$24,000,000 PROJECT

New East Bay Transit Plan Complete; Express Network, New Buses Top List

Engineers Recommend $16,500,000 Bond Issue To Finance New System

A $24,000,000 program to revitalize East Bay public transit with ultramodern buses, a network of fast express lines and more than 200 miles of new or improved local routes has been recommended by transit district consulting engineers.

Bulk of the financing would come from a bond issue of $16,500,000. District revenues would provide the remaining $7,500,000 to assist new equipment purchases.

The blueprint for a faster, more comfortable and attractive transit system was outlined to the district board of directors this month by Charles E. De Leuw, president of De Leuw, Cather & Company, consulting engineers.

De Leuw said the system will be self-supporting from district revenues, and will not require additional taxes. Income will be large enough to provide operating costs, funds to pay off the bonds, and necessary equipment and property renewals, he said.

Estimates of revenue are based on the

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Vast 700-mile Transit System to Include New Routes, Improved Service Frequency

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existing 20-cent token fare. The engineers recommended cutting the fare for children 12 years and under, however, to a straight 10 cents.

The district is planning a special transit bond election this October or November. Public approval of the bond issue is needed to put the district into business and replace Key System operations in the area.

Highlights of the transit program, which involves a total of 700 route miles, are as follows:

1. Acquisition of 572 new city and suburban "Transit Liners"—many of them air-conditioned—including 296 to be purchased during the first two years of operation.

2. Establishment of five new express routes extending between El Cerrito and Contra Costa County and Decoto in Southern Alameda County. The 68 miles of new express lines would operate over freeways wherever possible.

Faster Service

3. Improvement of service frequency on approximately 170 miles of existing transit routes throughout the district.

4. Establishment of 55 miles of new local lines, principally in the areas of Hayward, Alameda and El Cerrito.

5. Acquisition of land and buildings for terminal and storage purposes in Emeryville, Richmond and East Oakland.

De Leuw told the transit board the planned acquisition of both new and used equipment at the onset of district operations would be the most logical and economical program for establishing the orderly change from private to public operation.

Any attempt to provide all new buses for the initial operation would be unbusinesslike and impractical, and in addition, would delay operation of the district and result in unnecessary tax subsidy, he said.

De Leuw said the plan contains numerous changes over his recommendations of a year ago. This is the result of suggestions received from public agencies and other East Bay organizations studying last year's preliminary plan, and the reduction in size of the district.

The terminals and parking facilities were not included in the bond issue because of the additional engineering studies that are needed, the engineers reported.

Largest single amount of the proposed bond issue would be $8,000,000 for the initial purchase of 296 new diesel buses.

Purchase Plan

Acquisition of 276 used buses to augment peak hour service during the first years of operation would run to about $2,500,000. These buses would be replaced by new buses out of district revenue under a planned renewal program beginning with the third year of operations.

De Leuw told the transit board the report which laid out a freeway system for the City and County of Sacramento stated experience has shown it is impossible to finance and build all the freeways needed for peak hours. This report stated: "In city after city, rush hour traffic on freeways designed for speed of 50 to 60 miles an hour is slowed down to 20 or 30 miles an hour. Complete stoppages are not infrequent."

The report states further the estimated 1,890 traffic for Sacramento, if based on that area's present meager use of public transit, would require the financing of freeways for which there would be "only partial economic justification."

Yet California and even the federal government have shown a tendency to race ahead with freeway construction with no effort to relate it to mass transit or other values.

The highway engineers are not to be blamed too much if they place their job of road building above all else. But the legislative bodies of the national government, the state and the cities are abdicating their responsibilities if they do not relate highway construction to the whole transportation picture and all community values to attain a fair balance.

To fail in finding this balance will mean a race to the bottom of human, property and civic values to concrete without even solving the problem of mobility.

What the Editors Are Saying About Transit

Transit Must Be Integral Part of Roadway Planning

Passed in the California Senate of a bill by Senator John F. McCarthy of Marin County calling for state construction of a $115,000,000 rapid transit tube between San Francisco and Oakland reveals an encouraging recognition that freeways cannot solve the whole traffic problem.

It is pertinent to the Bay Area's effort to further a rapid transit system to note that even planning firms that recommend freeways often make them contingent on a big step in mass transportation.

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Work Started on Exhaust After-burners

Detroit—Engineers of Chrysler Corp. and Thompson-Ramo-Wooldridge, Inc., will work together to "bring to the production line" an automobile exhaust after-burner device intended to reduce unburned hydrocarbons and carbon monoxide gas in auto exhaust.

It is these unburned hydrocarbons, in combination with other gases, that are blamed for smog.

Thompson-Ramo-Wooldridge engineers explained their after-burner device to Detroit auto engineers early this year. The company and Chrysler hope to reduce the cost, size and complexity of after-burners, and perfect them so they perform reliably for the life of a vehicle, with minimum need for service or parts.

Other smog-killing devices are also under study by Ford Motor Co. and General Motors Corp.

More Information

A note or phone call to the transit district will place your name on the mailing list for Transit Times if you are not already regularly receiving a copy of the monthly newsletter.
New Express Lines To Sharply Reduce Travel Time By Transit

A fast express network of freeway bus routes is among the numerous transit improvements recommended for the East Bay area by consulting engineers of the Transit District.

The rapid inter-city express lines, as proposed by consultants this month, would extend from El Cerrito in the north to Decoto in Southern Alameda County.

The initial express system would operate over nearly 65 route miles, utilizing freeways wherever possible.

Travel time between the Oakland Central Business District and neighboring communities would, in some instances, be sliced in half.

Public transit travel between Oakland and Hayward, for example, would be reduced from 70 to 37 minutes. Between Oakland and San Leandro, travel time would be lowered from 35 to 23 minutes.

Express service between Oakland and Berkeley would involve a time reduction from 22 to 17 minutes, and between Oakland and El Cerrito, from 24 to 28.

The new express lines were so designed as to save sufficient time to compete with the private auto.

Public transit travel would be considered to be the almost complete lack of any reasonably fast service for long trips. For this reason, the express system was proposed by engineering consultants to provide the closest approach to truly rapid transit service immediately obtainable.

Other operational improvements recommended by the engineers include the following:

Increased Frequency
- Increase frequency of service on 19 existing transit lines, including the No. 21 Oakland Avenue, No. 14 Broadlakke, No. 17 Alcatraz, No. 39 Brookfield Village, No. 49 Arbor-Olive, No. 53 Fruitvale, No. 54 35th-38th Avenues, No. 59/76 Fruitvale, No. 64 San Jose Avenue, No. 79 High Street, C-Piedmont, E-Claremont, H-Kennington, K-Havenscout, L-El Cerrito and Richmond, O-Alameda, R-Hayward and T-Treasure Island.
- Inaugurate seven new lines—four in the vicinity of Hayward and San Lorenzo Village, one in the Montclair section of Oakland, one linking Bay Farm Island and downtown Alameda, and another connecting El Cerrito business and residential areas.
- Extend peak hour service on Berkeley transbay "F" line along Spruce St. and Eucalyptus Avenue, and extend Berkeley University Ave. line to the Berkeley Yacht Harbor.
- Re-route midday transbay service on El Cerrito-Richmond "L" line through Albany.
Retail Sales Profits Tied to Accessibility
Barber Stresses Necessity of Better Transit to Business; Merchants Warned of Growing Congestion, Less Parking

Businessmen are the first to be hit by the crippling effect of congested streets, insufficient parking and outmoded public transit. Furthermore, profits will be squeezed still further as it becomes increasingly difficult for shoppers to patronize the main business districts.

These views were expressed by Robert K. Barber, president of the transit district, in a recent address before members of the El Cerrito Lions Club.

"I am sure that for most businessmen the kind and quality of transportation available to and used by your customers are your everyday concern," Barber said. "It cannot be otherwise because the success of your operations is so closely and so inseparably linked with customer accessibility.

Inadequate Transportation
"Congested streets, limited and inconvenient parking, and infrequent, crowded and stuffy buses, all reflected on the wrong side of the profit and loss account, are an inevitable result of inadequate or the wrong kind of customer transportation," he said.

Turning to the local importance of the commuter, Barber pointed out that during a single day in 1957, about 20,000 trips were made between El Cerrito and the Richmond-San Pablo area, and another 12,000 trips made between El Cerrito and the Berkeley-Oakland area.

Local Business Stimulated
"In terms of wages and salaries, this meant that in 1957 the commuters included in these figures were bringing back into El Cerrito an estimated $55,000,000 to pay local taxes and to stimulate the growth of local business and services."

By 1980, Barber said, it is estimated that nearly twice the present number of daily trips will be made between El Cerrito and her neighboring cities.

Public Showing of Transit Plan Ready
An illustrated public presentation of the transit district’s new program for improved and expanded East Bay transit is now available for scheduling by organizations in the area.

Titled, "We’re Rolling With Transit," the presentation includes a series of descriptive charts and a commentary by a district representative pointing out the problems of mass transportation in the area and explaining the district’s development plan for meeting this need.

Letters telling of the availability of the presentation have been mailed to more than 450 civic, business, community and other clubs and organizations.

The presentation is available free of charge for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours. Any interested group may arrange for a presentation by contacting the district.

Integrated Bus, Rail Network Found Necessary in Plan for Nation’s Capital

Washington—A 600-mile network of express bus routes operating on freeways and rail rapid transit lines has been proposed for the District of Columbia metropolitan region.

The plan was developed by the National Capital Planning Commission following a three-year mass transportation study. It was presented to President Eisenhower for referral to Congress.

Booker to Assist on Joint Highway Use

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Booker also will serve in a liaison capacity with East Bay municipal and county officials who are developing street and highway programs for their local areas.

Booker, as assistant state highway engineer for the nine Bay Area counties from 1952 until he retired May 1, was responsible for the planning and design of major developments in the freeway system.

The former highway chief recently was appointed by the Alameda County Board of Supervisors as transportation advisor to the Alameda County Highway Advisory Committee. Booker resides in Oakland at 4640 Edgewood Avenue.
At an adjourned regular meeting July 9, 1959, the Board of Directors:
• Held a public hearing on petitions filed by Concord and Walnut Creek City Councils and Contra Costa County Board of Supervisors requesting withdrawal of area from the transit district. Hearing was continued to August 12.

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At its regular meeting August 5, 1959, the Board of Directors:
• Approved appointment of B. W. Booker and Arthur C. Jenkins as district engineering consultants. (Details, Page 1.)

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At an adjourned meeting August 11, 1959, the Board of Directors:
• Received a report from Charles E. De Leuw, president of De Leuw Cather & Company, dealing with recommendations of his firm on revised transit plan for the district. (Details, Page 1.)
• Referred the De Leuw proposal to Committee on Program Planning, Director Deadrich, chairman, for study, by direction of President Barber.

Transit Riding Up First Time in Ten Years

Passenger traffic of the transit industry for June showed a 1.39 per cent increase over the corresponding month last year—marking the first such monthly passenger rise in more than a decade.

The rate of decline of industry traffic has been slowing down since the beginning of 1959, according to the American Transit Association. In each succeeding month of the present year an increasing number of companies started to top their monthly records for the previous year.

Out of a total of 139 transit companies in the country, 75 showed increases.