

**ACTION MEMO**

**AC TRANSIT DISTRICT**  
**Board of Directors**  
Executive Summary

**GM Memo No. 04-145**  
  
Meeting Date: May 5, 2004

**Committees:**

- |                               |                                     |                              |                          |
|-------------------------------|-------------------------------------|------------------------------|--------------------------|
| Planning Committee            | <input checked="" type="checkbox"/> | Finance Committee            | <input type="checkbox"/> |
| External Affairs Committee    | <input type="checkbox"/>            | Operations Committee         | <input type="checkbox"/> |
| <i>Student Pass Committee</i> | <input type="checkbox"/>            | <i>Paratransit Committee</i> | <input type="checkbox"/> |
| <b>Board of Directors</b>     | <input type="checkbox"/>            | <b>Financing Corporation</b> | <input type="checkbox"/> |

**SUBJECT:**

Telegraph/International/E. 14<sup>th</sup> BRT: Approval of Options for Study

**RECOMMENDED ACTION:**

- Information Only     Briefing Item     Recommended Motion

**Review and approve the set of Bus Rapid Transit options for study in the Environmental Impact Statement/Environmental Impact Report.**

**Fiscal Impact:**

None.

**Background/Discussion:**

The process for defining the Bus Rapid Transit (BRT) options for study has been completed. This important milestone allows the District to proceed with detailed analyses of ridership, costs and environmental impacts. An administrative draft of the environmental document will be completed by the end of this year.

**BOARD ACTION:**      **Approved as Recommended**    [ ]      **Other**      [ ]  
                                 **Approved with Modification(s)**    [ ]

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed on \_\_\_\_\_, 2004.

Rose Martinez, District Secretary  
By \_\_\_\_\_

The BRT options were developed by expanding the required project scoping period. The intent was to develop the BRT concept from the Major Investment Study into accurately defined options for environmental review. Each jurisdiction provided guidance on the range of appropriate options for study and the level of detail they required for the environmental review. The options presented below were developed through extensive meetings with elected officials, city staff, and through public comments received at official project scoping meetings, or meetings with community organizations. A list of project meetings is included in Attachment A. Written comments have also been received from federal, state, local and regional agencies, and the public.

A brief description of the public decision making process, by city, is provided below, along with a general description of the options for study that will be included in the Environmental Impact Report/Environmental Impact Statement. Detailed descriptions of the options are provided in Attachments B, C and D.

### **Options that affect all cities**

#### Operating Plans

We are studying two BRT operating plans for the non-downtown segments of Telegraph Avenue in Berkeley and Oakland, and International Boulevard/East 14<sup>th</sup> Street in Oakland and San Leandro:

1. Widely spaced stations (1/2 mile) with underlying local service. This is similar to the strategy used in the LA Metro Rapid and the San Pablo Rapid service; and
2. Closely spaced stations (1/3 mile) with higher frequency service but no underlying local service.

#### Rapid Bus

In addition, a plan of modest improvements similar to the San Pablo Rapid Bus model (traffic signalization, bus stop improvements, headway based schedules) will be compared to the two BRT operating plans listed above. The comparison of dedicated bus lanes to mixed-use traffic lanes will accurately quantify the advantages and drawbacks of either option. The San Pablo-style model will mirror the Rapid Bus planned for implementation in 2006 on the Telegraph/International/E. 14<sup>th</sup> corridor.

### **Berkeley**

The City of Berkeley used its Planning and Transportation Commissions to solicit public input, and to review and approve the BRT options. The Planning Commission reviewed the proposals on January 28, and the Transportation Commission on February 19. The Transportation Commission, designated by the city to make a final determination, agreed with the District's proposal but added another option to consider for Bancroft & Durant.

There are five areas of Berkeley where decisions will need to be made and where various options will be examined:

1. Downtown Berkeley
2. Shattuck Avenue reconstruction
3. Bancroft & Durant
4. Telegraph & Dana
5. Telegraph Avenue south of Dwight Way

1. Downtown Berkeley

There are 3 options to study in Downtown Berkeley:

- Option A: Modest Improvements would create a San Pablo-style rapid bus using the current routing of the #40 bus.
- Option B: All on Shattuck would have two bus lanes on Shattuck Avenue between Bancroft/Durant and Addison Street. It would terminate at Addison near the Berkeley BART station.
- Option C: Big Loop would use Oxford and Shattuck as a couplet. The line would terminate at University Avenue.

2. Shattuck Avenue Reconstruction

For Options B & C that propose dedicated bus lanes, there are various ways to incorporate the bus lanes into the cross-section of the street. The reconstruction scenarios would change the relative roadway space dedicated to parking, parking access lanes, landscape buffers, the landscaped median and left-turn lanes. Cross-sections are shown in Attachment B.

3. Bancroft & Durant

There are four options being considered for the Bancroft/Durant couplet:

- Option A: Modest Improvements would create a San Pablo-style rapid bus using the current routing of the #40 bus, using Bancroft eastbound and Durant westbound.
- Option B: Bancroft & Durant Couplet would add a single bus lane on both Bancroft and Durant.
- Option C: All on Bancroft would have two bus lanes on Bancroft only.
- Option D: Two-way Restricted Bancroft, proposed by the Berkeley Transportation Commission, would convert Bancroft and Durant from one-way to two-way traffic. Bancroft at Telegraph would become a cul-de-sac which would permit buses, shuttles and possibly taxis, but which would prohibit private cars and commercial vehicles from traveling through the intersection. This feature would serve to filter traffic and potentially obviate the need for bus lanes on Bancroft.

4. Telegraph & Dana

There are three options being considered for the Telegraph/Dana couplet:

- Option A: Modest Improvements would create a San Pablo-style rapid bus using the current routing of the #40 bus, using Telegraph northbound and Dana southbound.
- Option B: Telegraph/Dana Couplet would add a single bus lane on both Telegraph and Dana.

- Option C: Telegraph Pedestrian Bus Mall would add two bus lanes to Telegraph between Haste and Bancroft. Through automobile traffic would be prohibited on the segment but commercial deliveries would be allowed. The focus would be on improving the environment experienced by pedestrians and bicyclists while removing congestion for the bus.

#### 5. Telegraph South of Dwight

Three options will be studied for the Berkeley portion of Telegraph Avenue:

- Option A: Modest Improvements would create a San Pablo-style rapid bus.
- Options B & C would have median bus lanes and reflect the two BRT operating plans discussed above (e.g. widely spaced stations with underlying local service or closely spaced stations without underlying local service).

### **Oakland**

The Oakland Planning Commission was the primary review body for the BRT options. They approved a set of options for study at their February 18 meeting.

There are four areas of Oakland where various options will be examined:

1. North Oakland
2. Downtown Oakland
3. Eastlake/San Antonio
4. International Boulevard south of 14<sup>th</sup> Avenue

#### 1. North Oakland

There are three options to be studied for Telegraph Avenue in North Oakland:

- Option A: Modest Improvements would create a San Pablo-style rapid bus along the existing route of the #40 bus.
- Option B: Stay on Telegraph Avenue would install median bus lanes all along Telegraph Avenue.
- Option C: Into MacArthur BART would have a direct connection with the BART station using 40<sup>th</sup> Street and MacArthur Boulevard.

Options B & C would each be studied for the two BRT operating plans discussed above.

#### 2. Downtown Oakland

There are four options to be studied in downtown Oakland. None of the options propose bus lanes on Broadway.

- Option A: Modest Improvements would create a San Pablo-style rapid bus along the existing route of the #40 bus. However, this option would travel via Broadway to 20<sup>th</sup> Street rather than merging/diverging at the junction of Broadway and Telegraph.
- Option B: Stay on 11<sup>th</sup> and 12<sup>th</sup> Streets would have shared bus/right turn lanes along these streets.

- Option C: Use 10<sup>th</sup> Street would have median bus lanes and directly serve Laney College.
- Option D: Jack London Loop would use Jackson and Broadway to serve the Jack London District.

### 3. Eastlake/San Antonio

Eastlake/San Antonio between 1<sup>st</sup> and 14<sup>th</sup> Avenue would have three BRT options for consideration:

- Option A: Modest Improvements would create a San Pablo-style rapid bus along the existing route of the #82 bus.
- Option B: Stay on International Boulevard would add two median bus lanes to International Boulevard.
- Option C: International Boulevard/East 12<sup>th</sup> Street Couplet would have a single dedicated bus lane on each of these streets between 1<sup>st</sup> and 14<sup>th</sup> Avenues. At 14<sup>th</sup> Avenue and south the lanes would converge back to International Boulevard.
- Options B & C would each be studied for the two BRT operating plans discussed above.

### 4. International Boulevard South of 14<sup>th</sup> Avenue

There would be three options to be evaluated for the East Oakland portion of International Boulevard:

- Option A: Modest Improvements would create a San Pablo-style rapid bus along International Boulevard.
- Options B & C would be the two BRT operating plans discussed above.

## **San Leandro**

The key decision making body in San Leandro is a special subcommittee of the city council. Members of this committee met with District staff and Board Members on March 23. A letter from the mayor was transmitted on April 6 expressing the city's concerns about possible traffic and circulation impacts of dedicated bus lanes.

Based on this recommendation, four BRT options are being proposed for consideration in San Leandro:

- Option A: Modest Improvements would create a San Pablo-style rapid bus along East 14<sup>th</sup> Street. This is the city's preferred option at this point.
- Options B & C would be the two BRT operating plans discussed above. There would be no dedicated bus lanes in the downtown area between Davis Street and Blossom Way. Bus lanes would be proposed north of Davis and south of Blossom.
- Option D: Modest Improvements, Bus Routes End at San Leandro BART would be a second Rapid Bus option. This option may better meet the concerns of local officials and provide better service within San Leandro. There would be two San Pablo-style rapid bus routes terminating at San Leandro BART, one originating from the north and one from the south, allowing better BART/BRT transfers.

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The proposed \$600,000 of Regional Measure 2 funds to complete the Estudillo Pedestrian Plaza would be compatible with all the options being considered.

**Next Steps**

Minor refinement of the new Bancroft option in Berkeley and the new Rapid Bus option in San Leandro is continuing and should be resolved shortly.

The technical studies for environmental analysis have begun. It is expected to take about 6 months to complete this work and issue an Administrative Draft of the EIS/EIR. This version of the document is first reviewed by the Federal Transit Administration. Their comments are then incorporated into a Draft EIS/EIR that will be circulated for public and agency review.

**Prior Relevant Board Actions/Policies:**

GM Memo No. 03-147

**Attachments:**

Attachment A: BRT Meetings

Attachment B: Berkeley Options

Attachment C: Oakland Options

Attachment D: San Leandro Options

**Approved by:** Rick Fernandez, General Manager  
Nancy Skowbo, AGM Service Development

**Reviewed by:** Tina Spencer, Manager Long Range Planning

**Prepared by:** Jim Cunradi, Senior Transportation Planner

**Date Prepared:** April 23, 2004