EAST BAY BUS RAPID TRANSIT  
BRT

FASTER, MORE RELIABLE SERVICE

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

For discussion purposes only – subject to change

Example of Station Features and Amenities

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

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EAST BAY BUS RAPID 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

For discussion purposes only - subject to change

Example of Station Features and Amenities

BRT Systems in Other Communities

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

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

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

Smother Driving: AC Transit would repave substandard roadway from curb to curb

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

Los Angeles, California
- Orange Line met 20-year ridership projections in first 7 months
- 17% of new riders are new to transit

BRT Systems in Other Communities

For discussion purposes only - Subject to change
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.

As part of the final design, stakeholder cities and the community will be asked to assist with selection of new loading zones, off-street lots and locations for new managed parking spaces.
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

- FTA Small Starts
- FTA Bus
- Regional Measure 2
- Alameda County Measure B
- Alameda STIP
- AC Transit Bus Program
- Other

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
EAST BAY BUS RAPID TRANSIT

STATION LANDSCAPE ARCHITECTURE

Landscape Design Elements:
- Part of East Bay BRT’s visual identity
- Included in “kit of parts” for Median & Curbside Stations
- Contributes to comfortable & attractive station environment

BRT Station Landscaping Examples

Proposed Landscape Design Elements

- **Signature Tree**
  - Columnar shape and fall color (or flowering) contrasts with existing trees and visually signal station location
  - Columnar shape reduces impact on business signage

- **Accent Planting**
  - Contributes to the comfortable and pleasing transit waiting environment envisioned at BRT stations
  - Buffers station and pedestrian refuge from traffic

- **“Green Fence” Element**
  - Forms edge along back of raised curbside platforms
  - Allows inclusion of landscaping where space is constrained
  - Creates a screen that can be seen through for safety

- **Raised Planter & Decorative Paving**
  - Raised Planter brings landscaping into closer proximity of transit riders on platform
  - Decorative paving adds to overall visual quality
EAST BAY BUS RAPID TRANSIT

DIRECTIONAL & WAYFINDING SIGNAGE

- Modeled after existing regional signage program
  - Developed by Metropolitan Transportation Commission (MTC)
  - Already familiar to users
- Signs are provided at:
  1. BRT Stations
  2. Nearest stops of connecting bus routes
  3. Key locations between BRT stations

### 1. SIGNS AT BRT STATIONS

#### Median Station

- Street-level signage element in pedestrian refuge
- Signs and displays incorporated into shelter

#### Curbside Station

- Sign-Type Example
  - Information
  - Tickets
  - Transit Connections

- Sign-Type Example
  - Information
  - Tickets
  - Transit Connections

- Sign-Type Example
  - Information
  - Tickets
  - Transit Connections

#### Signs at Connecting Transit Routes

- Example of Shelter-mounted Wayfinding Sign
- Example of Connecting Stops Signage

### 2. SIGNS AT STOPS OF CONNECTING BUS ROUTES

- Signs at Connecting Transit Routes: Guide patrons between BRT and connecting routes
- Supplemental Wayfinding Signs in Key Locations: Guide patrons to BRT stations and key destinations

#### Sign-Type Example

- Sign-Type Example
  - Information
  - Ballpark
  - Transit Connections

- Sign-Type Example
  - Information
  - Ballpark
  - Transit Connections

- Sign-Type Example
  - Information
  - Ballpark
  - Transit Connections

### 3. SIGNS AT KEY LOCATIONS BETWEEN BRT STOPS

- Signs at Connecting Transit Routes: Guide patrons between BRT and connecting routes
- Supplemental Wayfinding Signs in Key Locations: Guide patrons to BRT stations and key destinations

#### Sign-Type Example

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Crosswalk Design at BRT Stations:
- Part of East Bay BRT’s visual identity
- Follows ADA Best Practices and includes audible signals

Mid-block Crosswalk Design:
- Includes enhanced pedestrian refuge
- Allows passage of Emergency Vehicles (where applicable)
- Includes high visibility striping and other pedestrian safety features

BRT Station Access - Median Station

Mid-block Crosswalk Design:

Treatments under consideration for Station Access Crossings:
- High-visibility striping
- Enhanced pedestrian refuge

Enhanced Median Crossings - Mid-Block Crossings

Example of mid-block median refuge
POTENTIAL MEDIAN LANDSCAPING

Key Design Criteria:
- Preserve and restore existing medians
- Support neighborhood character
- Use drought tolerant, low maintenance plant material

Potential Median Landscaping

- Preserve and extend existing medians on international corridors 87° to 100° Avenue
- Maintain and restore median at Fruitvale BART
- New medians, where included in the project design, may be landscaped or paved

Medians Beyond Stations

- Preserve and Restore Existing Median
- New Median (landscape or hardscape)

San Francisco Bay

- Fruitvale
- Elmhurst
- San Leandro
- Downtown
- East Lake
- Westlake
- San Antonio
- San Leandro
- Pinehurst
- Skyline Blvd
- Davis St
EAST BAY BUS RAPID TRANSIT

STATION LANDSCAPING CONCEPTS

**MEDIAN STATION**

- Station "Identity" Trees
- Directional Signage Element in pedestrian refuge
- Station Access Crosswalk in raised planter
- Decorative Pavers
- Station "Identity" Trees

**MEDIAN STATION - AT EXISTING MEDIAN**

- Station "Identity" Trees
- Directional Signage Element in pedestrian refuge
- Station Access Crosswalk in raised planter
- Decorative Pavers
- Station "Identity" Trees

**CURBSIDE STATION**

- "Green Fence" Elements along back of platform
- Station Access Crosswalk Design unique to BRT
- Station "Identity" Tree

**CURBSIDE STATION VARIATIONS - TYPICAL CONDITIONS ALONG BRT ROUTE (FOR REFERENCE)**

- Oakland - 11th and 12th Streets
- Oakland - International and 12th Street
- San Leandro - Davis Street
KIT-OF-PARTS

Handrails
Canopy Glazing
Screens
Seating
Platform Surface
Planting

KIT-OF-PARTS POSSIBILITIES

* Art Opportunity
BRT PLANNING PROCESS & NEXT STEPS

2003 – 2012
Environmental Review Process

- 2003 – Initiate environmental review process based on findings of 2002 Major Investment Study
- 2007 – Release Draft Environmental Impact Report/Study (DEIS/R) with 4 alternatives
- 2012 – Complete final analysis of Locally Preferred Alternative (Downtown Oakland to San Leandro) and released Final EIR/S
  Project approved and accepted by AC Transit Board, City Councils of Oakland and San Leandro

2013 – 2016
Construction Timeline

- 2013 – AC Transit releases construction bid documents in late 2013
- 2014 – Construction begins Spring 2014
- 2015 – Construction complete late 2015, testing and training for 2016 opening of BRT service
- 2016 – BRT service begins in early 2016

- Construction will be phased along the corridor to minimize impact on neighborhoods and businesses.
- Construction impacts will be similar to a streetscape project, which includes potholing for utilities, utility relocation, roadway resurfacing, new BRT station construction and new signal and crosswalk installation.
- Construction outreach will notify residents, businesses and those using the corridor of upcoming construction activities.

2012 – 2016
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

2003 – 2007
Environmental Review Process