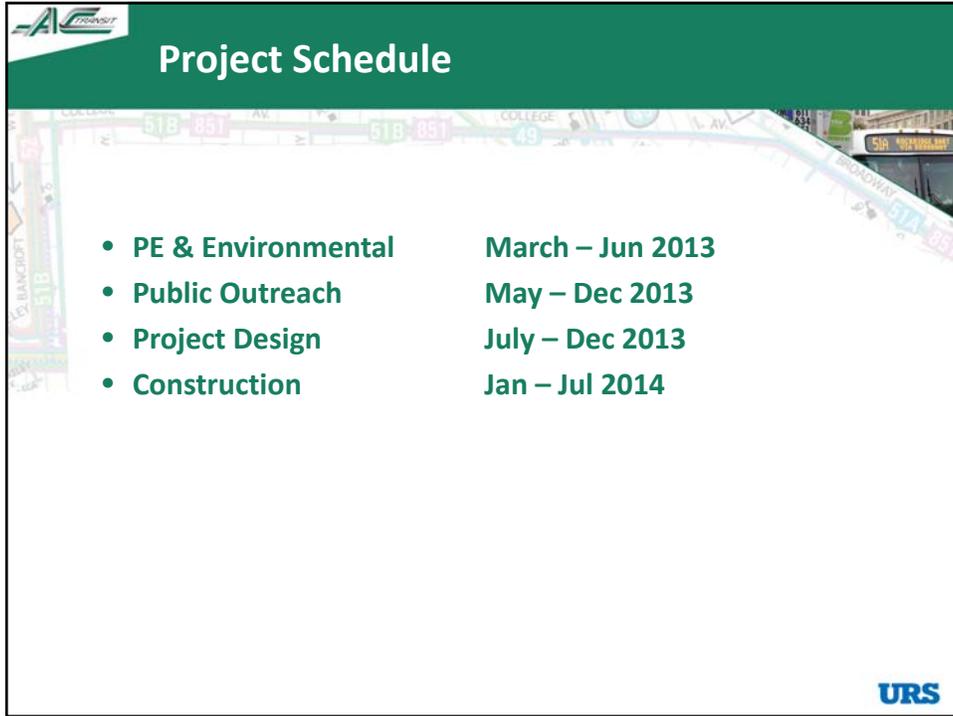
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## Transit Signal Priority (TSP) & Traffic Signal Upgrades

- Signal Improvements: Route 51 Service and Reliability Report (12/2008) identified traffic signal operations account for 80% of overall delay
- Re-coordination of Traffic Signal Timing to provide preference to transit while avoiding significant impact to other modes of traffic
  - Early green light for buses approaching an intersection with a red light
  - Green light extension for buses approaching an intersection that already has a green light but is about to change to yellow

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**Project Schedule**

- **PE & Environmental**      **March – Jun 2013**
- **Public Outreach**      **May – Dec 2013**
- **Project Design**      **July – Dec 2013**
- **Construction**      **Jan – Jul 2014**

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