EAST BAY BUS RAPID TRANSIT

FASTER, MORE RELIABLE SERVICE

For discussion purposes only – subject to change

Real-time arrival sign provides reliable information for riders

Off-bus fare payment eliminates hassles and delays at farebox

Transit stations would facilitate ease of entry and exit by minimizing the distance between the platform and the vehicle

The proposed BRT service would use dedicated bus lanes to take buses out of traffic congestion, improve schedule reliability, and speed up passenger trips

More efficiently spaced station stops, pre-paid ticketing, and low-floor boarding would decrease the time buses spend idle at bus stops

BRT Systems in Other Communities

Las Vegas, Nevada
• MAX increased ridership in transit corridor by 25 percent
• 30% of new riders are new to transit
**IMPROVED SAFETY, SECURITY AND COMFORT**

**All stations will be built using crime prevention through environmental design (CPED) principles**

**BRT stations will improve passenger safety with better visibility, well-designed lighting, emergency phones and security cameras**

**By adding new traffic signals and coordinating all signals, traffic speeds can be reduced to appropriate levels, reducing the frequency and severity of accidents**

**Pedestrian “islands” to provide additional time to cross and more protection from traffic**

**Pedestrian access and safety improvements. Passenger information kiosks and spacious canopy shelters**

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**Eugene, Oregon**

- *Emerald Express (EmX)* ridership doubled in first 9 months
- 30% of new riders are new to transit
- Ridership already reached 20 year projection in 1st year of service
OTHER IMPROVEMENTS

Greener Streets: Recycled pavement and drought-tolerant landscaped medians reduce energy and water use.

Healthier Businesses: More transit riders means more foot traffic and more vibrant streets.

Pedestrian Safety: High-visibility crosswalks and new pedestrian signals make walking safer.

Streetscape Features: Improved, restriped crosswalks and raised, “curb separated” islands will create pedestrian protected crossings. ADA ramps and bulbouts will assist pedestrian movement to and from crosswalks serving BRT stations.

Smoother Driving: AC Transit would repave substandard roadway from curb to curb.

Los Angeles, California

- Orange Line met 20-year ridership projections in first 7 months
- 17% of new riders are new to transit
Parking is an important community concern, and AC Transit recognizes this fact and has been sensitive to neighborhood needs. As different neighborhoods have different parking patterns and needs, the project has evaluated current parking conditions, including occupancy rate and prevalence of parking in the area.

Level of Parking Impact and Approach to Mitigation

There are three tiers of parking mitigation depending on the peak usage and the availability of nearby parking.

**Tier 1 - No parking impact**
- Where parking occupancy rates (or parking demand) do not exceed 85%.
- No mitigation needed.

**Tier 2 - Modest parking impact**
- Where parking occupancy approaches 85%, mitigation may be needed.
- Tier 2 impacts typically occur only in business and commercial areas.
- Parking mitigation consists of managing parking by converting all-day parking spaces adjacent to commercial buildings into spaces with time restrictions to serve local business customers.

**Tier 3 - Large parking impact**
- Where parking occupancy exceeds 85%, and opportunities to manage parking are limited or there are special parking needs, mitigation may also include developing new community parking lots.
- Examples of proposed new parking lots AC Transit might develop are identified in the FEIS/R.
COMMUNITY INVESTMENT & ECONOMIC DEVELOPMENT

Community Investment

- $75 million in Federal funds available, if unused will be spent elsewhere
- Approximately 300 construction jobs over three years during construction
- Investment in local infrastructure has a jobs multiplier effect
- Approximately 400 ancillary retail, service and manufacturing jobs during construction
- Faster, more reliable transit can be a catalyst for new economic investment

$173.8 Million in BRT Funding Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>FTA Small Starts</td>
<td>42%</td>
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<tr>
<td>FTA Bus</td>
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</tr>
<tr>
<td>Regional Measure 2</td>
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Economic Development

The BRT Project would support local and regional planning goals to organize development along transit corridors and around transit stations. **BRT systems in other countries and other U.S. cities have increased ridership and fostered economic development.**

- The Euclid Corridor Transportation Project, a 9.4-mile BRT line, is a key initiative to revitalize Cleveland’s urban core.
- Ridership has increased 60% in 3 years.
- The BRT system provides a rapid connection between the region’s two largest employment centers – the central business district and the University Circle area.
- Over $4.3 billion in economic investments have occurred or are planned along this corridor.

BRT was first implemented in Brazil and has expanded internationally:
- Johannesburg, South Africa
- Curitiba, Brazil
- Bogota, Colombia
- Paris, France
- Beijing, China

BRT systems are being developed locally:
- Van Ness BRT, San Francisco
- Geary BRT, San Francisco
- Alum Rock, Santa Clara County
- El Camino Real, Santa Clara County
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## BRT Planning Process & Next Steps

### 2002
**Major Investment Study**
- Identified Corridor
- Selected BRT as much less costly and easier to implement

### 2003-2007
**Draft Environmental Study (DEIS/DEIR)** – 4 Alternatives Studied
- Technical Analysis
- Release of Draft EIR/EIS

### 2008-2011
**Identify and Refine Locally Preferred Alternative (LPA)**
- Meetings with cities, community leaders, and general public

### 2012
**Final Environmental Study – (FEIS/FEIR)**
- Present final project and analysis to public and decision makers
- Present to City Councils of Oakland and San Leandro for project acceptance
- Present to AC Transit Board for project approval

### 2012-2014
**Detailed Design**
- *WE ARE HERE*
  During the design phase, AC Transit will work with the Cities and community members in Oakland and San Leandro to finalize a variety of details
  - Locations of managed parking and parking lots
  - Locations for new sidewalk bulb-outs, loading zones, lane configuration, and other related improvements
  - Community input on design and aesthetics of BRT facilities
    - Station design and public art
    - Landscaping
    - Station and crosswalk treatments
    - Station furniture and aesthetic treatments

### 2014-2016
**Construction**
- Full BRT Service Begins in 2016

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