

East Bay Bus Rapid Transit (BRT)



The Future of AC Transit

Accessibility

The East Bay is growing and so is traffic congestion. Cities across the US and the world have chosen BRT as a cost-effective way to improve transit, increase ridership and provide a more equitable and efficient transportation system.



Effects on Access for Seniors and Persons with Disabilities

BRT would make it safer and easier for people with mobility challenges to use public transportation. BRT would implement pedestrian safety improvements and build fully accessible bus stops with level boarding platforms. BRT would provide efficient and reliable transportation for people who choose to not drive, cannot drive or cannot afford to drive.

Getting to the BRT

- **BRT stations would be located to best serve local neighborhoods.** By considering the travel needs of seniors and the disabled, BRT stations would minimize inconvenience but still maximize efficiency and time savings. Bus passengers would experience faster service and more reliable schedules, yet almost all passengers would use the same bus stops they use today.
- **Getting to the stop would be more pleasant.** Car traffic would be a little bit slower and safer. There would be new crosswalks, better lighting, benches and shelters at every BRT stop.
- **Crossing the street would be easier.** Median bus stops would create "pedestrian refuge islands" in the middle of the street for people who need more time to cross. There would be new, high-visibility crosswalks and new wheelchair curb cuts (sidewalk ramps).
- **Pedestrians would be safer from cars.** BRT would reduce the number of car lanes, which discourages speeding and reduces dangerous driving.

Examples of East Bay BRT at Key Locations



Telegraph Ave. & 24th St.



Telegraph Ave. & 31st St.



International Blvd. & 82nd Ave.



International Blvd. and 98th Ave.

At the BRT stop

- **Getting on and off the bus would be easier, safer and faster. Passenger boarding platforms would be built at all BRT stops** to be level with the floor of the bus. This allows people using wheelchairs, pushing strollers or with limited mobility to roll or walk onto the bus without using a ramp or navigating stairs.
- **Ticket machines at every BRT stop** would allow riders to purchase tickets without feeling rushed. Traditional transit passes and the Clipper Card would also be accepted.
- **To access new BRT stops in the median**, riders would cross just one lane of traffic at a time, eliminating the need to cross up to five lanes of fast-moving traffic.
- **Waiting for the bus would be more pleasant.** All BRT stops would have shelters, seating and lighting for security.
- **The dedicated bus lanes would ensure reliable schedules and less time spent waiting for the bus.**
- **The BRT would arrive every 5 minutes on weekdays**, from 6 am - 7 pm. It would arrive less often during the evenings, late at night and on weekends.



Riding the BRT

- **BRT bus fare would cost the same as regular local bus fare.**
- **Riders would arrive at their destinations more quickly.** Although the bus would still follow regular speed limits, it would save time by avoiding congestion, using technology to extend green traffic lights and boarding passengers more quickly.

Improve response times for emergency services

- **BRT would improve police and ambulance response time by giving emergency vehicles access to a traffic-free dedicated bus lane** (buses would continue to pull over to allow emergency vehicles to pass).
- **In an emergency such as a traffic accident, the dedicated lane would be available for use by drivers if needed.**

What is BRT?

Bus Rapid Transit (BRT) is a transportation technology being implemented across the US and internationally. AC Transit has designed East Bay BRT to bring its transit benefits to Oakland, Berkeley and San Leandro.

An upgraded form of transit, BRT is essentially light rail without the tracks. Service would reliably run every 5 minutes on weekdays from 6 am to 7 pm.



- 1 Cleaner, greener buses
- 2 Dedicated right-of-way for the bus
- 3 Traffic signal priority
- 4 Step-free, level bus entry
- 5 "Proof-of-payment" fare system (similar to CalTrain)
- 6 Real-time arrival information