

East Bay Bus Rapid Transit (BRT)



The Future of AC Transit

Traffic

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 Traffic & Circulation

BRT involves benefits and trade-offs. Our community must prioritize using our streets either to move more people and passengers, or to move ever more cars and trucks. Although improving transit with BRT would slow down traffic speeds, many more people would be able to use the street safely.

Addressing traffic congestion impacts

- **BRT would reduce automobile trips by 9,300 trips/day** and increase transit ridership.
- **BRT reduces the need for current and future bus riders** to use a car, which benefits bus riders and people that drive.
- **Because BRT dedicates one lane of existing car traffic in each direction to the bus**, car traffic in some areas would be more congested. The road would still meet city standards for congestion.
- **Depending on the trip length**, some drivers may need to add an additional one to five minutes of travel time to car trips on the corridor.
- **Buses would have dedicated lanes and no longer merge across car traffic** to pick up/drop off riders.

Examples of East Bay BRT at Key Locations



Telegraph Ave. & 24th St.



Telegraph Ave. & 31st St.



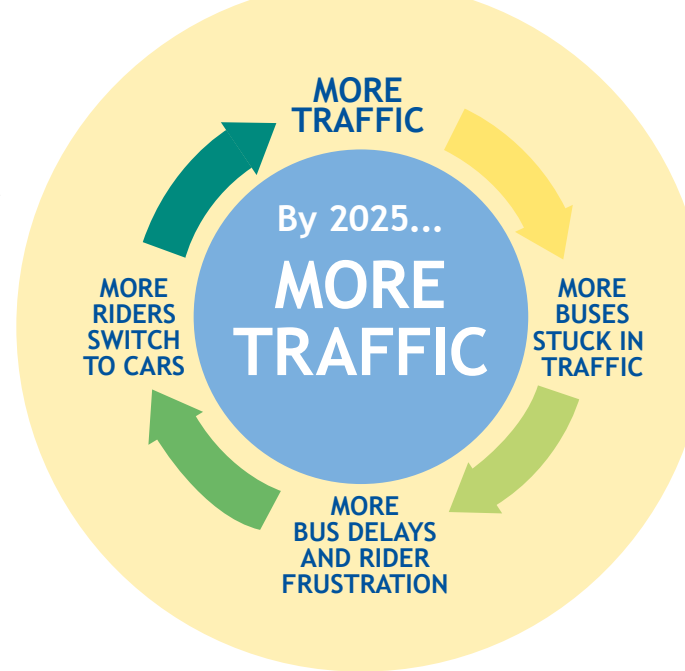
International Blvd. & 82nd Ave.



International Blvd. and 98th Ave.

What if we don't build BRT?

- **Traffic and congestion will get worse** unless we can encourage more people to take transit. The traffic diagram at the right explains this process.
- **Unless our buses can be made to work more efficiently**, the bus systems on busy streets will get worse as traffic increases.
- **If the bus system gets worse**, all bus riders will suffer from delays and inconveniences. Many existing bus riders would choose to drive and increase car traffic even more.
- **BRT breaks the traffic cycle by improving public transit ridership.** In fact, BRT would keep cars off the road while reducing operating costs by almost \$1 per boarding. This would reduce the need for future service cuts.



Addressing traffic flow impacts

- **BRT lanes would prohibit some left turns** from minor streets. Although an inconvenience for some, this would create a safer street with fewer car crashes
- **Because buses can carry so many more people than cars**, BRT would dramatically increase the efficiency of the road without making the road wider.
- **Some drivers may decide to take other streets instead of the BRT corridor.** However, BRT would not significantly increase traffic on side streets.
- **Although the BRT lane is reserved for buses**, drivers would be able to briefly enter the BRT lane if the traffic lane were blocked by a road obstruction.
- **BRT would improve police and ambulance response times** by giving emergency vehicles access to the dedicated lane (buses would pull over).

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