

RESOLUTION NO. 2018

RESOLUTION SELECTING BUS RAPID TRANSIT AS THE LOCALLY PREFERRED ALTERNATIVE FOR THE BERKELEY-OAKLAND-SAN LEANDRO CORRIDOR

WHEREAS, worsening traffic congestion has resulted in delays to transit, and declining system reliability in communities throughout the Berkeley-Oakland-San Leandro corridor.

WHEREAS, the District undertook a Major Investment Study to address these problems.

WHEREAS, the District and the cities of Berkeley, Oakland and San Leandro recognize the need for immediate improvements to the region's public transit system as well as long-term solutions that will accommodate future growth in travel.

WHEREAS, to meet the pressing need for immediate improvements in transit system reliability, steps should be taken that improve the local transit system within three years. Most of the improvements (e.g., traffic signal priority) require AC Transit to act in partnership with the cities and other local agencies.

WHEREAS, the Policy Steering Committee (PSC), for the Berkeley-Oakland-San Leandro Major Investment Study, composed of local elected officials, has reviewed the findings of the study and has selected its preferred alternative.

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the AC Transit District resolves as follows:

Section 1. That Bus Rapid Transit (BRT) is the Locally Preferred Alternative (LPA) for the Berkeley-Oakland-San Leandro corridor with the understanding that Light Rail Transit will be considered as a long-term goal. Furthermore, the District will pursue measures, detailed in Section 2, to improve the local transit system in the next three years.

1. The LPA will serve the following areas:

- Downtown Berkeley to Bay Fair BART using Telegraph Avenue and International Boulevard/East 14th Street. Details of operations and alignment in downtown areas will be developed in Phase II of the project study.

2. Jack London District:

- The details of service to this area will be considered as part of Phase II of the project, including Oakland's preferred alternative for a direct connection from Berkeley through downtown Oakland, the Jack London district to Bay Fair BART without requiring a transfer. The route should serve Service should include Chinatown, BART and Amtrak and provide frequent, convenient service for downtown residents. The alignment would be approved by the City of Oakland. Service to this area should not compromise service in the LPA corridor.

3. The BRT will have the following defining features:
 - Special transit lane dedicated to buses along most of the corridor
 - Traffic signal priority throughout the corridor
 - Wider BRT stop spacing than existing bus service (1/3 to 1/2 mile between BRT stops)
 - Developed station areas at BRT stops will include fare machines, real-time arrival information, shelters, benches, security features, boarding platform and other amenities
 - BRT service at frequent headways with a background local service
 - Aesthetically pleasing, low-floor, multi-door, clean fuel buses
 - Proof-of-payment fare verification
4. The proposed improvements will enhance existing and future transit service:
 - These improvements should not result in service cuts elsewhere, rather cross-town or east-west connections should be strengthened to facilitate transfers to and use of the improved corridor service
 - The design will not preclude a potential future upgrade to light rail transit (LRT) and will attempt to maximize the investments in BRT that would be usable if an LRT project were developed later.
5. Connecting service will be provided to areas outside the corridor.
 - In addition to the LPA, improvements to connecting service to areas such as West Berkeley and Amtrak, the City of Alameda, West San Leandro and Hayward will continue to be developed in Phase II of the study.
6. AC Transit should provide detailed information on parking and traffic impacts at the neighborhood level for the LPA as early as possible and should complete a comprehensive parking mitigation plan.

Section 2. In the next three years, the following steps are recommended as near-term improvements that help speed implementation of the LPA. These steps are listed in the preferred order of their implementation:

1. Take advantage of the existing I-880 Smart Corridor planning process to implement traffic signal priority for buses along International Boulevard/East 14th Street between Bay Fair BART and 14th Avenue

2. Complete the traffic signal interconnect project along International Boulevard between 14th Avenue and 1st Avenue. Implement traffic signal priority for buses in this corridor segment. Seek grant funding if necessary.
3. Design and implement traffic signal priority along Telegraph Avenue. AC Transit, the Alameda County Congestion Management Agency, and the cities of Berkeley and Oakland should make this project a priority and seek matching funds.
4. Implement the new service plan throughout the entire corridor.
 - Identify express bus stops at locations for future BRT stations.
 - Purchase or lease new vehicles.
 - Begin new express service while maintaining local background service throughout the corridor.
5. Implement proof-of-payment fare verification.

As early as possible the District will identify parking and traffic impacts associated with any near-term improvements.

Section 3. The Policy Steering Committee will continue to act as the oversight body for the project. The committee will oversee three areas of work:

1. Implementation of near-term improvements (e.g. traffic signal priority)
2. Preparation of the required environmental document and associated public outreach
3. Creation of a corridor plan

Section 4. This resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

RESOLUTION NO. 2018 WAS PASSED AND ADOPTED THIS 2nd day of August, 2001.