

**SUMMARY OF
A PUBLIC TRANSIT PLAN
FOR
ALAMEDA - CONTRA COSTA
TRANSIT DISTRICT**

AUGUST 1958

DE LEUW, CATHER & COMPANY • ENGINEERS • SAN FRANCISCO

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

**HOTEL CLAREMONT
BERKELEY - OAKLAND, CALIFORNIA
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September 2, 1958

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TO CITIZENS OF THE TRANSIT DISTRICT:

The entire East Bay area of Alameda and Contra Costa counties faces a future laden with tremendous possibilities for commercial, industrial, manufacturing and financial growth.

Essential to the fullest attainment of these almost unlimited potentials is a substantially improved and expanded transit network serving all of the East Bay metropolitan area and its suburbs.

Transportation has played a leading role in the development of the two counties ever since the intensive urbanization of the area began about the time of the San Francisco fire and earthquake of 1906.

Although in 1900 the two counties made up only one-fourth of the total population of the metropolitan Bay Area, today the two counties contain almost one-half -- approximately 1,250,000 persons. In only the past seven years the population of the two counties has increased by 25 percent. Within the next 15 years, or less, the area can expect a population jump of still another 35 percent. Before 30 years have passed, the population will have doubled.

The further development of our area depends in large measure upon an improved and expanded public transportation system. Private carriers have not been able to provide the amount and quality of service demanded, and have shown no inclination to develop a program suited to the expanding needs of the area. Increased use of private automobiles and trucks has resulted in an aggravation of traffic congestion that shows no signs of letting up, despite vast expenditures for highways, freeways and off-street parking.

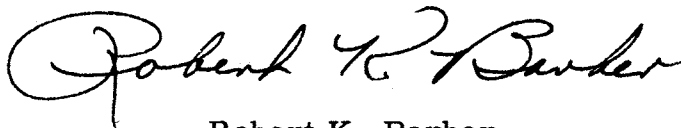
Good transit is as important to the healthy development and growth of the East Bay counties as improvement of our schools, police, fire and water services.

To meet the area's most urgent and immediate transit needs, the Alameda-Contra Costa Transit District is proposing a \$16,900,000 transit acquisition and development program that our engineers, De Leuw, Cather & Company, state can be financed adequately without additional property tax burden.

The accompanying brochure has been assembled from the engineering report prepared by De Leuw, Cather & Company. It sets forth in considerable detail the proposals recommended by the engineers for the improvement and expansion of East Bay transit facilities.

I hope this summary will serve to keep you additionally informed on District planning, and will be of benefit in your consideration of the overall transit program.

Cordially,

A handwritten signature in cursive script, reading "Robert K. Barber". The signature is fluid and elegant, with a large initial "R" and a stylized "B".

Robert K. Barber
President

RKB/gd

DE LEUW, CATHER & COMPANY
ENGINEERS
WESTERN OFFICE
1256 MARKET STREET
SAN FRANCISCO 2, CALIFORNIA
UNDERHILL 1-1302

August 27, 1958

To the Board of Directors
Alameda-Contra Costa Transit District
Oakland-Berkeley, California

Gentlemen:

We are pleased to submit herewith our report on transportation and our recommendations for an efficient transit system adequate to serve your rapidly-growing East Bay area.

In this report we recommend the purchase of a substantial number of new diesel buses, as well as the equipment and plant used in the existing privately-owned systems which would be useful in the new publicly-owned transit system. This plan for purchase of both new and used equipment is, we believe, a logical program for establishing the change-over from private to public operation. To insure its success, however, a fair-minded attitude on the part of the present owners is desirable.

The announced policy of National City Lines, the controlling corporation of Key System Transit Lines, is that it will be agreeable to the sale at a fair price of any of the properties in the several dozen cities where the corporation owns or controls the transit facilities.

However, this policy was not evident here during our studies. Since the start of our surveys on April 16, 1958, the local management has refused to furnish our staff with any data whatsoever on its operations, its equipment, and its plant. The Key System Transit Lines has refused access to their three terminals and shops to our real estate appraisers and engineers. As you know, they have vigorously opposed your petition to the California Public Utilities Commission for an appraisal by the Commission's staff to determine the fair value of those properties which are used and useful in the public service.

This would seem to indicate the possibility, or even the probability, of long and protracted litigation before the Commission and in the courts before the plan recommended in this report can be accomplished. Should the present attitude of the local management prevail, it may become necessary for you to consider alternative means of establishing publicly-owned transit. This has been done successfully in other centers through the operation of parallel competing facilities under the auspices of a public agency. This can be accomplished by purchasing bus equipment and leasing or purchasing

suitable terminal and shop facilities. Such alternative plan can be financed within the \$16,900,000 capital outlay recommended in the report. However, the many time-consuming and troublesome details of organization - assembling a large fleet of new and used equipment, recruiting and training operating personnel, and obtaining suitable maintenance facilities - should not be overlooked. Confusion for the riding public and the uncertainties of employment for the men and women who drive and maintain the present buses must also be kept in mind. Thus, this alternative should not be pursued unless the obstructive tactics of the present private management force your Board to this course of action. We suggest that your Board be prepared to make a decision on this important policy question in the near future.

We are preparing specifications for the purchase of 334 new, modern buses. These specifications should be advertised within the next few weeks to permit proposals to be received from manufacturers on or before November 1, 1958. This will enable your Board to place firm orders for the necessary new bus equipment expeditiously. The award of any purchase contract, of course, would be delayed until after the bond election and would be entirely contingent upon the successful outcome of this election.

May we take this opportunity to express our appreciation for the wholehearted and effective cooperation of the many individuals and agencies who have contributed invaluable information during our studies. The data made available by the highway consultants, Tudor Engineering Company and Wilbur Smith & Associates, have been especially helpful. The engineering and planning staffs of the several municipalities within the District have given freely of their time. Finally, the advice and counsel of members of your Board, your Manager, and his staff, have been most sincerely appreciated.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

A handwritten signature in black ink, appearing to read "Charles E. De Leuw", with a long, sweeping horizontal flourish extending to the right.

Charles E. De Leuw

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NOTE: This publication contains selected portions of a report submitted by De Leuw, Cather & Company to the Board of Directors of the Alameda-Contra Costa Transit District on August 28, 1958. The complete report outlines the recommended transit plan in detail and includes eight appendices -- three of which are reproduced in this abbreviated edition -- and 22 descriptive drawings and photographs.

Copies of the full report may be obtained from the Transit District, Suite C, Hotel Claremont, Berkeley-Oakland, California.

SUMMARY

This report, authorized by the Transit District Board on April 16, 1958, summarizes our engineering and operating studies; estimates the transportation needs of the area; presents a plan for an initial transportation system as well as an estimate of the operating and financial results; and, finally, indicates the pattern of long-range transportation development in the area.

Alameda and Contra Costa Counties now include almost one-half the total population of the metropolitan area - more than one and one-quarter million. By the year 1980 it is estimated that this figure will increase to two and one-quarter million people.

EXISTING TRANSIT

Surveys have been completed covering all phases of the present transit operations. They have included all lines operated entirely within the District as well as the transbay service between the District and San Francisco. Despite the gradual shrinkage in patronage on the latter services since the war, they presently carry some 40 per cent of the transbay passengers in the direction of maximum movement during the morning and evening rush periods. Rail service was discontinued on April 20, 1958, so that all service throughout the area is now furnished by bus. Riding habit in the area served by the Key System Transit Lines has shrunk to 66 rides per capita per annum in 1957; with the single exception of Minneapolis, this figure is the lowest of any large city in the country.

The surveys show that the existing pattern of routes provides reasonably adequate coverage of the older, built-up areas within the District. Apparently, however, there has been no attempt to provide extensions of public transit service to the rapidly growing north, east, and south outlying areas of the District except for the scattered services provided by small independent operators.

The frequency of service on a number of long-established lines is below the standards generally considered suitable. Equipment, however, has been generally well maintained. Service standards are remarkably good. The majority of the bus equipment used in the present operations is over-age and 299 Key System buses are of an obsolete type and of no use to the District. Except for the transbay services, only a single express bus route is now operated.

Western Greyhound Lines which furnishes service from eastern Contra Costa County to San Francisco and Oakland has, on the other hand, experienced increasing traffic. During the period 1952-1957 revenue traffic increased some 41 per cent.

RECOMMENDED TRANSIT PLAN

The recommended plan for the initial transit operation provides additional and improved transit service calculated best to serve the needs of the public and to

develop patronage comparable to that enjoyed in other transit centers. Three hundred and thirty-four new buses out of a total fleet of 650 would be provided. This is more than sufficient to equip all of the off-peak services which require some 300 buses. The remaining 34 new buses, plus 316 used buses, to be purchased from the two operating companies, will be used to build up the morning and evening rush hour service. The used units include 36 comparatively new buses and 280 buses older than 3 years.

Extensions of service and minor adjustments of routes are planned in the older and well developed urban areas as well as improvement in frequency on 16 of the existing routes. New express bus service is proposed on four routes, as follows:

Oakland-East Oakland via MacArthur Boulevard

Berkeley-Oakland via Shattuck Avenue and Grove Street

Richmond-Oakland via Eastshore Freeway and downtown Berkeley

Oakland-Hayward via Nimitz Freeway, with one branch operating through San Leandro via Davis Street and East 14th Street - Mission Boulevard, and the other branch operating via San Lorenzo

With the completion of the Grove-Shafter and MacArthur Freeways, all of the express service will be operated largely on freeways, including the existing inter-urban bus routes serving eastern Contra Costa County.

The three existing Key System bus maintenance yards - in Richmond, Emeryville, and East Oakland - are so located as to provide for efficient operation of most of the proposed services and their acquisition is recommended. In addition, we recommend the provision of new storage and service terminals in Concord and Hayward to provide for efficient operation of the expanded services recommended for those areas.

Improvements proposed for the first three years of operation will include tightening schedules to provide for increased speeds; rearrangement and lengthening of bus stops; development of off-street transit terminals in Oakland, Berkeley, and Richmond, and possibly in San Leandro, Hayward, Walnut Creek, and Concord; construction of bus transfer stations at freeway interchanges; and provision of all-day parking facilities for park-and-ride patrons at strategic points served by the proposed express bus lines.

CAPITAL OUTLAY

The capital outlay required to provide adequate and efficient transit service by the District is estimated as follows:

Purchase of 334 new buses	\$ 7,900,000
Acquisition of 276 buses owned by Key System and its affiliated companies	3,300,000
Acquisition of land, buildings and equipment owned by Key System and its affiliated companies	3,800,000
Acquisition of 40 buses owned by Western Greyhound Lines	400,000
New bus maintenance and storage terminals at Con- cord and Hayward, and contingencies incidental to acquisition of capital equipment	<u>1,500,000</u>
TOTAL	\$16,900,000

It is recommended that a \$16,900,000 bond issue be considered. We have assumed that \$12,000,000 in 25-year bonds would be sold in the initial year, with only interest payable the first year. The remainder of the bonds, a 24-year issue, would be sold in the second year. Amortization of the total \$16,900,000 bond issue, over a 24-year period, would start in the second year.

REVENUES & EXPENSES

Estimates of annual revenues were based on traffic figures covering the most recent experience of the Key System Transit Lines and Western Greyhound Lines. Estimates are based on the maintenance of present fares. Revenues from additional bus mileage over and above that now operated have been conservatively estimated at 25 cents per bus mile.

Estimates of annual operating expenses were based largely on analysis of the present operations. We have eliminated the principal items of expense, primarily Federal and State taxes, which would not apply or which would be non-recurring under public ownership, amounting to some \$840,000 per year. Included in operating expenses is an annual payment of \$955,000 into a depreciation fund to provide the sums required for replacement of all the physical property owned by the District at the expiration of the useful life of each component. The estimated operating results of the proposed system during the initial year are summarized as follows:

Estimated Revenues	\$12,670,000
Estimated Expenses, including Depreciation	<u>11,808,000</u>
Operating Income	\$ 862,000
Interest on initial \$12,000,000 bond issue at 3%	<u>360,000</u>
Net Income	\$ 502,000

Increased patronage which will inevitably result from the vastly improved service proposed will improve the financial picture from year to year. It is estimated that revenues will be increased during the second year by 3 per cent to a total of \$13,050,000. We have also taken into account a modest increase in operating expenses for the second year. We have recommended that amortization of the initial capital outlay be started the second year. On the basis of level debt service over a 24-year term, the second year operating results would be as follows:

Estimated Revenues	\$13,050,000
Estimated Expenses, including Depreciation	<u>11,867,000</u>
Operating Income	\$ 1,183,000
Fixed Charges on entire \$16,900,000 bond issue (24-year amortization at 3%)	<u>998,000</u>
Net Income	\$ 185,000

To summarize, our studies and estimates, which we believe to be conservative, show that income each year will be sufficient to, first, pay off the entire bonded indebtedness within the 25-year period; secondly, to accumulate sufficient money in the depreciation fund to 1) permit the entire fleet of used buses to be retired in 7 years and a new fleet to be purchased, 2) replace the fleet of new buses at the end of 14 years, and 3) permit other physical property to be replaced as applicable; and thirdly, to produce a moderate net income each year.

Based on present levels of prices, wages, and fares, our studies clearly show that the transit system will be self-supporting, and that the financing of all capital requirements can be accomplished without the imposition of any additional taxes. It is also our belief that increasing patronage will generate additional revenue, sufficient to maintain the sound financial base of the transit system for an appreciable time with the present fare structure. Future increases in operating expenses, of course, could reduce the net income from that estimated above. Should inflationary trends experienced during the post-war period continue over the next several years ahead, for example, it is obvious that all of the estimated net income could disappear and the District would then be faced with a policy decision as between moderate tax levies, increases in fares, or cutbacks in service.

BENEFITS

Substantial benefits will accrue to the public through the implementation of this program. A major portion of the service will be provided by the 334 new modern diesel buses. They will be comfortable, attractive in appearance, and will be easy riding due to the use of air-suspension. A number of the new buses assigned to service in east Contra Costa County and southern Alameda County, will be air-conditioned. Buses assigned to interurban service will have reclining seats.

Of the 316 used buses proposed for acquisition - to be utilized during rush periods only - some 280, all of the older ones, can be repainted, modernized, and refurbished by your District, and within seven years can be retired and replaced by new buses.

New service will be provided to more than 100,000 people in the outlying areas of the District. Substantial reductions in travel time will accrue through the operation of five express bus lines - four entirely new.

All of these benefits will flow from the assumption of the responsibility for transit operation by a public agency. Public operation of urban transit has been established in many of the larger cities on the continent. The success of transition from private to public ownership in a number of metropolitan areas has proved that public management can be, and almost always is, as efficient as and more progressive than private management of a transit utility.

The long range development of transit in the East Bay area will be coordinated with any regional rapid transit system which may be financed, constructed and operated by the San Francisco Bay Area Rapid Transit District. Responsibility for efficient transit service within Alameda County and Contra Costa County will remain the function of the District, which has the responsibility for meeting the intra-District needs of its residents.

The pattern of transit service recommended for operation during the initial year will conform to any logical plan for regional rapid transit which may be developed.

Pending the accomplishment of regional rapid transit, your District must assume the responsibility for transbay transit. With regional rapid transit in operation, the District would no longer be responsible for transbay transit, and its functions would become those of providing adequate transit service within the District proper, suitably integrated with the regional rapid transit system.

REDUCTIONS IN TRAVEL TIME RESULTING FROM RECOMMENDED EXPRESS BUS OPERATION

<i>Between</i>	<i>And</i>	<i>Present Time via Key System Lines* (Minutes)</i>	<i>Time Using Proposed Express Bus* (Minutes)</i>	<i>Time Savings (Minutes)</i>
Richmond (23rd & Macdonald)	Shattuck & University - Berkeley	31	22	9
	14th & Broadway - Oakland	53	39	14
	14th Ave. & MacArthur - Oakland	72	51	21
	East 14th and High - Oakland	69	49	20
	East 14th and Estudillo - San Leandro	84	62	22
	"B" St. & East 14th - Hayward	101	74	27
Berkeley (Univ. & Shattuck)	14th and Broadway - Oakland	28	18	10
	14th and MacArthur - Oakland	47	30	17
	East 14th and High - Oakland	44	28	16
	East 14th & Estudillo - San Leandro	63	41	22
	"B" St. & East 14th - Hayward	76	53	23
Oakland (14th & Broadway)	14th Ave. & MacArthur - Oakland	19	12	7
	East 14th & Estudillo - San Leandro	35	23	12
	"B" St. & East 14th - Hayward	48	35	13
Hayward ("B" St. & E. 14th)	23rd & Macdonald - Richmond	101	74	27

* Waiting and transfer time not included.

APPENDIX 1

DESCRIPTION OF RECOMMENDED EXPRESS BUS OPERATIONS

The most serious deficiency in the bus service presently offered within the East Bay area is the almost complete lack of any reasonably fast service for the rider who must make a long trip. For this reason, we recommend the immediate inauguration of express bus service, operating over freeways wherever possible, to provide the closest approach to a genuine rapid-transit service possible at the present time. The several lines that we recommend for initial operation are illustrated on Plates 11, 12, and 13, and are briefly described below.

Route #1 - Oakland-Berkeley Express

This line will operate from Rose Street on Shattuck Avenue in Berkeley via:

Southbound

Shattuck Avenue
Adeline Street
Grove Street
San Pablo Avenue
16th Street
Telegraph Avenue
Broadway
10th Street to Clay Street
in downtown Oakland

Northbound

Clay Street
11th Street
Broadway
Telegraph Avenue
17th Street
San Pablo Avenue
Grove Street
Adeline Street
Shattuck Avenue
to Rose Street,
the point of beginning

The line will have a local zone in each end, where every local stop will be made for passengers; and an express zone in the middle, where only a few stops will be made for passengers.

The local zone in the north end will extend from Rose Street to University Avenue.

The express zone will extend from University Avenue in Berkeley to 14th Street and Broadway in Oakland.

The local zone in the south end will extend from 14th Street and Broadway to 10th and Clay Street.

APPENDIX I - Continued

Stops for passengers are proposed at the following intersections:

Shattuck Avenue and Rose Street, the terminal
Shattuck Avenue and Vine Street
Shattuck Avenue and Cedar Street
Shattuck Avenue and Virginia Street
Shattuck Avenue and Delaware Street
Shattuck Avenue and University Avenue
Shattuck Avenue and Kittredge Street
Shattuck Avenue and Dwight Way
Adeline Street and Ashby Avenue
Adeline, Grove, and Alcatraz Streets
Grove Street and San Pablo Avenue
San Pablo Avenue and 18th Street
16th Street and Telegraph Avenue
Telegraph Avenue and 15th Street
Broadway and 13th Street
Broadway and 12th Street
Broadway and 10th Street
10th Street and Washington Street
10th Street and Clay Street

Running time through the express zone - University Avenue to 14th Street and Broadway - is estimated at 17-1/2 minutes. This compares with from 28 to 32 minutes on the present local lines.

Route #2 - Oakland-East Oakland Express

This line will operate from MacArthur Boulevard at 75th Avenue in East Oakland via:

Westbound

MacArthur Boulevard
Grand Avenue
Broadway
10th Street to Clay Street
in downtown Oakland

Eastbound

Clay Street
11th Street
Broadway
Grand Avenue
MacArthur Boulevard to 75th Avenue,
with a turnaround in the vicinity
of 75th Avenue

As with express Route #1, the line will have a local zone in each end, where every local stop will be made for passengers; and an express zone in the middle, where only a few stops will be made for passengers.

The local zone in the east end will extend from 75th Avenue to 35th Avenue.

The express zone will extend from 35th Avenue to Grand Avenue and Broadway.

The local zone in the west end will extend from Grand Avenue and Broadway to 10th and Clay Streets.

APPENDIX I - Continued

Stops for passengers are proposed at the following intersections:

MacArthur Boulevard and 75th Avenue
MacArthur Boulevard and Seminary Avenue
MacArthur Boulevard and 56th Avenue
MacArthur Boulevard and Millsview
MacArthur Boulevard and Simmons
MacArthur Boulevard and Pierson
MacArthur Boulevard and Calaveras
MacArthur Boulevard and Green Acre
MacArthur Boulevard and High Street
MacArthur Boulevard and 39th Avenue
MacArthur Boulevard and Patterson (38th Avenue)
MacArthur Boulevard and Lomavista
MacArthur Boulevard and 35th Avenue
MacArthur Boulevard and Coolidge
MacArthur Boulevard and Fruitvale
MacArthur Boulevard and Randolph
MacArthur Boulevard and Park Boulevard
MacArthur Boulevard and Grand Boulevard
Grand Boulevard and Broadway
Broadway and 21st Street
Broadway and 19th Street
Broadway and 15th Street
Broadway and 13th Street
Broadway and 12th Street
Broadway and 10th Street
10th Street and Washington Street
10th Street and Clay Street

Running time through the express zone - MacArthur Boulevard and 35th Avenue to Grand and Broadway - is estimated at 12-1/2 minutes, and 17 minutes to 14th Street and Broadway. This compares with 27 minutes and 33-1/2 minutes, respectively, on the present local lines.

Route #3 - Oakland-Berkeley-Richmond Express

This line will operate from the Santa Fe Terminal in Richmond via:

Garrard Boulevard
Macdonald Avenue
23rd Street
Carlson Boulevard
Eastshore Freeway
University Avenue in Berkeley
to Shattuck Avenue;

and thence via the same route as Route #1 to 10th and Clay Streets in downtown Oakland, returning via the same route to the Santa Fe station in Richmond.

APPENDIX I - Continued

As is the case with Express Routes #1 and #2, the line will have a local zone in each end where every local stop will be made for passengers, and an express zone in the middle where only a few stops will be made for passengers.

The local zone in the north end will extend from Garrard Boulevard to 23rd Street on Macdonald Avenue.

The express zone will extend from 23rd Street and Macdonald Avenue in Richmond to 14th Street and Broadway in Oakland.

The local zone in the south end will be the same as for Route #1.

Stops for passengers are proposed at the following intersections:

Santa Fe Station
Macdonald Avenue and Curry Street
Macdonald Avenue and 2nd Street
Macdonald Avenue and 4th Street
Macdonald Avenue and 6th Street
Macdonald Avenue and 8th Street
Macdonald Avenue and 10th Street
Macdonald Avenue and 12th Street
Macdonald Avenue and 14th Street
Macdonald Avenue and 16th Street
Macdonald Avenue and 21st Street
Macdonald Avenue and 23rd Street
Carlson and Cutting
Carlson and Eastshore Freeway
Eastshore Freeway and Gilman
Gilman and San Pablo Avenue
University Avenue and San Pablo Avenue
University Avenue and Sacramento
University Avenue and Grove
University Avenue and Shattuck Avenue;

thence, the same stops as for Route #1

Running time through the express zone - 23rd and Macdonald in Richmond to 14th and Broadway in Oakland - is estimated at 39 minutes. This compares with 51 minutes on the present local lines.

Between 23rd and Macdonald and University and Shattuck, running time is estimated at 22 minutes. Present local service requires 26 minutes to University and San Pablo Avenues, and 7 minutes from there to University and Shattuck, a total of 33 minutes plus about 3 minutes for wait and transfer - a total of 36 minutes.

Routes #4 and #4A - Oakland-San Leandro-Hayward Express

This line will operate with a split service from downtown Oakland. Route #4 will leave downtown Oakland via:

APPENDIX I - Continued

5th Street ramp to the Nimitz Freeway
Davis Street to downtown San Leandro, thence
East 14th Street - Mission Boulevard
E Street
First Street
Foothill Boulevard near Hayward Union High School,
returning via the same route.

Route #4A will leave downtown Oakland via:

5th Street ramp to the Nimitz Freeway
Washington Avenue
Lewelling Boulevard
Hesperian Boulevard
A Street to downtown Hayward.

Here, one-half of the buses will terminate or turn back, while the remaining half will continue on Mission Boulevard for an additional five miles to Decoto, the final terminus of the line, and en route will provide service to the Valle Vista, Alta Vista, and El Rancho Verde subdivisions.

Stops for passengers are proposed at the following intersections:

<u>Route #4</u>	Nimitz Freeway and Davis Street Davis Street and Wainwright Avenue Davis Street and San Leandro Boulevard East 14th Street and Estudillo Avenue East 14th Street and Juna Avenue East 14th Street and Estabrook Avenue East 14th Street and 138th Avenue East 14th Street and 148th Avenue East 14th Street and Hesperian Boulevard East 14th Street and Bayfair Drive East 14th Street and 160th Avenue East 14th Street and 167th Avenue East 14th Street and Lewelling Boulevard East 14th Street and Mattox Road East 14th Street and Grove Way East 14th Street and A Street B Street and Foothill Boulevard
<u>Route #4A</u>	Nimitz Freeway and Davis Street Washington Avenue and Lewelling Boulevard Lewelling Boulevard and Hesperian Boulevard Hesperian Boulevard and Paseo Grande Hesperian Boulevard and Hathaway Avenue Hesperian Boulevard and Sunset Boulevard A Street and Victor Drive A Street and Santa Clara Street A Street and Myrtle Street A Street and Mission Boulevard Mission Boulevard and Jackson Street

APPENDIX I - Continued

Route #4A	Mission Boulevard and Orchard Avenue
Continued	Mission Boulevard and Hardin Road
	Mission Boulevard and Jefferson Street
	Mission Boulevard and Tennyson Road
	Mission Boulevard and Alquire Road (Alvarado Road)
	Mission Boulevard and Gresel Avenue
	Mission Boulevard and Lexington Avenue
	Mission Boulevard and D Street
	Mission Boulevard and F Street

For both routes, a stop at Nimitz Freeway and High Street, or at East 14th and High Streets, should be carefully considered for future development.

The estimated running time along the route would be:

Downtown Oakland to San Leandro	24 minutes
Downtown Oakland to Hayward, via Davis	46 minutes
Downtown Oakland to Hayward, via A Street	37-1/2 minutes
Downtown Oakland to Decoto	61 minutes

The present running time of Line #82 from Oakland to Hayward - which this line will supplement and perhaps eventually replace - is one hour on the existing so-called "express" route, or about one hour and 10 minutes when operating "local."

Service on East 14th Street northerly of San Leandro will continue to be provided by Lines #80, #81, #81A, #81W, and #83.

Richmond to Oakland Express Via San Pablo Avenue and Eastshore Freeway

A future direct express bus route along the Eastshore Freeway, from Richmond to Oakland, is recommended for detailed consideration after the initial express routes have been placed in operation and have demonstrated their success. This route would follow Macdonald Avenue, San Pablo Avenue, and Eastshore Freeway to Grand Avenue, thence via West Grand to Telegraph Avenue.

The operation would consist, initially, only of a few rush-hour runs of Line #72, the San Pablo local bus, diverted to the Eastshore Freeway at Central Avenue in El Cerrito-Richmond, or at Gilman Street in Berkeley. Thus, additional operating mileage or expense - over those shown in this report - would not be incurred.

APPENDIX 2

RECOMMENDED BUS ROUTES AND SERVICES

Line	Route Description	Length of Route in Miles	C o a c h e s			Headways in Minutes				Weekday Mi leage
			Max	Mid- day	No. of Seats	A.M.	Mid.	P.M.	Eve.	
PROPOSED EAST BAY EXPRESS SERVICE										
1	Berkeley-Oakland Express	6.01	5	3	45	6	10	6		596
2	East Oakland Express	8.00	12	7	45	6	10	6		1,422
3	Richmond-Berkeley-Oakland Express	13.40	10	6	45	12	20	12		1,390
4	Hayward Express via Nimitz Freeway & East 14th Street	15.60								1,240
4A	Hayward Express via Nimitz Freeway & San Lorenzo Village	22.25	12	9	45	9	12	9		1,365
Totals			39 25							6,013
TRANSBAY SERVICE										
A	Oakland-Civic Center	9.77	8	5	48	11	15	8	20	1,507
B	Grand Avenue	11.27	14	3	48	5	30	4	45	1,305
C	Piedmont	10.81	12	3	45	6	30	6	60	1,048
E	Claremont Avenue	11.15	12	2	45	9	30	5	60	1,088
F	Shattuck Avenue	12.80	33	6	48	3	15	2.5	20	2,946
G	Albany-El Cerrito	15.33	10	-	45	12	60	10		666
H	Berkeley-Arlington	17.63	11	-	45	7	60	6		777
J*	Richmond Housing	17.30	1	-	45					40
K	Havenscourt	16.85	15	3	48	6	30	4		1,293
L	Richmond	19.05	15	4	45	10	30	10	60	1,704
N	East Oakland	19.87	29	4	48	3	30	2.5	30	2,661
O	Santa Clara-Alameda	16.25	20	4	45	6	30	4	30	2,103
R	Hayward	25.30	19	5	48	5	30	4	30	3,101
T	Treasure Island	10.98	7	3	45	15	30	15	23	1,156
W	Encinal	13.90	3	-	45	14		17		249
Totals			209 42							21,644

* Desirability of continuation of this one-trip-per-day operation is questionable.

APPENDIX 2 - Continued

Line	Route Description	Length of Route in Miles	C o a c h e s			Headways in Minutes				Weekday Mi leage
			Number Max	Mid- day	No. of Seats	A.M.	Mid.	P.M.	Eve.	
EXISTING KEY SYSTEM LOCAL LINES WITH RECOMMENDED EXTENSIONS OR REROUTINGS										
7	Arlington-Euclid-Grizzly Peak	11.56	7	3	36	18	30	10	30	852
11	Oakland Avenue	4.00	3	2	45	22	30	15	30	349
12	Army Base-Grand Avenue- West 14th Street	8.40	9	5	45	15	20	15	30	974
14	Brookdale-Emeryville	10.20	6	3	45	15	30	12	30	751
15B	Market Street-Mountain Boulevard	12.78							20	
15C	Market Street-Coolidge	11.09	21	13	45	6	10	5		2,594
15D	Market Street-Davenport	12.72								
17	Alcatraz Avenue-Chabot Road	4.89	5	3	36	15	20	12		460
18	Park Boulevard-Lakeshore Avenue	6.80	11	6	45	9	15	8	30	1,253
39	Airport-Brookfield Village	4.50	2	2	36	20	30	20		384
40	Telegraph Avenue	15.46	15	9	45	15	24	14	30	2,005
41	Foothill Boulevard	16.56	15	9	45	15	12	14		1,932
42	Alameda-Piedmont	9.50	11	6	45	7	20	12	30	1,515
43	Oakland-San Leandro	19.43	15	9	45	15	24	14	30	2,005
44	West Oakland	2.00	2	1	36	20	30	25	30	205
46	Arthur-Olive Street	8.40	4	2	45	20	30	20		421
51	Berkeley-Alameda	13.80	32	19	45	5	7.5	5	15	4,073
53	Fruitvale Avenue	3.30	2	1	36	15	30	15	30	258
54	35th-38th Avenues	3.90	2	2	36	10	20	10	20	420
55	Dutton Avenue-Davis Street- Mulford Gardens	4.60	2	2	36	20	30	22		400
56	Seminary Avenue-Oak Knoll	7.20	4	2	45	16	30	20	30	829
57	MacArthur Boulevard	9.80	13	6	45	8	15	8	30	1,703
59)	Thornhill Drive-Broadway									
76)	Terrace-Montclair	6.50	5	2	45	20	30	20	30	440
60	Southern Pacific Mole- Ferry Street	2.80	1	1	36	15	30	20		181
64	San Jose Avenue	5.10	4	3	36	20	20	20	30	658
65	Dwight Way	2.80	2	1	36	20	30	20		207
67	Spruce Street-Colusa Avenue	12.40	7	6	36	10	30	10	30	967
68	Barrett-Garvin Avenue- McBryde-Arlington	7.70	3	3	36	30	30	30		400
69	23rd and 6th Streets	5.98	3	3	45	20	20	20	30	508
72M	San Pablo Avenue-Macdonald	13.43)								
72P	San Pablo Avenue-Potrero	13.67)	21	16	51	5	8	5	15	3,606

APPENDIX 2 - Continued

Line	Route Description	Length of Route in Miles	C o a c h e s			Headways in Minutes				Weekday Mileage
			Max	day	No. of Seats	A.M.	Mid.	P.M.	Eve.	
EXISTING KEY SYSTEM LOCAL LINES WITH RECOMMENDED EXTENSIONS OR REROUTINGS - Continued										
74	Ashby Avenue-6th Street	4.83	3	1	36	20	30	20		300
77	Skyline-Piedmont Pines	4.40	2	1	36	41	60	60		165
78	Panhandle Boulevard-12th Street and Broadway	9.70	8	7	36	32	40	30	60	543
78A	Panhandle-Rheem-El Sobrante	15.00	8	7	36	32	40	30	60	717
79	High Street-Bay Farm Island	7.40	3	2	36	15	20	15	30	547
80	Oakland-San Leandro-Hayward- Castro Valley	17.89	10	5	51	30	30	18	30	2,170
81	Oakland-San Leandro-San Lorenzo-Hayward	18.49	12	5	51	28	30	13	30	1,960
82	Oakland-San Leandro-Hayward	15.12	12	5	51	30	30	20	30	1,820
83	East 14th Street-Sobrante Park	9.31	12	12	45	6	10	7		1,189
87	Maxwell Park	1.50	1	1	36	13	15	13	30	96
91	Castro Valley-Seven Hills Line	6.83	1	1	36	60	60	60		129
Totals			291	180						39,986

EXISTING GREYHOUND LINES TO ANTIOCH, MARTINEZ, AND DANVILLE VIA MOUNT DIABLO BOULEVARD

Antioch-San Francisco	48.64	}	41	12	48	60	60	60	60	3,428
Antioch-Concord						6	60	10	60	
Concord-San Francisco						25	20	25	30	2,192
Concord-Oakland	22.40									
Totals			41	12						5,620

PROPOSED NEW LOCAL LINES

New Lines in Hayward Area

101	San Lorenzo Village	6.46	1	1	36	60	60	60		132
102	Palma Ceia Plaza	6.03	1	1	36	60	60	60		143
103	Schafer Park	4.73	1	1	36	60	60	60		106
104	Tennyson Road	6.87	1	1	36	60	60	60		174

APPENDIX 2 - Continued

Line	Route Description	Length of Route in Miles	C o a c h e s			Headways in Minutes				Weekday Mileage	
			Max	Mid- day	No. of Seats	A.M.	Mid.	P.M.	Eve.		
PROPOSED NEW LOCAL LINES - Continued											
New Lines in Concord-Walnut Creek Area											
105	Grant Street-Salvio Street- Meadow Lane	5.97	1	1	36	60	60	60		180	
106	Clayton Road-Concord-Pleasant Hill - Gregory Gardens- Walnut Creek	13.51	2	2	36	60	60	60		330	
108	Walnut Creek	5.72	1	1	36	45	45	45		180	
New West Contra Costa Junior College- El Cerrito Line											
109	West Contra Costa Junior College-College Highlands- Colusa-Fairmount	9.05	4	4	36	20	20	20		564	
New Montclair Feeder Service											
110	Montclair-Snake Road	8.30	Inauguration of service to be deferred pending street improvements								
Totals			12	12						1,809	

RECAPITULATION		<u>Maximum Coaches Required</u>	<u>Weekday Mileage</u>	<u>Total Weekday Mileage</u>
Proposed new express services		39		6,013
Local services - existing lines with extensions		291	39,986	
Proposed new local lines - Richmond, Hayward, and Walnut Creek		12	1,809	
Adjustment of weekday mileage to reflect diver- sion from local routes to new express routes, approximate figure assumed at 50% of new express mileage. Exact figure to be determined after detailed analysis of schedules - DEDUCT			-3,000	
Subtotal			38,795	38,795
Concord-San Francisco (Greyhound)		41		5,620
Transbay Lines (Key System)		209		21,644
TOTALS		592		72,072

APPENDIX 3

RECOMMENDED MODIFICATIONS TO EXISTING KEY SYSTEM LOCAL LINES AND NEW ROUTES OR EXTENSIONS TO EXISTING LINES IN OUTLYING AREAS

A number of minor changes and rearrangements of existing Key System bus lines are recommended in this report. Some of the changes should go into effect immediately, while others may be deferred pending further study and analyses of bus and schedule requirements. The former are shown on Plates 13, 14, 15, and 16.

CENTRAL PORTION OF METROPOLITAN AREA - BERKELEY-OAKLAND-ALAMEDA-ALBANY

Consolidation of Lines #7 and #75

Line #7, Euclid Avenue, Berkeley, now terminates at Euclid Avenue and Grizzly Peak Boulevard, where it connects with the Line #75 shuttle bus serving Grizzly Peak Boulevard.

We recommend that certain runs of Line #7 be extended to cover the territory now covered by Line #75 (shuttle), thereby eliminating the undesirable and unpopular transfer. These two lines as combined will contribute toward better service, reduced waiting and layover time, and should develop more patronage on the Grizzly Peak Boulevard portion of the line.

Future studies by the District should investigate the need for retention of the loop at the end of Line #75, since it attracts very little patronage. A possible revised route would terminate and layover at an existing turnaround at Shasta Road and Grizzly Peak Boulevard.

Rearrangement of Lines #15, #17, and #88

The inauguration of the recommended express bus route along Grove Street through Berkeley and Oakland permits various existing bus lines in this vicinity to be arranged to promote more efficient operations. The lines involved are #15, #17, and #88.

It is proposed to reroute Line #15 on Market Street from its present location on Grove Street. Line #88, which now operates on Market Street, would lose its identity as a separate line. However, bus riders along Market Street would receive improved service from Line #15 which will operate on 10-minute intervals during the off-peak period, instead of the present 15 minutes, and additional trips would be provided between Berkeley and Oakland during the rush hours.

To provide local service on Grove Street north of Adeline Street, an extension of the present Line #17 to University Avenue is recommended. This line

APPENDIX 3 - Continued

now terminates at Alcatraz Avenue and Adeline Street. It is now operated in three parts at different times of the day - one on Alcatraz Avenue between Adeline Street and College Avenue, originally established to make connection with the F trains on Adeline Street; a second portion on Chabot Road and Broadway north of College Avenue, to meet the E train on Claremont Avenue; and a third section operating from Alcatraz Avenue and Adeline Street via Alcatraz Avenue and College Avenue to Bancroft Way to replace the long-abandoned K streetcar line. With the trains discontinued and transbay buses taking their place at much closer intervals, the present operation is out-of-date. We recommend a continuous regular service from the south end of the line at Broadway and College Avenue to the north end at University Avenue and Grove Street, with supplementary service at the peak hour only, from Adeline Street to Bancroft Way.

Extension of Line #59 - Montclair

Line #59 serves the Montclair area via Broadway Terrace and Broadway. It originates at a station on the former C rail line on 40th Street. Persons originating their trip in the Montclair area are forced to transfer to Line #51 to reach downtown Oakland. This inconvenient transfer has been the subject of much hardship and complaint.

To rectify this situation, we recommend the extension of Line #59 during the rush hours to downtown Oakland, via Broadway. Ultimately, it will be possible to reroute this line to Montclair via the proposed Grove-Shafter Freeway and the existing Warren (Mountain Boulevard) Freeway.

Consolidation of Line #74 - Ashby Avenue - and Line #73A - Sixth Street

Existing Line #73A operates occasional rush-hour trips in a small territory of its own along 6th and 7th Streets in Berkeley, thence operating into downtown Oakland via San Pablo Avenue. Ashby Avenue Line #74 operates from the Hotel Claremont to San Pablo Avenue via Ashby Avenue.

We recommend that these two lines be consolidated, with the new line to be identified as Line #74. Service along San Pablo Avenue would be provided as at present with the existing San Pablo Avenue Line #72. The territory in West Berkeley along 6th and 7th Streets would receive improved service, trips being about 20 minutes apart during the rush hour instead of 40 minutes as at present on Line #73A. However, since the territory served along 6th and 7th Streets is largely industrial, no service along this portion of the route should be operated at night.

In the near future a freeway express bus transfer station should be constructed at the Gilman Street interchange on the Eastshore Freeway. When this is done, Line #74 can be extended westerly along Gilman Street for about four blocks to provide a convenient transfer for patrons destined for Richmond.

APPENDIX 3 - Continued

Rearrangement of Line #64 - San Jose Avenue

Line #64 serves San Jose Avenue along the southerly shore of Alameda, and makes a loop west of Webster Street.

During the off-peak hours, we recommend that consideration be given to reducing or eliminating the service on the portion of the line west of Webster Street.

At some future date, as housing developments are built on the new Bay fill on the south shore of Alameda, Line #64 should be rerouted into this new area.

Extension of Local Lines to Proposed Eastshore Freeway Transfer Station at Gilman Street

We propose the improvement of the existing express bus stop at Gilman Street to accommodate more patrons. This stop is presently used by the L Richmond bus, but no local bus lines connect with the stop and no shelter of any kind is provided. Since this stop will be used by proposed express lines along the Eastshore Freeway, we recommend that three local lines be extended to reach this point: Line #43A, Solano Avenue; Line #74, Ashby Avenue-6th Street; and Line #51, University Avenue.

This transfer will also make it possible to improve service for residents of Albany destined to San Francisco, who now must use the infrequent midday shuttle service on the G and H Lines. The unpopularity of the present shuttle services is best demonstrated by their almost non-existent patronage.

This interchange can also be used by the G and H Express buses, which operate only during rush hours. Trips by the G bus to and from Fairmount and Alhambra could be speeded up to operate via present route to Colusa and Tacoma, thence via Colusa, Solano, San Pablo, Gilman, and Eastshore to San Francisco, with last stops for passengers at Solano and San Pablo and at San Pablo and Gilman.

Trips by the H bus from Tulare and Barrett could follow the present route to Hopkins and Sacramento, thence via Hopkins, Gilman Street, and Eastshore Freeway to San Francisco. The last stops for passengers would be at Hopkins and Sacramento, Gilman and Santa Fe Avenue, and Gilman and San Pablo Avenue.

New Line #110 - Montclair Feeder

Local interests have urged the inauguration of a new feeder service extending into the hill area east of the Montclair shopping center in Oakland. This route, shown as Line #110 in Appendix 2, would leave the Montclair shopping area on Mountain Boulevard, proceeding to a loop involving portions of Florence Terrace, Merriewood Drive, Sherwood Drive, Broadway Terrace, and Duncan Way.

APPENDIX 3 - Continued

It would return to the Montclair shopping area via Mountain Boulevard and then continue on Moraga Avenue and Mountain Boulevard to Snake Road. From Snake Road the route would make a second loop on Magellan Drive, Drake Drive, Aztec Way, Asilomar Drive, and Colton Boulevard, returning to the Montclair shopping area via Snake Drive, Mountain Boulevard, and Moraga Avenue.

This route would offer local service for shoppers in the Montclair area, and also act as a feeder for routes to downtown Oakland. However, certain street improvements are necessary to enable a bus to safely negotiate the steep grades and sharp turns on this route. Therefore, we do not recommend that the bus line be inaugurated until the street improvements have been completed.

A similar service has been suggested for the area situated west of the Warren Freeway in the vicinity of Estates Drive and Wood Drive. We do not recommend such a separate route at this time. If and when it becomes necessary to serve this area, it can best be accomplished by extending existing Key System routes.

RICHMOND-SAN PABLO-EL CERRITO-EL SOBRANTE AREA

This area is now rather inadequately served by Key System Transit Lines and the Beninger Transportation Service. These routings are shown on Plate 8. Four extensions and one new line are proposed to serve sections of foreseen development and to replace the Beninger routes as follows:

Extension to Line #69

It is proposed to extend Line #69 along 3rd Street into an unincorporated area north of the Richmond City limits to Verde Avenue, looping via Verde Avenue, 1st Street, and Market Avenue to 3rd Street.

Extension to Line #78.

Route #78 would be extended to Parchester Village along Broadway to 11th Street, Palmer Avenue, Giant Highway, Griffin Drive, and would loop via Griffin Drive, McGlothen Way, Willows Drive, and Collins Avenue to Griffin Drive.

Extension to Line #78A

Extension of Line #78A is proposed to cover the El Sobrante area now served by the Beninger Transportation Service. A split service consisting of two loops is suggested. The extended routing would be along San Pablo Avenue, and San Pablo Dam Road to Appian Way. Here the route would divide, with one-half of the service continuing along San Pablo Dam Road to May Road, Robert Way, Keith Drive, Santa Rita Road, Appian Way to San Pablo Dam Road. The second half would make a loop via Appian Way, Manor Road, Hilltop Drive, and Pebble Drive to Appian Way.

APPENDIX 3 - Continued

Extension to Line #68

We recommend that this line be extended easterly into the hill area along Arlington Boulevard. The northerly leg of this line currently terminates at Humboldt Street and Garvin Avenue. The revised routing will continue as at present along Garvin Avenue to Larsen Street, and will be extended along Larsen Street, McBryde Avenue, Arlington Boulevard to Vine Avenue, looping via Vine Avenue and Zimm Street to Arlington Boulevard.

The southerly leg, which presently terminates at Barrett and Tulare Avenues in Mira Vista, will also be extended along Barrett Avenue to Arlington Avenue, and will then make a loop via Tassajara Avenue to make the return trip.

New West Contra Costa Junior College-El Cerrito Line

A new line, identified as Line #109 in Appendix 2, is proposed to serve certain foothill areas which at present are some distance from existing lines.

The route begins at the new El Cerrito shopping center and bus zone boundary at San Pablo Avenue and Fairmount Avenue; thence traverses the foothill area via Fairmount Avenue, Colusa Avenue, Avis Drive, Terrace Drive, Avis Drive, Navellier Street, Schmidt Lane, Scott Street, Ganges Avenue, Glen Mawr Avenue, and Cutting Boulevard to San Pablo Avenue.

The route then proceeds northerly along San Pablo Avenue to the intersection of San Pablo and Church Lane in the City of San Pablo. From this point split bus service is recommended.

The northerly portion of the route would use Church Lane to enter the College Highlands subdivision, via Rollingwood Drive, Fordham Drive, and Moyers Road, looping via Groom Drive and Alta Mira Drive. The other portion of the split service would continue along San Pablo Avenue to north of Rumrill Boulevard, thence making a loop in the vicinity of the Contra Costa Junior College, West Campus.

APPENDIX 3 - Continued

NEW LOCAL SERVICES IN SAN LEANDRO-HAYWARD AREA

About half of this area is currently well served by routings of Key System Transit Lines. These routings, including a recently requested change on Line #91, are shown on Plate 9. However, the remainder of the area, consisting of the southerly and westerly portions of Hayward, is virtually without transit at the present time, except as is provided by the Emil H. Miller Bus Line.

Therefore, the inauguration of several new bus lines is recommended to serve San Lorenzo and the southerly portions of Hayward, as shown on Plate 15. The lines would all pass through or terminate at the new shopping area located on Foothill Boulevard, and will also provide service to the older shopping area. The San Lorenzo line is routed through the community center to give service to that area. Also proposed is an extension southward along Mission Boulevard of an express route from downtown Oakland, to provide service for Valle Vista, Alta Vista, Fairway Park, El Rancho Verde, and Decoto. These recommended new routes are shown on Plate 15.

New San Lorenzo Village Line #101

For many years the residents of San Lorenzo Village, between San Leandro and Hayward, have complained about the lack of convenient bus service. Some portions of this densely populated residential area are more than a mile from the nearest Key System bus line.

We recommend, therefore, a new local bus line to tap this development and to connect it both to the downtown area and to the existing and proposed local and express Oakland lines.

The San Lorenzo route would leave downtown Hayward by way of A Street, Meekland Avenue, Blossom Way, Hathaway Avenue, Via Coches, Hesperian Boulevard, and Paseo Grande to Via Media. From there it would make a loop through San Lorenzo Village, using Paseo Grande, Via Alamos, Grant Avenue, Bockman Road, Via Alamos, Via Manzanitas, and Via Media to Paseo Grande, thence returning to downtown Hayward along its outbound route.

New Palma Ceia Plaza Line #102

To augment or replace the somewhat irregular service now offered by two different private operators in the Palma Ceia Village area, we recommend the establishment of a new line connecting Palma Ceia Village and other neighborhoods in the southwest corner of Hayward with the downtown business district. This new route would leave downtown Hayward via A Street, Mission Boulevard, Jackson Street, Winton Avenue, Hesperian Boulevard, and Calaroga Avenue to a terminal loop consisting of Florida Street and Miami Avenue back to Calaroga Avenue. From there it would return along its outbound route to downtown Hayward. When Calaroga Avenue is extended between Winton Avenue and Jackson Street, the Hesperian Boulevard portion of the line should be discontinued in favor of this more direct Calaroga Avenue route.

APPENDIX 3 - Continued

This route would serve the new Palma Ceia Plaza shopping center, as well as South Gate and portions of Palma Ceia Village. Direct service would be provided to the Alameda County office building on Winton Avenue, and the route would also pass the site of the proposed Hayward City Hall and Auditorium.

New Schafer Park Line #103

Schafer Park would be served by a route leaving downtown Hayward via A Street, Santa Clara Street, Jackson Street, Harder Road, and Evergreen Street to a terminal loop consisting of Regal Avenue, Eldridge Avenue, and back to Evergreen Street on Underwood Avenue, returning to downtown Hayward along its outbound route.

New Tennyson Road Line #104

The Tennyson Road route would leave downtown Hayward via A Street, Mission Boulevard, Jackson Street, Soto Road, Harder Road, Western Road, Tennyson Road, and Darwin Street to a terminal loop consisting of Portsmouth Avenue, Tennyson Road, and Bahama Avenue back to Darwin Street. From there it would return along its outbound route to downtown Hayward.

This route would serve Huntwood Manor #1, Tennyson Village, Tennyson Gardens, Warren Park, and three sections of Palma Ceia Village. It would also pass the new Tennyson High School.

Mission Boulevard Extension

The Mission Boulevard route would be an extension south of downtown Hayward of an express bus route from Oakland along Mission Boulevard to a terminal loop in Decoto. This express route is described in detail in Appendix I.

NEW LOCAL SERVICES IN WALNUT CREEK, PLEASANT HILL, AND CONCORD

The rapidly growing urban area, numbering some 150,000 persons and centered largely in Walnut Creek, Pleasant Hill, and Concord, is wholly without local bus service. The only public transportation offered is that provided by the interurban lines of Greyhound and Continental Trailways.

Initially, we recommend the inauguration of new local bus routes in and around Concord, a route extending from Concord through Gregory Gardens (Pleasant Hill) to Walnut Creek, and two radial lines originating in Walnut Creek. The recommended routes are depicted on Plate 16 and described in detail below. These lines have been arranged to connect the major residential areas with the principal shopping and business centers of both Walnut Creek and Concord, and to act also as feeders for the San Francisco and Oakland interurban lines, now operated by Greyhound and proposed to be operated by the District.

APPENDIX 3 - Continued

New Line #105 - Grant Street-Salvio Street-Meadow Lane

This line will provide local service through Concord from Monument Road and Meadow Lane on the south, through the new shopping area, the Civic Center, and will extend into the northerly portions of the city via Grant Street. The specific description of the route is as follows:

Beginning in an area southwest of Concord at Monument Road and Meadow Lane, via Meadow Lane, Leland Way, Lexington Road, Belmont Road, Market Street, Willow Pass Road, Grant Street, to Salvio Street. At this point two areas would be served by split service. One bus would continue along Grant Street to Overhill Road and loop via Overhill Road, Avon Avenue, and Solano Way to Grant Street, returning via the same route. The alternate bus would travel via Salvio Street, North 6th Street to Esperanza Drive, looping via Esperanza Drive, Holbrook Drive, Reva Drive, and North 6th Street to Esperanza Drive, returning via the same route.

New Line #106 - Clayton Road-Concord-Pleasant Hill-Gregory Gardens-Walnut Creek

This proposed route connects the southeasterly outskirts of Concord with the central business district, thence continuing westerly to Pleasant Hill. The line then turns south and follows various city streets southerly to the central business district of Walnut Creek. The specific description of this route is as follows:

Beginning at Clayton Road and Cape Cod Way, looping via Cape Cod Way, Cowell Road, and Trent Lane to Clayton Road, via Clayton Road, East Street, Concord Boulevard, Galindo Street, Willow Pass Road, State Highway No. 21, Harriet Drive, Mary Drive, Roche Drive, Kathleen Drive, Arlith Drive, Elinora Drive, Gregory Lane, Kahrs Avenue, Soule Avenue, Patterson Boulevard, Putnam Boulevard, Geary Road, Larkey Lane, San Luis Road, Buena Vista, Parkside Drive, Hillside Avenue, Oakland Boulevard, La Cassie Avenue, North Main Street, terminating in downtown Walnut Creek and returning via the same route.

New Line #108 - Walnut Creek

This line will offer new local service from subdivisions on Ygnacio Valley Road east of Walnut Creek, thence through the downtown area, and extending southeasterly into new residential developments along San Miguel Drive. The specific description of the route is as follows:

Beginning at San Carlos Drive and Los Cerros Avenue, looping via San Carlos Drive, El Divisadero Avenue, San Benito Drive, Los Cerros Avenue to San Carlos Drive, via San Carlos Drive, Ygnacio Valley Road, Civic Drive, through the downtown area, Walker Avenue, San Miguel Drive, Mountain View Boulevard, looping via San Miguel Drive, Rudgear Road, Coral Avenue, Lindell Drive, Palmer Road, Hawthorne Drive, Rosewood Drive, Mountain View Boulevard, to San Miguel Drive, returning via the same route.

