

Tempo: The East Bay's First Bus Rapid Transit (BRT)

SR 24-396 Item 5.D.



A \$232M Investment in the Community

- **34 stations** (46 platforms) – **21** median and **12** curbside (1 NB + 1 SB platform per station)
- **9.5** miles of new curb-to-curb pavement w/ bus only lanes improve frequency and reliability of service
- **8** miles of new bike lanes, safer for cyclists to navigate the East Bay
 - *25 bike racks installed at median stations*
 - *On-board racks can hold up to three bikes*
- **35** new signals to calm traffic and Transit Signal Priority system
- **515** new curb ramps that enhance mobility for people using wheelchairs and strollers
- **More than 450** new high visibility crosswalks
- **254** trees and new hardscaping along the corridor
- **11** platforms with unique, artistically enhanced windscreens
- **13 Miles** of Fiber Optic Cable Network
- **2** Off-Street Parking Lots
- Northern and Southern Layover Facilities with Operator Restrooms

Key Accessibility and Safety Improvements Along the Corridor

- **34 stations** (46 platforms) – **21** median and **12** curbside (1 NB + 1 SB platform per station) strategically placed at high density population areas approximately ¼ mile apart
- **9.5** miles of new curb-to-curb pavement w/ bus only lanes improve frequency and reliability of service and slow vehicle speeds in general purpose lane
- **35** new signals and upgrades to 157 intersections to regulate and calm traffic
- Transit Signal Priority system to improve service, speed and reliability for waiting passengers
- **515** new curb ramps that enhance mobility for people using wheelchairs and strollers
- **More than 450** new high visibility or signalized crosswalks
- Reduced design speed of 25mph
- Curb extensions / bulbouts to reduce street crossing distance and slow traffic
- Pedestrian refuge areas to access all median platforms
- Enhanced roadway markings and signage to control right turns, eliminate left turns across the bus lane

Station Amenities

Sheltered waiting area equipped with:

- Lighted canopies
- Level boarding onto the bus
- Pedestrian path of travel lighting
- Median stations reduce street crossing distance
- Bench, trash can, bike racks
- Integrated art handrails on each platform
- Operations monitoring cameras
- Public Address system
- Real-time (audio-visual) message signs
- Pre-paid boarding - ticket vending machines and Clipper Card readers
- Station identity trees





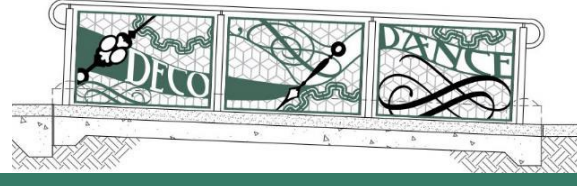
Key Accessibility and Safety Improvements at Stations

❖ Off Platform Amenities

- Braille / Raised Letter Placards above APS Units at crosswalks used for Median Platform Access
- Upgraded Curb Ramps along length of the corridor– directional curb ramps where feasible
- Tactile strip made of etched concrete identifies station access points for visually impaired

❖ Platform Amenities

- Accessible Ticket Vending Machine (TVM)
- Accessible Bench and Wheelchair Space
- Electronic Bus Arrival Display (visual only)
- Public Audio Announcement System for Station Closures, Bus Breakdowns etc

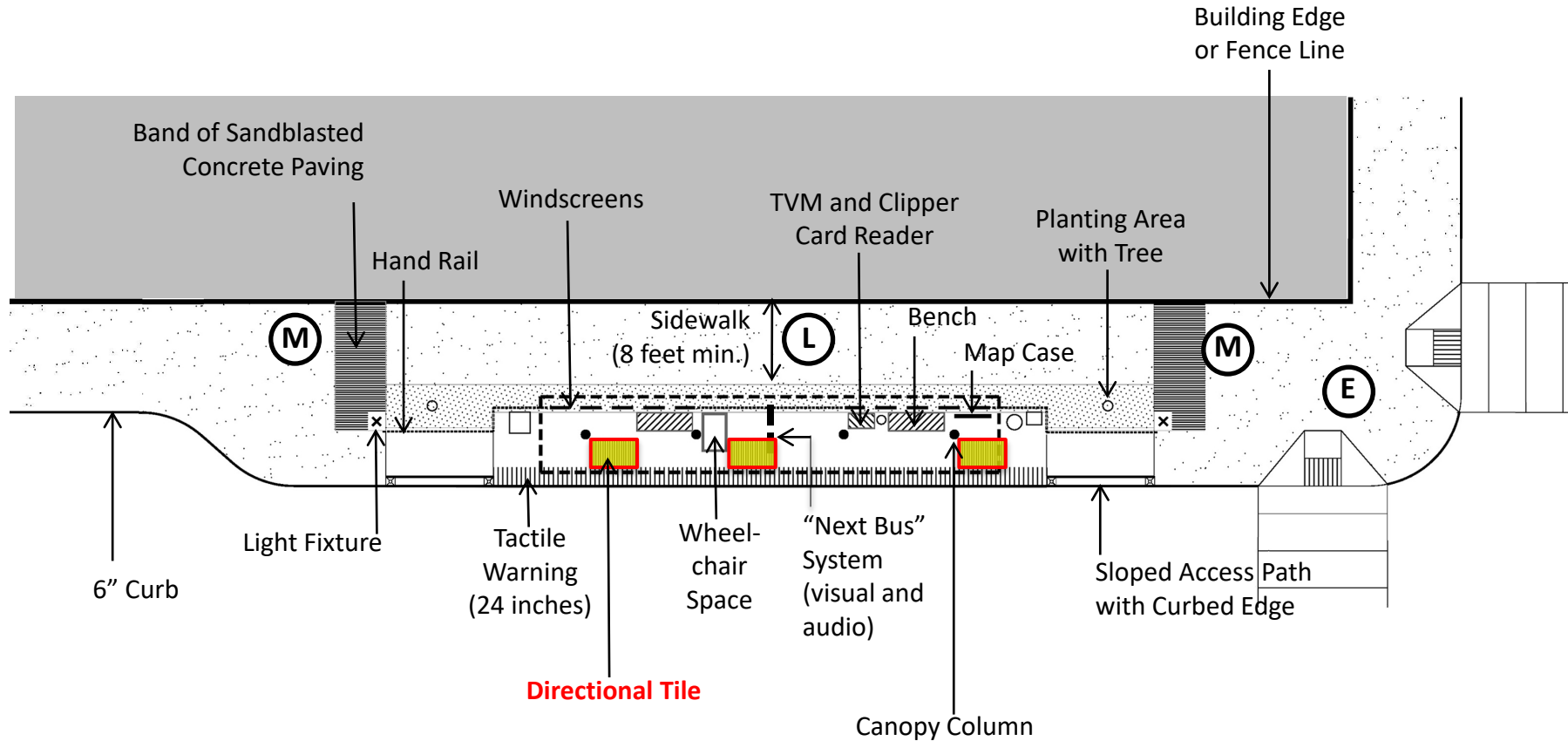


Key Accessibility and Safety Improvements at Stations

❖ Platform Amenities (Continued)

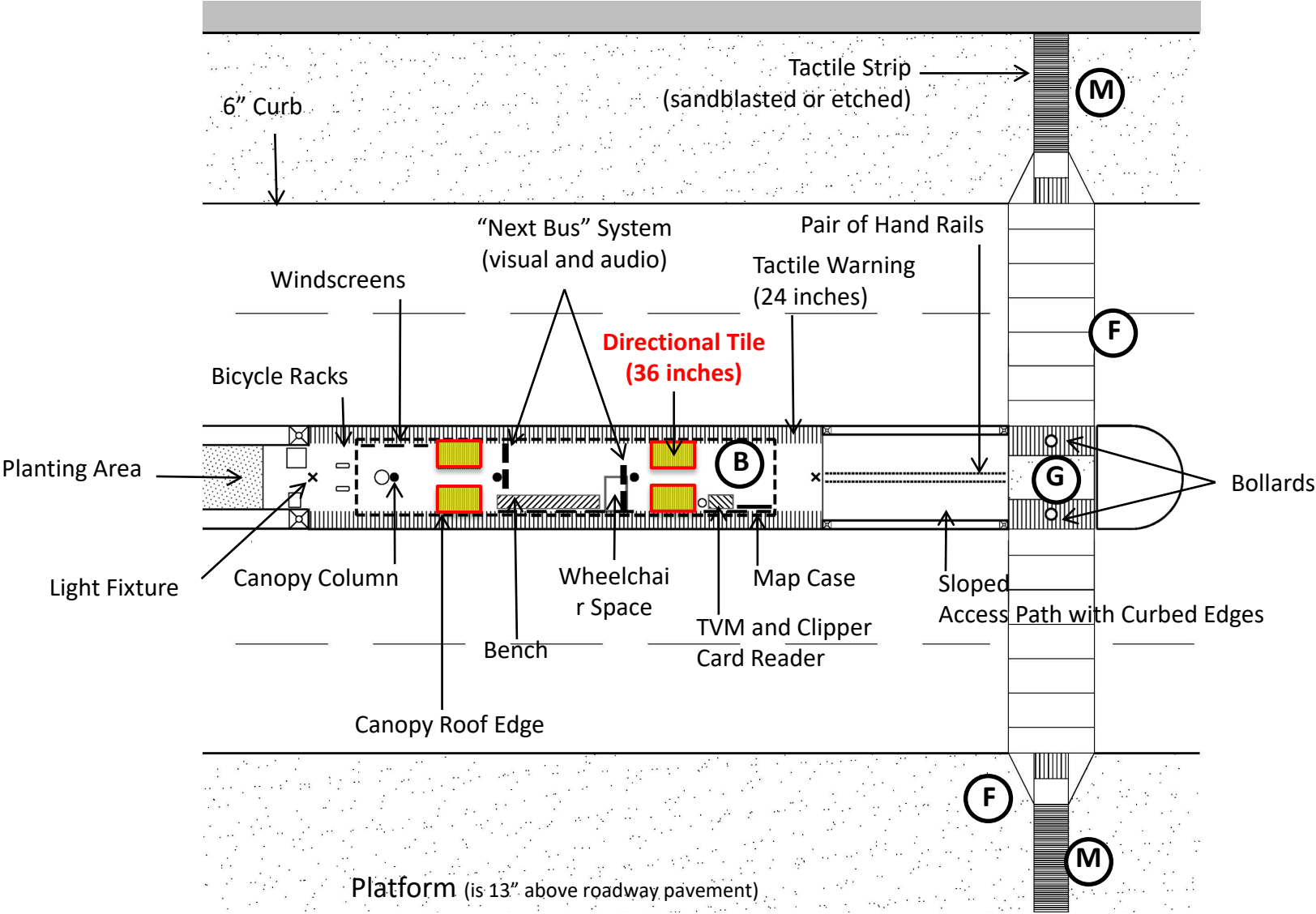
- Directional Signage at Platform Exist/Entries (also identifies accessible entries)
- Blue sign w/ Wheelchair Symbol identifies Accessible Exit (if only single accessible exit at curbside stations)
- Braille / Raised Letter Placards at Curbside Platform Entries
- Sloped access paths: less than 5% slope (not a ramp); have 12-inch wide curb along roadway edge
- Sloped path to median stations now have pair of handrails along center of path

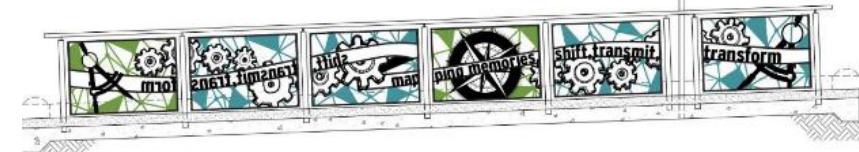
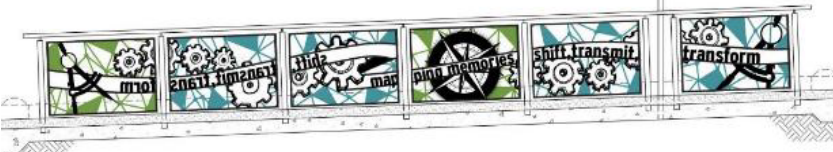
Key Accessibility and Safety Features – BRT Curbside Platform with Large Canopy



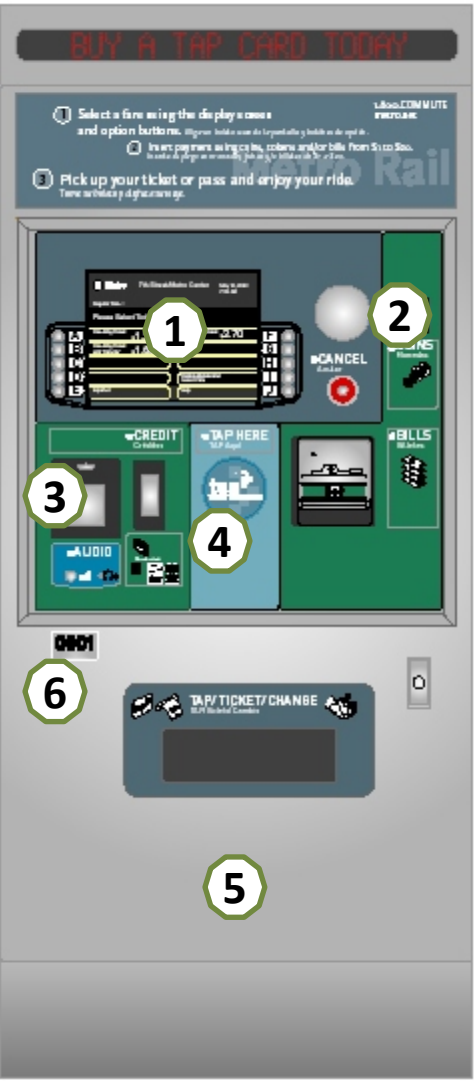
Platform (is 13" above roadway pavement)

Key Accessibility and Safety Features – BRT Median Platform with Large Canopy

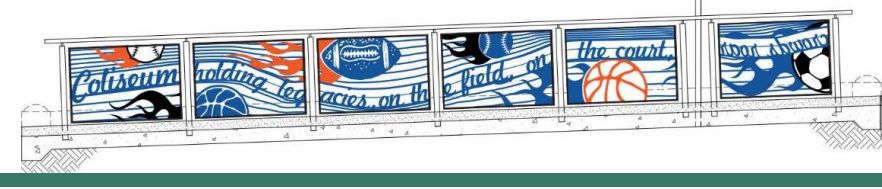
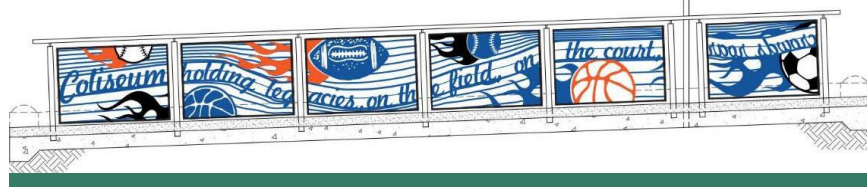




Accessible Ticket Vending Machines (TVMs)



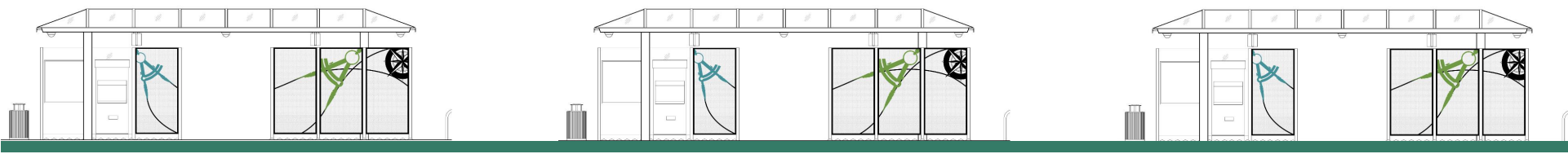
- 1. Display Screen - Visible from 40 inches above floor.
- 2. Coin Slot - Maximum 48 inches above floor.
- 3. Input Controls - Tactilely discernible input controls for each function.
- 4. Braille Panels - Braille panels are affixed to appropriate locations on the front door panel to assist the customer in operating the TVM.
- 5. Take your Ticket Opening - Minimum 15 inches above floor.
- 6. Audio Plug - For the hearing impaired, an audio plug with volume control is available for headphones.



Electronic Bus Arrival System

- Visually announces arrival times for buses
- Does not provide audio announcements due to noise concerns
- Separate public announcement system can alert passengers of station closures and bus breakdowns





Non-Standard Tactile Strip Across Sidewalks

❖ Design Considerations

- Cane detectable
- Detectable to guide dog users
- Sense of permanence, visual & design quality



❖ Etched, colored concrete provides tactile and (visual contrast across sidewalks)

❖ Specifications call for test panels that will be examined by to-be-designated committee members, including persons with no and low vision as well as wheelchair users



Directional and Wayfinding Signage

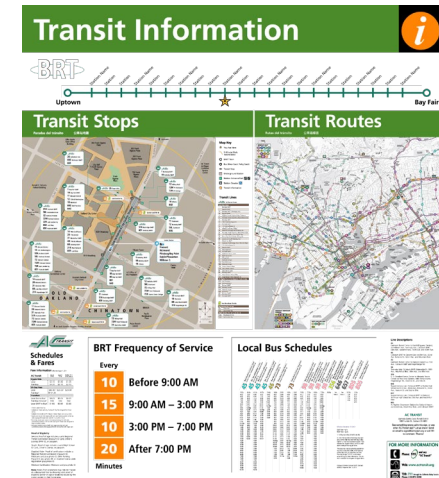
Modeled after existing Regional Transit Wayfinding Signage Program

Provided:

- at stations
- to and from connecting transit routes
- in some key locations between stations

Signage complies with ADA standards for contrast, lettering & icons

Maps combine Wayfinding & Transit Information





Signalized Intersections & Pedestrian Crossings

Navigator Accessible Pedestrian Signals (APS) (City of Oakland Standard)

Fully integrated Accessible Pedestrian System:

Locating tone during “Don’t Walk” phase

Vibro-tactile indication

Raised arrow indicates direction of crosswalk

Example of Announcement: *“Wait to cross International along 20th Avenue through Median Bus Platform – Wait”*

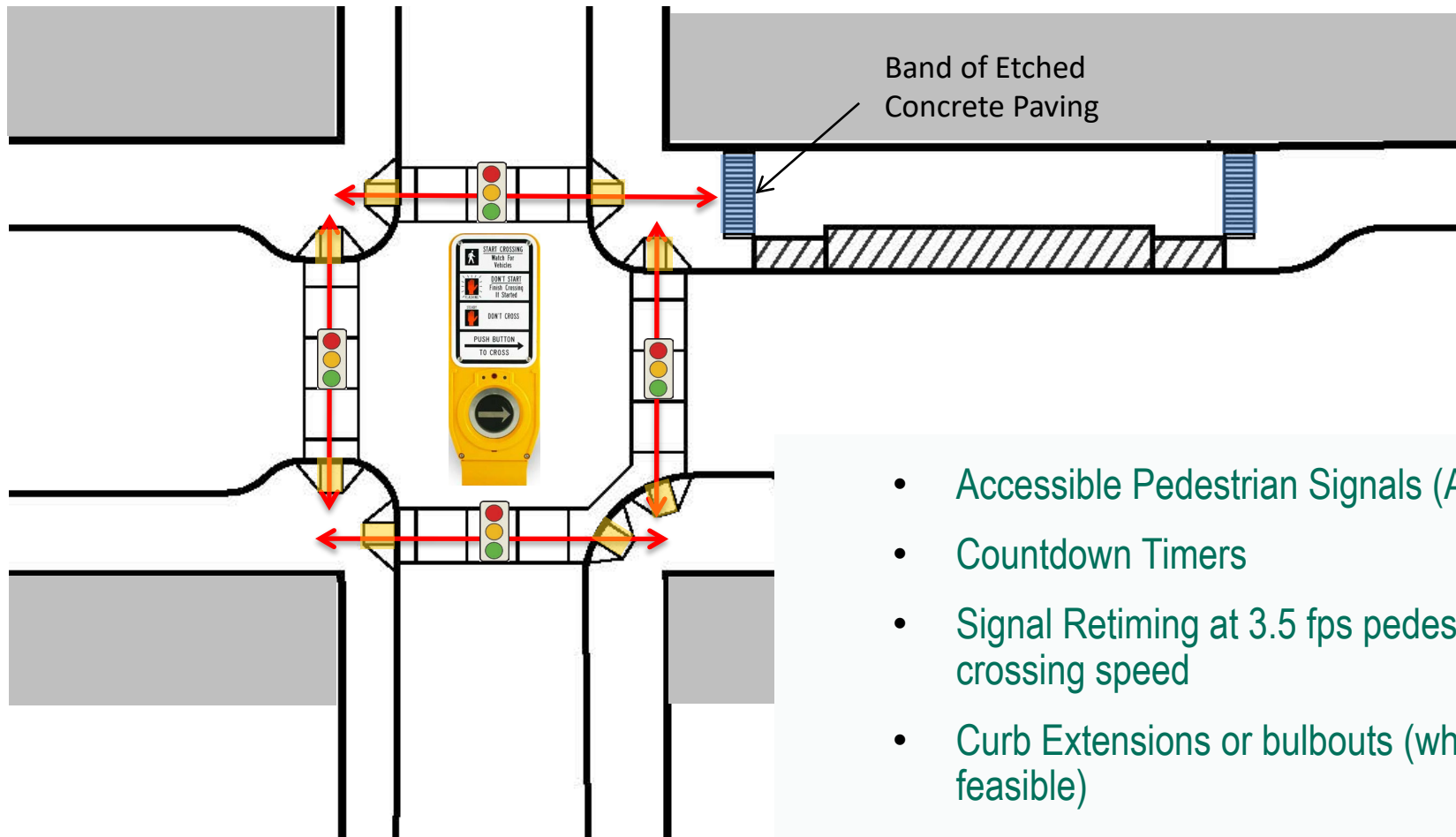


Shown units are samples and not selected products



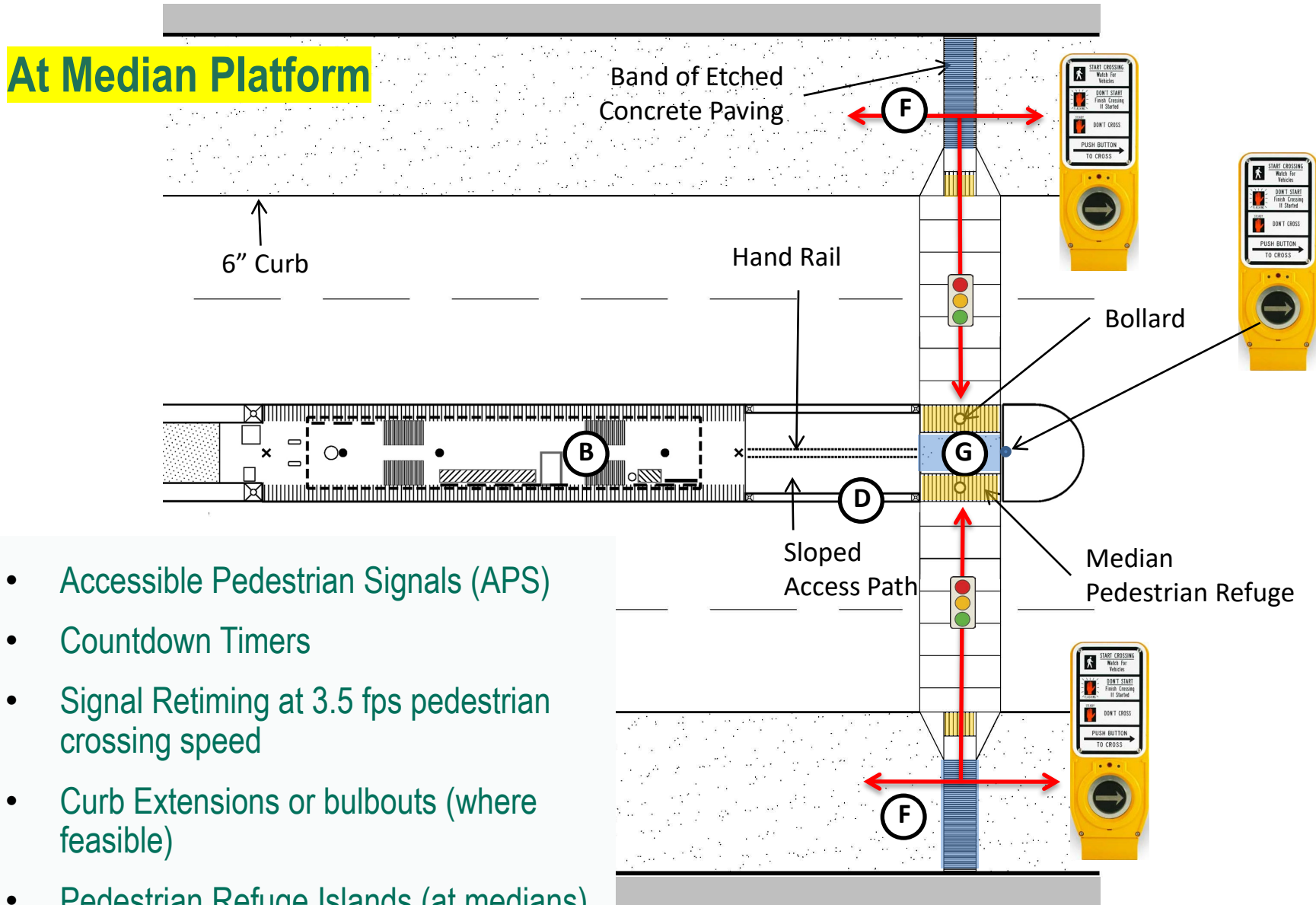
Signalized Intersections & Pedestrian Crossings

At Curbside Platform



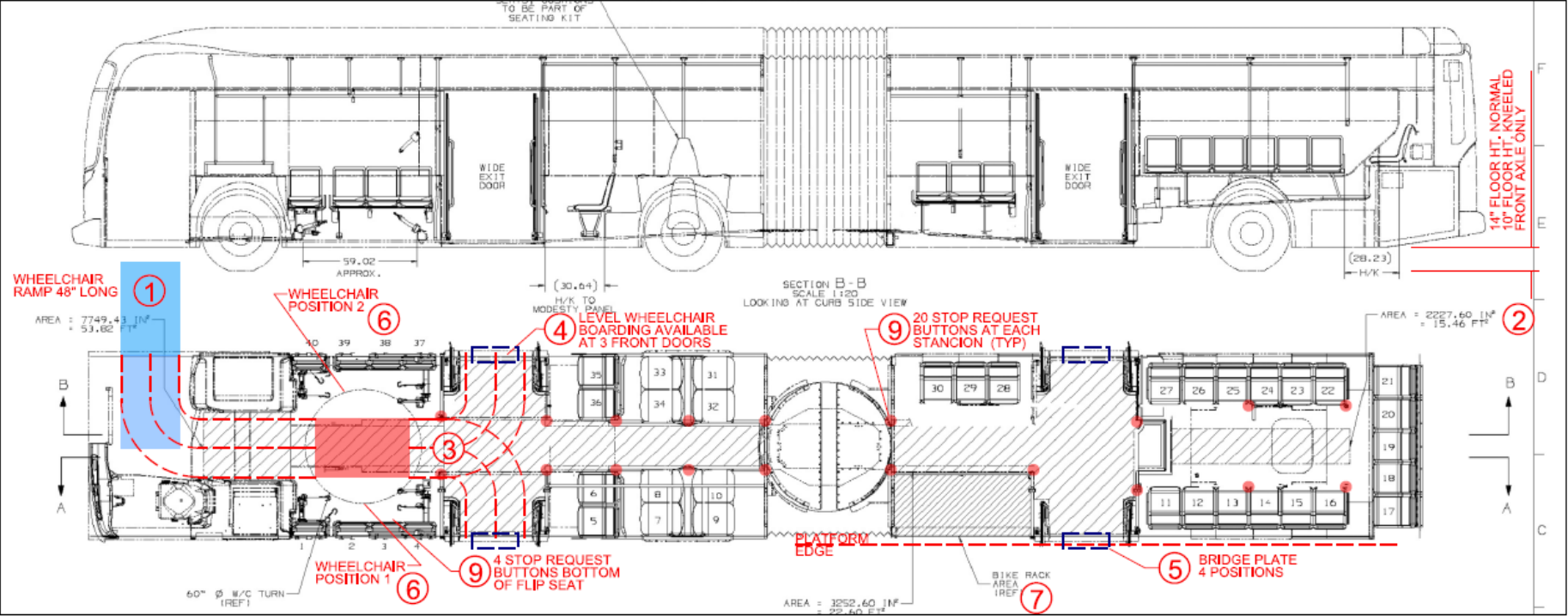
- Accessible Pedestrian Signals (APS)
- Countdown Timers
- Signal Retiming at 3.5 fps pedestrian crossing speed
- Curb Extensions or bulbouts (where feasible)

Signalized Intersections & Pedestrian Crossings



- Accessible Pedestrian Signals (APS)
- Countdown Timers
- Signal Retiming at 3.5 fps pedestrian crossing speed
- Curb Extensions or bulbouts (where feasible)
- Pedestrian Refuge Islands (at medians)

Tempo Bus Floor Plan – Accessibility Features



May 6, 2013

AC TRANSIT
BRT BUS FLOOR PLAN