Examples of East Bay BRT at Key Locations

Telegraph Ave. & 31st St.

Telegraph Ave. & 24th St.

International Blvd. & 82nd Ave.

Project Timeline

Winter 2011: Final Environmental Impact Report is distributed for public review

Spring 2011: Cities and AC Transit draft an agreement on the final project terms

2013: Construction begins

2015: BRT service begins

For More Info

From 1999 to 2001, AC Transit gathered community input on how and where to implement transportation improvements in its service area. This corridor was found to have the highest ridership of any bus line in the East Bay with a high potential for ridership increases. Since the publication of the BRT draft environmental review documents in 2007, AC Transit and city staff have continued to pursue community input on the proposal.

The current BRT project has grown out of suggestions and feedback from local businesses, city governments, community groups and other stakeholders.

Please visit www.actforme.org for updated information.

Contact the BRT Project Team: www.actforme.org; Jim Cunradi – (510) 891-4755 or planning@actransit.org;
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BRT

The Future of AC Transit

East Bay Bus Rapid Transit

Cost-effective and Reliable Service

Bus Rapid Transit (BRT) is a transportation alternative that is being implemented across the U.S. and internationally. Mixing the cost-effectiveness of buses and the reliability of Light Rail, BRT works like Light Rail but without the tracks.

International Blvd. and 98th Ave.

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**

In the East Bay, BRT would replace the current 1/1R route to provide faster, highly reliable service with buses every five minutes (see inside for a route map). BRT would increase transit ridership in the corridor by as many as 9,300 riders each day.

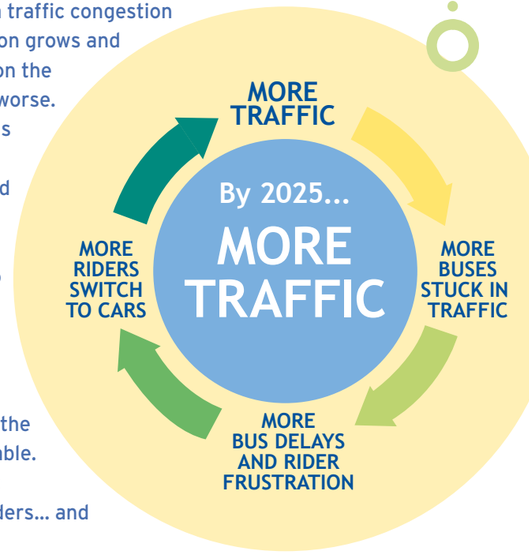
At many points along the route, BRT would operate in its own right-of-way in each direction. At some points, BRT would reduce the number of street parking spaces. AC Transit is working with local businesses and community groups to reduce these impacts and maximize BRT's benefits.

Why BRT?

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.

BRT Breaks the Traffic Cycle

We're trapped in a traffic congestion cycle. As population grows and more drivers are on the road, traffic gets worse. This makes the bus less reliable and creates unsatisfied customers, which causes some bus riders to switch to driving their cars. This adds more cars to the road, which increases traffic and makes the bus even less reliable. This creates more unsatisfied bus riders... and so on.



BRT breaks this cycle by giving the bus its own lane. This ensures that the bus is a reliable option for people who cannot or do not want to drive, preventing ridership from going down. In fact, BRT systems have been proven to attract new riders to sustainable transportation.

Avoiding Gridlock, Building Community

BRT asks East Bay drivers to make a few changes today so that we can all help avoid gridlocked streets tomorrow. In addition, the project provides other enhancements that would encourage pedestrians and promote community development.

Improve air quality and public health

- Saves 210,000 gallons of gas a year
- Prevents 1,900 tons of GHG emissions a year
- Eliminates 2,800,000 car trips a year

Create 1,550 new jobs

Keep transit affordable by reducing operating costs and improving efficiency

The BRT Route

*location of stops and dedicated lanes are not yet final.

Community Benefits

- **Upgraded Sidewalks:** New curb cuts (intersection ramps)
- **Safer Crosswalks:** Fewer traffic lanes, new crosswalks and new pedestrian islands
- **Better Bus Stops:** All stops have benches, lighting, shelter and NextBus signs
- **Healthier Businesses:** Street parking and more foot traffic
- **New Delivery Zones:** No need to double-park
- **Greener Medians:** Aesthetically pleasing landscaped medians
- **Safer Driving:** AC Transit would repave potholed streets
- **Fewer Car Accidents:** Slower traffic and fewer lanes
- **Faster Emergency Response:** Ambulances and police can use traffic-free bus lane
- **Safer Bicycling:** New bike lanes in some areas

Complete Streets Are Better for Everyone

BRT uses a "Complete Streets" approach. The "Complete Streets" approach is a way of creating streets that are a community resource for everyone that uses the road. The approach enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This encourages more activity on the street.

For example, when parts of San Francisco's Valencia Street were modified to follow the Complete Streets model, two-thirds of local merchants reported that the increased foot traffic and street amenities improved their business and sales.

BRT would help create Complete Streets in the East Bay by implementing strong transit and pedestrian elements, including new lighting and crosswalks, in connection with existing roads. By making it easier for everyone to use the public sidewalks and streets, BRT would encourage thriving community development along the corridor.

What Will Change?

- **Pedestrians:** New and safer crosswalks, pedestrian islands at crosswalks, fewer potholes in crosswalks, safer and more accessible sidewalks, calmer car traffic, aesthetically pleasing medians with planted trees/greenery, new lighting
- **Bus riders:** Faster and more reliable bus service. Buses arrive every five minutes, bus stops one or two blocks farther apart, level or "step-free" bus boarding, and new amenities at every stop including ticket machines, NextBus signs , benches, shelters, better lighting and security features
- **Drivers:** One fewer lane of traffic in each direction, increase in traffic congestion during peak commute hours, relocated parking areas, new delivery zones along the corridor, some restricted left turns due to new medians, fewer car accidents