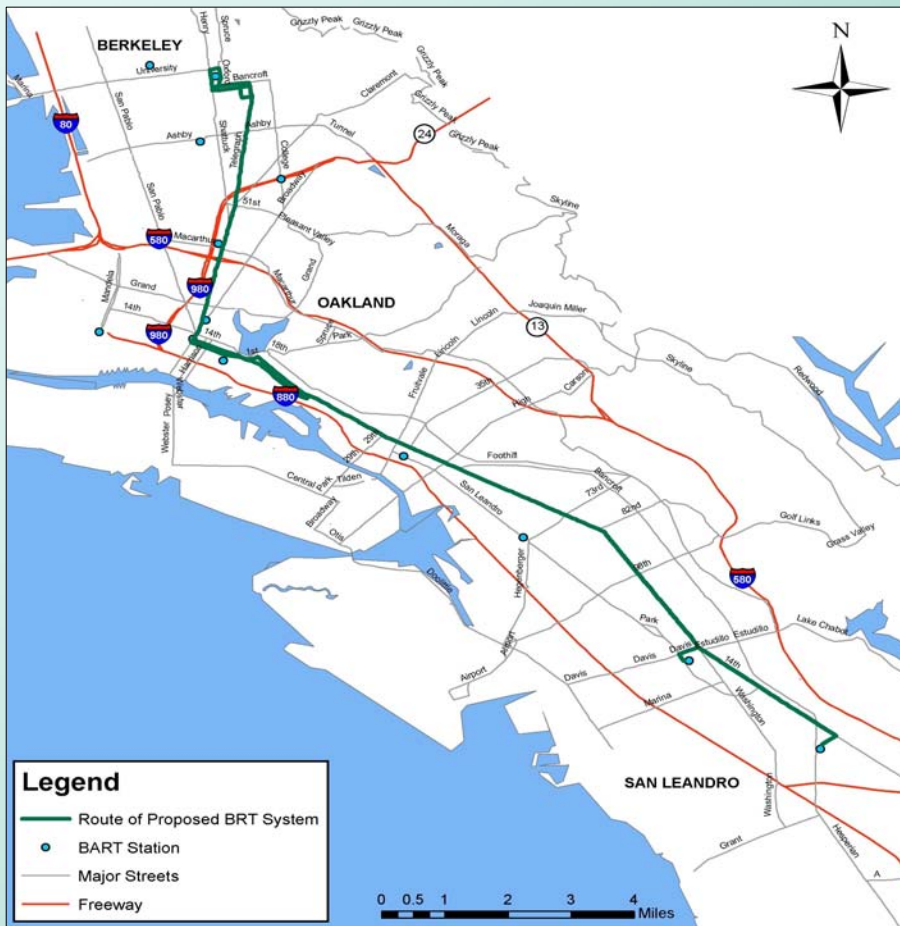


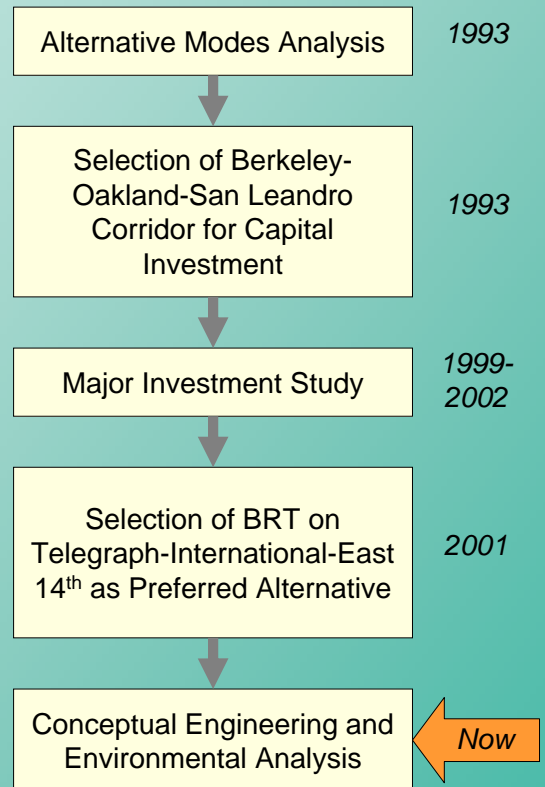
## Project Purpose

- Improve transit service and better accommodate high existing bus ridership
- Increase transit ridership by providing a viable and competitive transit alternative to the private automobile
- Improve and maintain efficiency of transit service delivery and lower AC Transit's operating cost per rider
- Support local and regional planning goals to organize development along transit corridors and around transit stations

## Project Location



## Project History

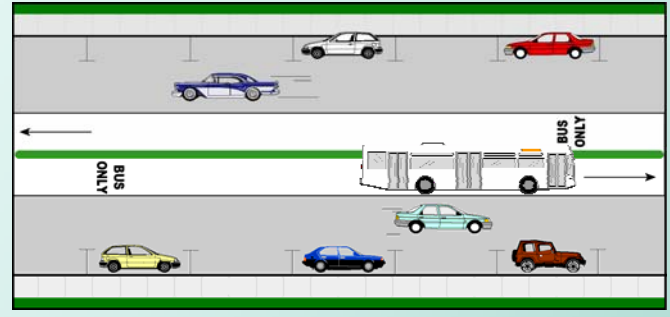


## Participating Agencies



## Rail-Like Performance at a Fraction of the Cost

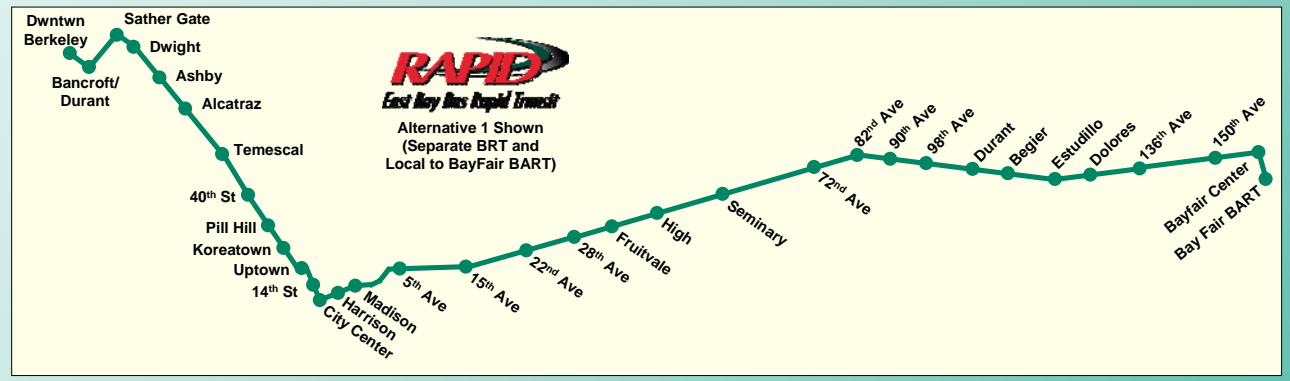
Bus-only lanes for most of the route



Traffic signal priority for transit



Stations every 1/4 to 1/2 mile



Full-featured stations with shelter, seating, and lighting



Platforms with level boarding



Security features



Convenient ticket vending machines



Real-time transit arrival signs



	Service Option	Southern Terminus
Alternative 1	Separate BRT and Local	BayFair BART
Alternative 2	Separate BRT and Local	San Leandro BART
Alternative 3	Combined BRT and Local	BayFair BART
Alternative 4	Combined BRT and Local	San Leandro BART

## Separate BRT and Local Service:

BRT buses operate in the BRT transitway; regular bus services operate in adjacent mixed-flow lanes as a supplemental service.

BRT peak period frequency would be five minutes and BRT stations would be approximately 0.4 to 0.5 miles apart. Local bus peak frequency would be 12-15 minutes with current stops.

## Combined BRT and Local Service:

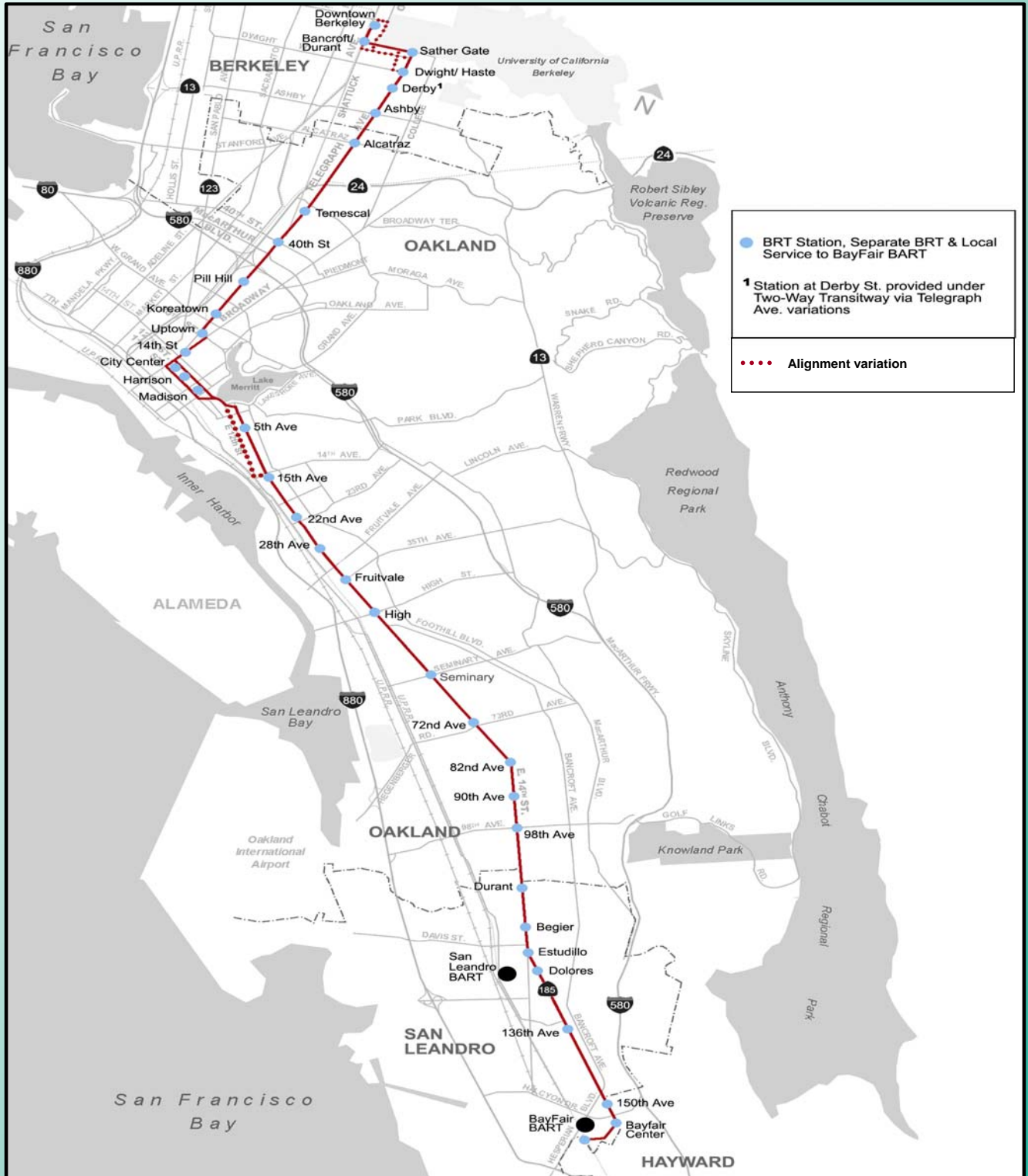
All bus services operate in the BRT transitway as BRT service. Peak period frequency would be 3.6 minutes and stations would be 0.25 to 0.35 miles apart.

## Northern Terminus: Downtown Berkeley for all Alternatives



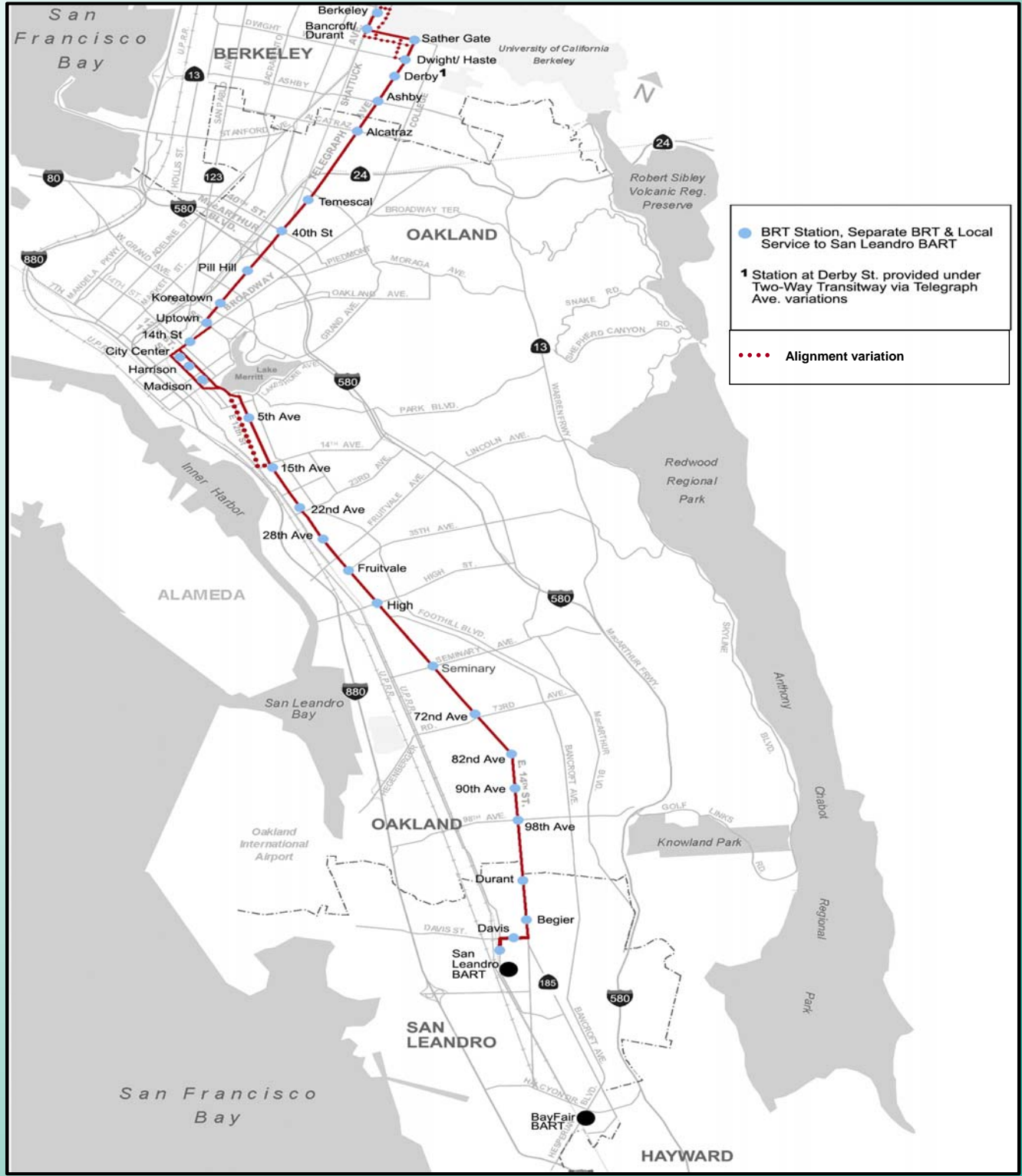
# Alternative 1: Separate BRT and Local Service to BayFair BART

- BRT buses from Downtown Berkeley to BayFair BART (17 miles)
- BRT buses operate in BRT transitway
- 35 BRT stations (every 0.4-0.5 miles)
- BRT buses every 5 minutes in peak period
- Supplemental local buses operate in mixed-flow lanes with current stops
- Local buses every 12-15 minutes in peak period



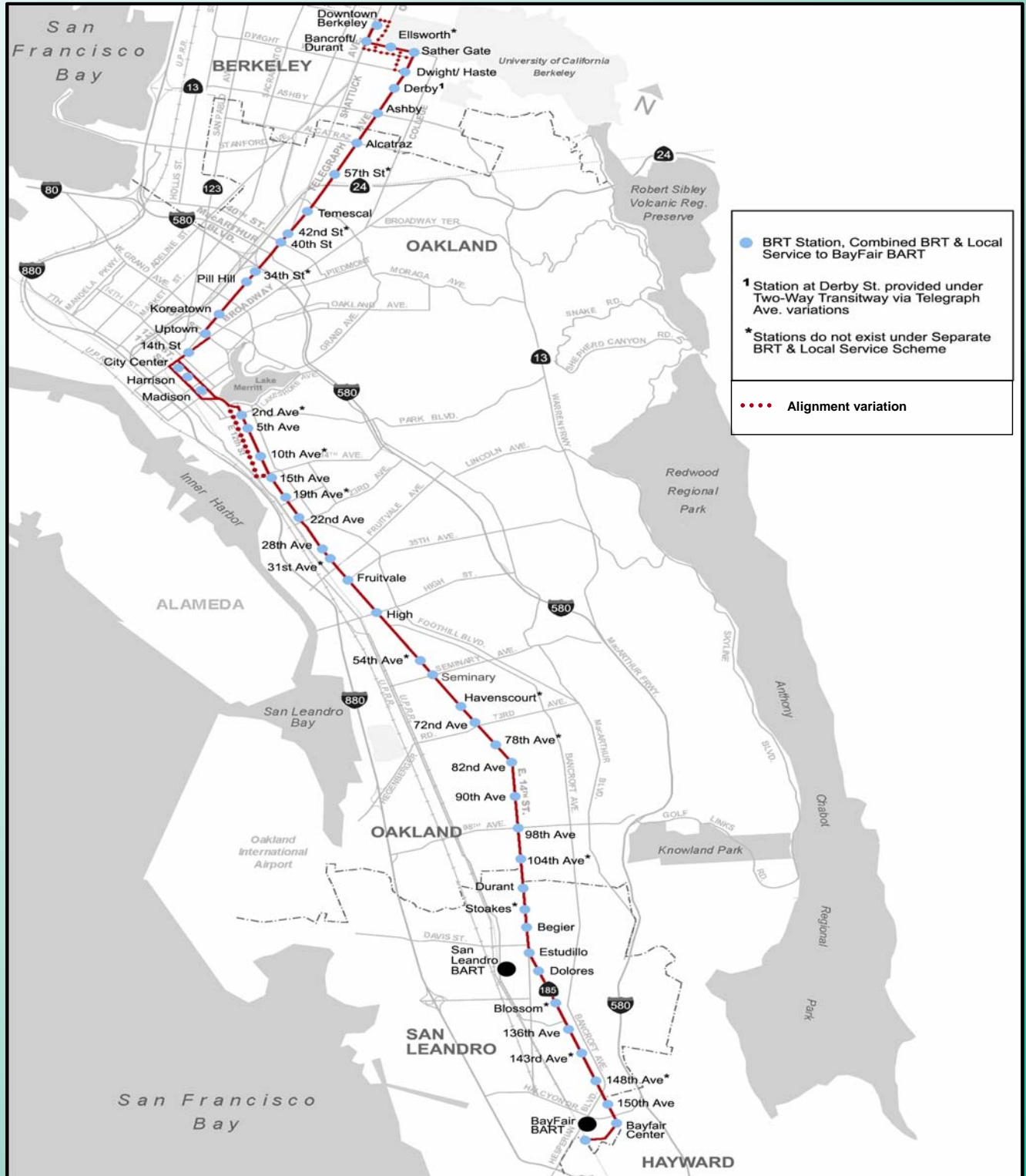
# Alternative 2: Separate BRT and Local Service to San Leandro BART

- BRT buses from Downtown Berkeley to San Leandro BART (15 miles)
- BRT buses operate in BRT transitway
- 31 BRT stations (every 0.4-0.5 miles)
- BRT buses every 5 minutes in peak period
- Supplemental local buses operate in mixed-flow lanes with current stops
- Local buses every 12-15 minutes in peak period



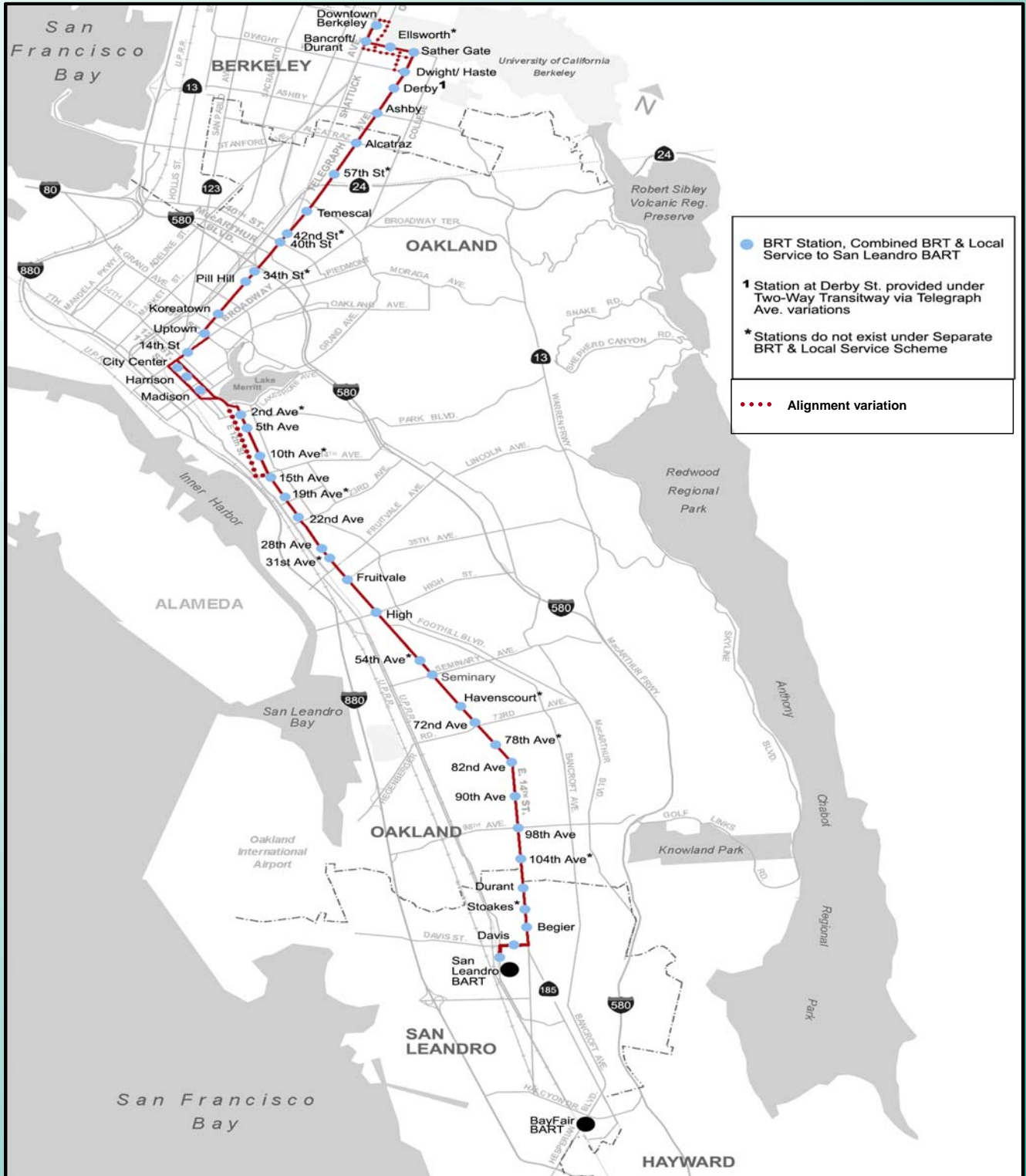
# Alternative 3: Combined BRT and Local Service to BayFair BART

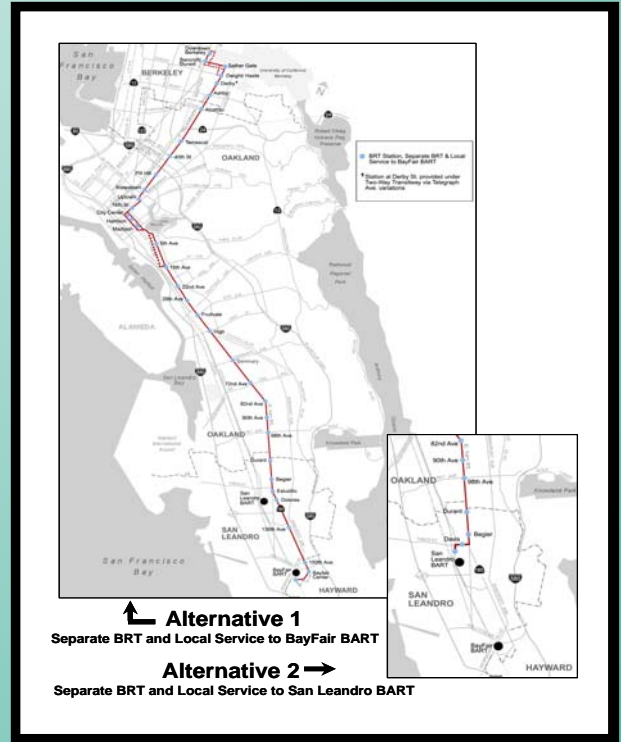
- BRT buses from Downtown Berkeley to BayFair BART (17 miles)
- All bus services combined and operate in BRT transitway as BRT service
- 51 BRT stations (every 0.25-0.35 miles)
- BRT buses every 3.6 minutes in peak period
- Local bus service in mixed-flow lanes removed



# Alternative 4: Combined BRT and Local Service to San Leandro BART

- BRT buses from Downtown Berkeley to San Leandro BART (15 miles)
- All bus services combined and operate in BRT transitway as BRT service
- 44 BRT stations (every 0.25-0.35 miles)
- BRT buses every 3.6 minutes in peak period
- Local bus service in mixed-flow lanes removed





# BRT Station Concepts— North Corridor



# BRT Station Concepts— South Corridor



INTERNATIONAL BLVD. @ 34TH AVE. - OAKLAND - PROPOSED

FRUITVALE STATION



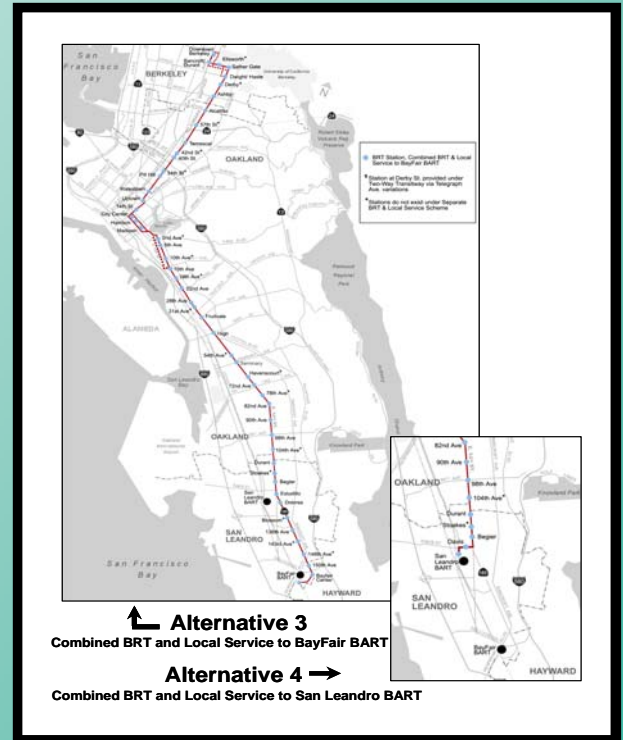
INTERNATIONAL BOULEVARD AT 98TH AVENUE - PROPOSED

98TH AVENUE STATION



E. 14TH ST. @ 143RD AVE. - SAN LEANDRO - PROPOSED

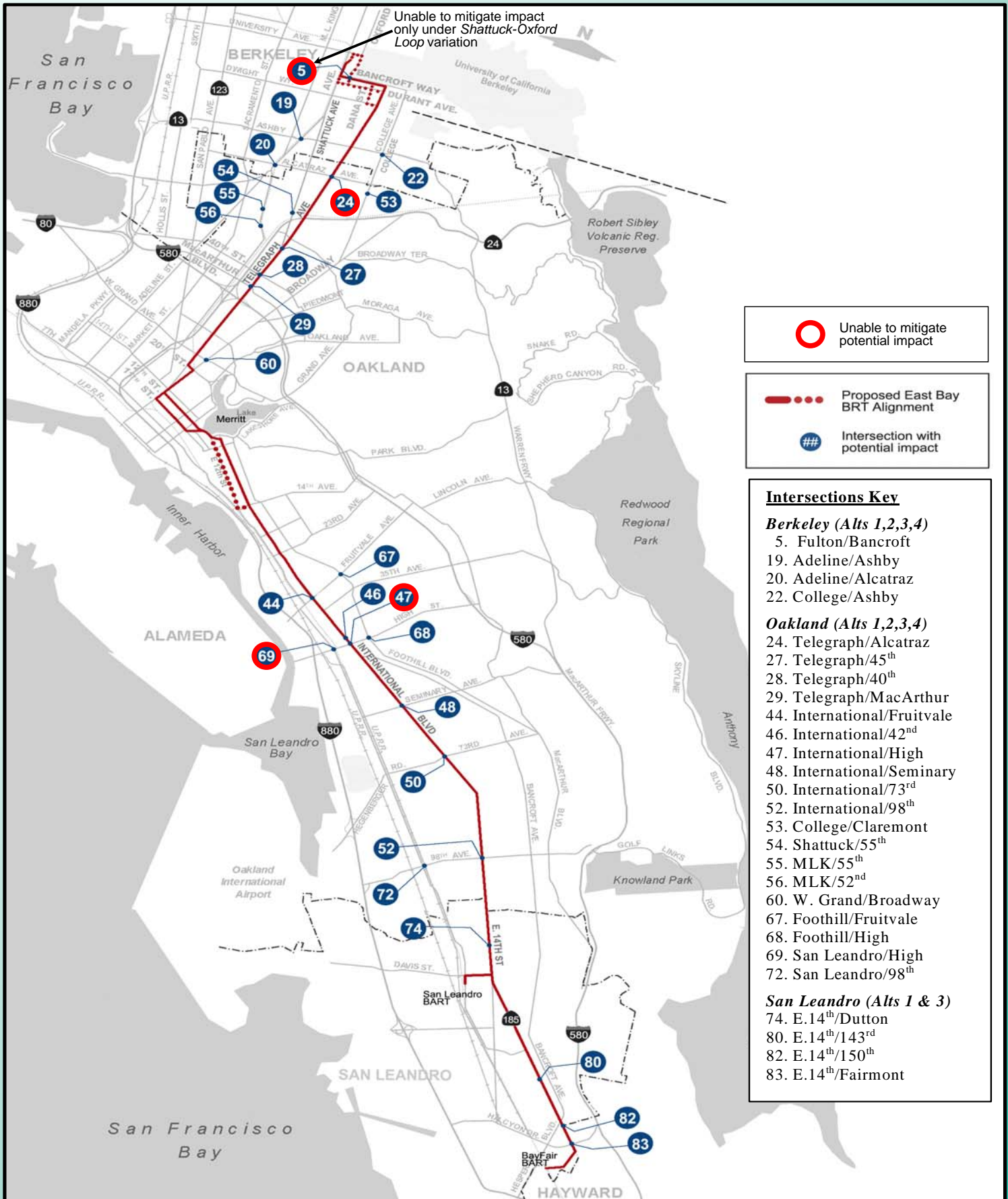
SAN LEANDRO SOUTH STATION



# Environmental Studies Performed

- Transit Performance and Patronage
- Traffic and Parking
- Bicycles and Pedestrians
- Land Use
- Growth Inducement
- Community Impacts
- Air Quality
- Noise and Vibration
- Energy
- Water Quality and Runoff
- Hazardous Materials
- Geology
- Archaeological Resources
- Historic Resources
- Hydrology and Floodplain
- Biological Environment
- Cultural Resources
- Socioeconomic
- Visual
- Landscaping, Trees
- Utilities
- Construction





- Unable to mitigate potential impact
- Proposed East Bay BRT Alignment
- Intersection with potential impact

**Intersections Key**

**Berkeley (Alts 1,2,3,4)**

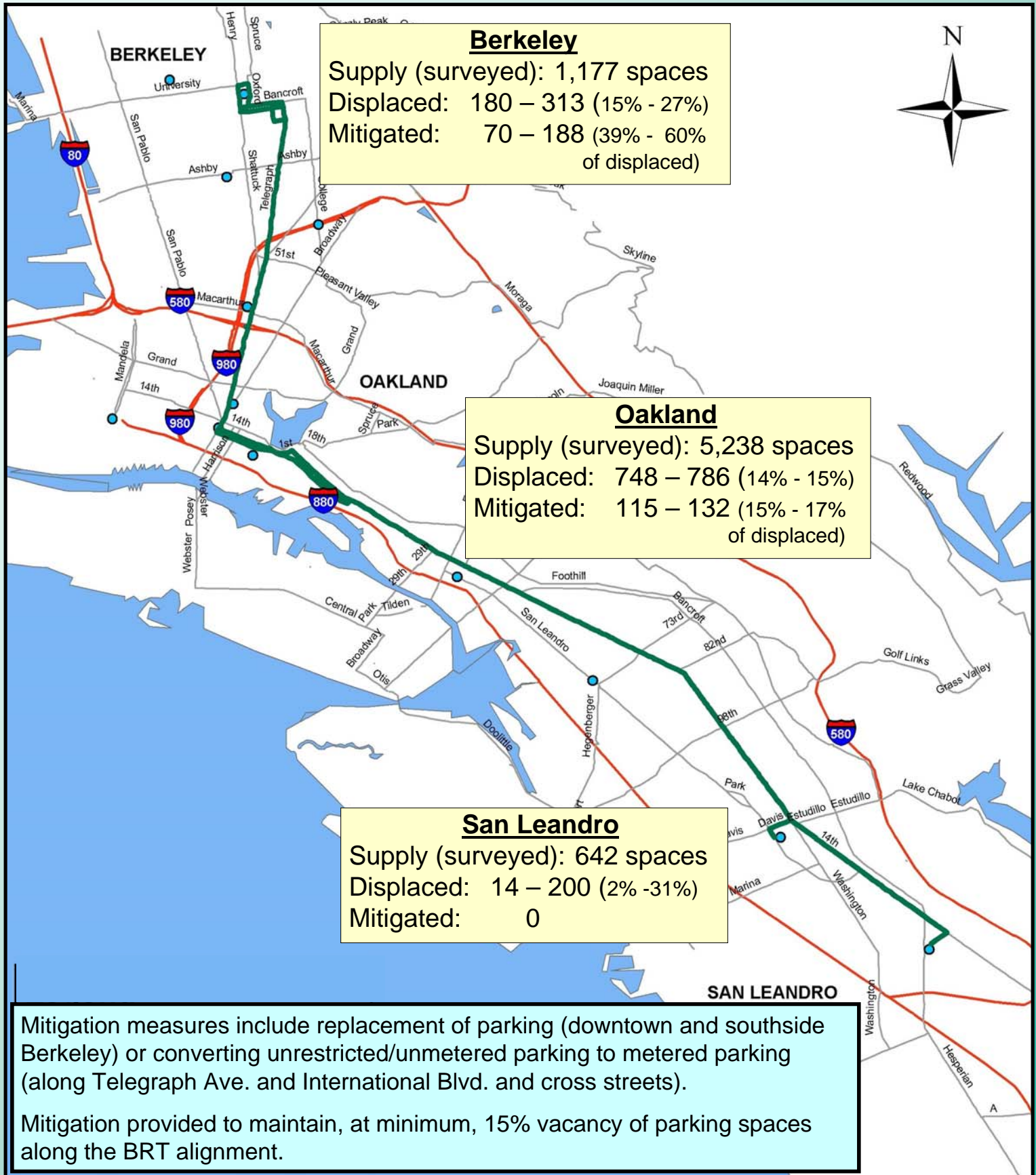
- 5. Fulton/Bancroft
- 19. Adeline/Ashby
- 20. Adeline/Alcatraz
- 22. College/Ashby

**Oakland (Alts 1,2,3,4)**

- 24. Telegraph/Alcatraz
- 27. Telegraph/45<sup>th</sup>
- 28. Telegraph/40<sup>th</sup>
- 29. Telegraph/MacArthur
- 44. International/Fruitvale
- 46. International/42<sup>nd</sup>
- 47. International/High
- 48. International/Seminary
- 50. International/73<sup>rd</sup>
- 52. International/98<sup>th</sup>
- 53. College/Claremont
- 54. Shattuck/55<sup>th</sup>
- 55. MLK/55<sup>th</sup>
- 56. MLK/52<sup>nd</sup>
- 60. W. Grand/Broadway
- 67. Foothill/Fruitvale
- 68. Foothill/High
- 69. San Leandro/High
- 72. San Leandro/98<sup>th</sup>

**San Leandro (Alts 1 & 3)**

- 74. E.14<sup>th</sup>/Dutton
- 80. E.14<sup>th</sup>/143<sup>rd</sup>
- 82. E.14<sup>th</sup>/150<sup>th</sup>
- 83. E.14<sup>th</sup>/Fairmont



# Evaluation of Alternatives

+	Better than No-Build	○	Similar to No-Build	-	Worse than No-Build
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	Alternative 1 Separate BRT & Local to BayFair BART	Alternative 2 Separate BRT & Local to San Leandro BART	Alternative 3 Combined BRT & Local to BayFair BART	Alternative 4 Combined BRT & Local to San Leandro BART
Bus Travel Time Improvement (change in downtown Berkeley to BayFair BART time, min)*	+++ (-19)	++ (-12)	++ (-12)	+ (-6)
Reliability	+	+	++	++
Bus Boardings in Corridor (change in weekday boardings)	++ (+15,700)	+ (+14,000)	++++ (+21,200)	+++ (+19,500)
Transit Ridership (new weekday transit trips)	++ (+5,300)	+ (+4,600)	++++ (+9,300)	+++ (+8,000)
Auto Travel (change in Alameda Co. weekday VMT)	+ (-11,800)	+ (-10,200)	+ (-20,700)	+ (-17,800)
Express Bus Frequency (change in buses per hr per direction)*	+ (+7)	+ (+7)	++ (+11.5)	++ (+11.5)
Bus Capacity (change in seat-miles)	++ (+56%)	++ (+48%)	+++ (+69%)	+++ (+59%)
Roadway Auto Capacity	-	-	-	-
Roadway Person-Trip Capacity	○	○	○	○
Potential for Transit-Oriented Development	+	+	++	++

\* Peak period

# Evaluation of Alternatives

<b>+</b>	<b>Better than No-Build</b>	<b>○</b>	<b>Similar to No-Build</b>	<b>-</b>	<b>Worse than No-Build</b>
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	<b>Alternative 1 Separate BRT &amp; Local to BayFair BART</b>	<b>Alternative 2 Separate BRT &amp; Local to San Leandro BART</b>	<b>Alternative 3 Combined BRT &amp; Local to BayFair BART</b>	<b>Alternative 4 Combined BRT &amp; Local to San Leandro BART</b>
Construction Cost (\$ millions)	--- (\$360)	- (\$310)	--- (\$400)	--- (\$340)
Net Operating Cost (change in \$ millions per year)	--- (+\$5.4)	--- (+\$7.1)	- (+\$1.2)	--- (+\$3.0)
Net Operating Cost per Boarding (change in \$ per boarding)	+ (-\$0.26)	○ (+\$0.07)	+++ (-\$0.96)	++ (-\$0.71)
Total Cost per New Transit Trip (annualized cost per new transit trip)	+ (\$21.85)	+ (\$23.44)	++ (\$12.41)	++ (\$13.10)
Parking Displaced (# displaced, before mitigations)	-- (-1,164 to -1,299)	-- (-981 to -1,116)	-- (-1,109 to -1,255)	-- (-945 to -1,091)
Intersection Delay (# experiencing significant impact, after mitigations)	- (3 to 4)	- (3 to 4)	- (3 to 4)	- (3 to 4)
Construction Impacts	-	-	-	-
Environmental Justice (effect on low-income, transit dependent)	+	+	+	+
Other Environmental Effects*	○	○	○	○

\* e.g., air quality, noise and vibration, energy, cultural resources, etc.

- **Project Cost: Up to \$310-400 million**
  
- **Committed Funding: \$175 million\***
  - Regional Measure 2 (bridge tolls)
  - Alameda County Measure B (sales tax)
  - Alameda County Congestion Management Agency TIP
  - Federal Statewide Transportation Improvement Program
  - Federal Grant
  - SAFETEA-LU (federal legislation authorizing transportation funding for 2005-2009)
  
- **Funding Under Development**
  - State Infrastructure Bond
  - State Transportation Improvement Program
  - State Traffic Congestion Relief Program
  - FTA Section 5309 Small Starts Program
  - FTA Section 5309 Discretionary Bus
  - FTA Section 5307 Urbanized Area Formula Funds
  - Transportation Fund for Clean Air

\* 2004 San Francisco Bay Area Regional Transportation Plan



- **Provide comments at tonight's meeting**
  - For verbal comments, fill out a speaker card
  - For written comments, submit a comment sheet
- **Mail comments to AC Transit**

East Bay BRT Project Office  
AC Transit  
1600 Franklin Street  
Oakland, CA 94612
- **Provide comments on-line**

<http://www.actransit.org/brtcomment.wu>
- **Comments must be submitted by 5:00 pm, July 3, 2007**
- **For more information on the project**
  - Visit [http://www.actransit.org/brtdraft\\_eis.wu](http://www.actransit.org/brtdraft_eis.wu)
  - Call (510) 891-4755