2.0 PROJECT DESCRIPTION

In early 2003 the Alameda-Contra Costa Transit District (AC Transit) adopted changes to the local bus service network in North Alameda and West Contra counties through the phased implementation of its Service Deployment Plan (SDP). The adopted service changes were implemented in June 2003, and include improvements to existing service within northern Alameda County (within the cities of Berkeley and Albany), and a restructuring of the route network in West Contra Costa County (within the cities of San Pablo, Richmond and El Cerrito). During this period, AC Transit also phased out its existing fleet of gasoline-powered vans at the same time and replaced them with 30-foot diesel buses, pursuant to a fleet plan adopted in 2002. A legal challenge to the environmental review for the SDP resulted in a court order requiring that a new initial study be completed for implementation of the SDP in North Alameda County/West Contra Costa County, and that the new initial study address the impacts of replacing gasoline vans with buses as provided by the adopted Fleet Composition Plan (FCP). This Initial Study has been prepared in compliance with the Court’s order.

In addition, since the adoption of the North Alameda/West Contra Costa County portion of the SDP AC Transit has proposed additional service changes which are included in a proposed West County Service Plan (WCSP). The changes resulting from the North Alameda/West Contra Costa portion of the SDP, the elimination of gasoline-powered vans, and the changes proposed under the WCSP are the subject of this environmental review and together comprise the projects reviewed in this Initial Study.

2.1 Project Overview

AC Transit is the third-largest public bus system in the state, serving 13 cities and adjacent unincorporated areas in Alameda and western Contra Costa Counties. AC Transit serves approximately 220,000 daily weekday riders, with a fleet of more than 640 buses. AC Transit buses connect with nine other public and private bus systems, 21 San Francisco Bay Area Rapid Transit District (BART) stations, six Amtrak stations, and three ferry terminals. Approximately 1.5 million people live in AC Transit's 364-square-mile service area, which includes:

- **Alameda and Contra Costa Counties**: Alameda, Albany, Berkeley, El Cerrito, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Richmond, San Leandro, and San Pablo
- **Unincorporated Areas**: Ashland, Castro Valley, Cherryland, El Sobrante, Fairview, Kensington, Irvington, North Richmond, and San Lorenzo

AC Transit also serves downtown San Francisco via the Bay Bridge, and Foster City and San Mateo via the San Mateo-Hayward Bridge, and the Stanford University campus in Palo Alto, via the Dumbarton Bridge.

AC Transit has been developing improvements to its route network for several years. Currently, the District has a strategic vision for enhancing service and improving mobility for its passengers. With the economic fluctuations of the past 10 years, bus service in North Alameda and West Contra Costa counties has expanded and contracted to meet increasing demands or District budgetary constraints. To implement Service Deployment Policies adopted in early 2002, the District undertook the development of a Service Deployment Plan that would allow for the expansion or contraction of bus services, depending on the District's revenue, while still providing essential bus services, given economic constraints. One portion of

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1 See further discussion on the creation of the SDP in Sub-Section 2.3.2, “Background”.

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the SDP, adopted in 2003, included the service area of North Alameda and West Contra Costa counties. Also, in 2002 the District considered the composition of its fleet as older equipment reached the end of its useful life, the needs and demands of its passengers changed over that life span, and the District became able to obtain new buses that better suited its needs. In accordance with the Fleet Composition Plan (FCP) that was adopted in 2002, gasoline-powered vans were phased out, with the last vans eliminated from the District's fleet in late 2003. They were replaced with 30-foot diesel powered buses from the District’s existing bus fleet. These buses were purchased in the early 1990’s and are scheduled to be replaced in 2006 with new 30-foot buses manufactured by Van Hool of Belgium/ABC Companies. 61 of the state-of-the-art “Advanced Design Urban Transit Buses” will be produced for AC Transit, and up to 10 of them will be gas-electric powered hybrids.

In addition, subsequent to the adoption of the changes in the North Alameda/West Contra Costa area as a portion of the SDP, the District undertook a further review of the service needs in the West Contra Costa County area. Based upon that review, the District proposes to restructure the West Contra Costa County route network to meet the area’s needs, and is proposing the WCSP to implement the proposed restructuring.

In compliance with the court order relating to the environmental review performed for the North Alameda/West Contra Costa counties portion of the SDP and the elimination of vans, as well as the need for environmental review of the proposed modifications to bus service under the WCSP, this environmental document is being prepared in accordance with the requirements of the California Environmental Quality Act (CEQA).

2.2 Project Location

The Proposed Project would include service improvements and route restructuring, as well as changes in the fleet located within the cities of Berkeley and Albany in Northern Alameda County, and in the cities of El Cerrito, Richmond, and San Pablo in West Contra Costa County.

2.3 Project Purpose and Need

2.3.1 Introduction

AC Transit provides diesel bus transit service throughout its jurisdiction and into areas adjacent to, but not part of, the District’s formal boundaries. AC Transit has conducted extensive data analysis for all routes throughout its transit network. The analysis identified productive service areas within North Alameda and West Contra Costa counties. The changes included in the SDP and proposed in the 2005 WCSP are designed to maximize transit resources where they can produce the most riders for the public investment, develop an attractive and well-used transit option, help to eliminate unproductive segments, reallocate extra running time on existing routes to create a more streamlined route network, and to provide the appropriate equipment on those routes. The stated need is therefore to improve service deficiencies and inefficiencies in these communities. The Proposed Project meets this stated need by making revisions to the route structure in North Alameda and West Contra Costa counties, and by deploying appropriate transit vehicles to provide the service improvements.

2.3.2 Background

AC Transit is a Special District, organized under the laws of the State of California. It is the public entity successor to the private Key System that provided rail and bus service to the East Bay and over the Bay Bridge to San Francisco since the turn of the twentieth century. AC Transit began providing diesel bus
service within its service area and to the Transbay Terminal in San Francisco in 1960. In the late 1980s/early 1990s the District undertook a complete review of its service network and developed the Comprehensive Service Plan (CSP), which was adopted in 1991. Although originally a five-phase restructuring plan, only the first two phases were implemented due to major funding constraints.

In the late 1990s AC Transit initiated a strategic planning process focused on developing a long-term vision for the transit district. A Strategic Vision Plan was developed that emphasized speed, comfort and reliability with the goal of increasing transit ridership. Recognizing that achieving the vision would require additional funding, AC Transit began the process of collaborating with local jurisdictions to help identify funding sources to help improve the East Bay’s transit system. In November 2000, voters in Alameda County approved a 20-year extension of Measure B, which is a half-cent sales tax used to fund transportation projects. The Measure B expenditure plan provided increased funding for AC Transit services, but not at a sufficient level to keep pace with growing operating costs. In addition, in November 2004, Contra Costa County voters adopted Measure J, a continuation of the existing county half-cent sales transportation sales tax. This tax increases funding available for local transit service in Western Contra Costa County, and led to further refinements in AC Transit service proposals for the communities in Richmond, El Sobrante and El Cerrito.

In order to maintain the focus on achieving the Strategic Vision Plan, AC Transit developed a comprehensive set of service deployment policies to guide the AC Transit Board of Directors’ future deliberations and decisions on service allocations – where to add service when the District received additional revenues, and where to protect service when resources diminished. These policies led to the creation of a Service Deployment Plan (SDP) for the District, which restructured the bus service network into a more streamlined and efficient system in accordance with the policies identified during the development of the plan. The purpose of the SDP was to realign the District’s bus service to allow the District to respond to changing financial conditions. The plan allows for expansion and contraction of bus service, and the adopted policy favors deployment of District resources on the most productive and well used routes. As part of this plan, a series of route realignments were identified. The route changes identified in the SDP were for two phases - Phase One (Central Alameda County) and Phase Two (North Alameda/West Contra Costa counties). Phase One was approved by the District's Board of Directors in mid-2002 and implemented in December of that year. Phase Two was approved in early 2003 and implemented in June 2003.

The SDP represented a long-range service plan for the District. Concurrently, with the development of a long-term operations plan, the District also addressed the composition of its fleet. Starting in the latter half of the 1990s the District began replacing its aging fleet with newer, and in some cases different, buses. The emphasis was upon acquiring "low-floor" buses for most local routes and putting "cruiser" coaches on most long distance routes, particularly those that traveled into the Transbay Transit Terminal in San Francisco. Furthermore, due to increased demand, buses needed to be equipped with bicycle racks. In 2002 the District undertook the review of its fleet management plan. This plan is used by a transit agency to properly plan for and carry out the overall management of its vehicle fleet. AC Transit recognized that the service expansion outlined in the SDP would require additional transit vehicles. The FCP was prepared in order to identify a plan for the expansion, deployment and replacement of the District’s transit vehicles. In April 2002, the Board approved the FCP. The FCP provided a recommendation for the composition of the District’s bus fleet to the year 2015. At the time of the adoption of the FCP the District's fleet included 60 60-foot articulated buses, 40 45-foot “cruiser” coaches, 360 40-foot buses, 29 35-foot buses, 61 30-foot buses and the remaining 31 26-foot gasoline-powered vans. The District considered the composition of its fleet as older equipment reached the end of its useful life, the needs and demands of its passengers changed over that life span and the District
became able to obtain new buses that better suited its needs. In accordance with the FCP, gasoline-powered vans were phased out, with the last vans eliminated from the District's fleet in late 2003. They were replaced with 30-foot diesel powered buses from the District’s existing bus fleet. These buses were purchased in the early 1990’s and are scheduled to be replaced in 2006 with new 30-foot buses manufactured by Van Hool of Belgium/ABC Companies with state-of-the-art diesel engines.

Within West Contra Costa County, Phase 2 of the SDP had focused almost exclusively on changes in arterial transit services in the San Pablo Corridor. As part of a refinement of transit services, the AC Transit Board of Directors authorized environmental review of a new West County Service Plan (WCSP) in September 2004. The WCSP is a transit plan for West Contra Costa County that includes, but is not limited to:

- restructuring the route network
- examining running times and schedules
- addressing the needs of riders and the public in the community
- planning for anticipated funding from Contra Costa County’s Measure J

Additionally some service improvement opportunities were identified in Berkeley and Albany, located in Northern Alameda County, that are related to the routes serving West County, and these are proposed together with the WCSP.

2.3.3 Purpose and Need

The purpose of the Proposed Project is to maximize transit resources where they can produce the most riders for the public investment, develop an attractive and well-used transit service, help to eliminate unproductive route segments, reallocate extra running time on existing routes to create a more streamlined route network, and to provide the appropriate equipment on those routes. Additionally, the WCSP has several goals and objectives:

- Provide an efficient and attractive transit service
- Integrate regional and local transit services
- Design transit services to promote and maintain attractive and sustainable land uses
- Provide services to meet special and social needs

AC Transit has conducted extensive data analysis for all local transit lines in West Contra Costa County and in parts of Berkeley and Albany. The analysis identified productive service areas within the route network as well as some unproductive segments in the communities of Point Isabel, Hilltop Green, and along some portions of existing Route 376. This information formed the basis for the service design recommendations included in the WCSP, which are described as follows.

2.4 Description of the Proposed Project

The Proposed Project includes all the changes proposed and/or implemented in the June 2003 SDP in North Alameda and West Contra Costa counties, as well as the impacts associated with the elimination of
gasoline-powered vans under the Fleet Composition Plan. In addition, the project includes the WCSP. These three project components are described in detail, as follows.

2.4.1 Description of SDP Phase 2

When fully implemented, the SDP was intended to significantly improve service in corridors with high ridership, implement new lines, and reroute or terminate lines or line segments with relatively low ridership. These changes were also designed to improve service along two key corridors. The route changes in the North Alameda/West Contra Costa portion of the SDP are listed in Table 2-1 and are described in detail following the table. A map of the proposed service changes is depicted in Figure 2-1.

Line 6/6A – Ashby Avenue (Parkwood-Piedmont): All or portions of the route were discontinued. Line 6 was discontinued on Ashby Avenue in Berkeley and 40th Street. Some portions were incorporated into rerouted Line 9 and into the new Line 19, or were covered by existing Line 57.

Line 8 – Senior Loop (Grizzly Peak-Berkeley BART): All or portions of the route in the Berkeley Hills area were discontinued, with some portions covered by Line 65.

Line 9 – Gilman Street (Berkeley Marina to Claremont/Ashby): New service on Line 9 was established, operating on Gilman Street, Shattuck Avenue, Dwight Way, 7th Street, Ashby Avenue in Berkeley to the Claremont District in Oakland. Most of the existing line was combined with the Dwight Way portion of Line 65 and the Ashby Avenue portion of Line 6, with new terminals at Claremont and Ashby Avenues, and at the Berkeley Marina. Service on this route was extended by one hour in the evening and the frequency was reduced from 15 minutes to 20 minutes. Service on Sacramento Street in Berkeley to the North Berkeley BART Station was discontinued.

Line 11 – 14th Avenue/Oakland Avenue (Piedmont to Fruitvale Avenue): Service frequencies on this peak hour route were reduced from 15 minutes to 20 minutes.

Line 12 – Grand Avenue (Macarthur BART to Downtown Oakland): This route was changed to provide a new terminal in downtown Oakland at 11th and Jefferson streets, and the route segment to Alameda was incorporated into new Line 19.

Line 13 – 14th Street (Oakland Army Base to Lakeshore Avenue): This route was extended along 14th Street to Wood Street, 12th Street, and Mandela Parkway, incorporating a discontinued portion of Line 62.

Line 14 – Adeline Street (Macarthur BART to 35th Avenue): This line was rerouted in downtown Oakland to operate on 14th Street instead of 11th and 12th streets between Adeline Street and 1st Avenue.

Line 17 – Alcatraz Avenue(Powell Plaza to Rockridge BART): Service on this line was rerouted to stay on Keith Avenue to Broadway in Oakland with the segment along Presley Way, Chabot Road, and Patton Street discontinued.

New Line 19 – Hollis Street/Buena Vista Avenue (North Berkeley BART to Fruitvale BART): This new route established new service from Alameda to west Berkeley via Buena Vista Avenue, downtown Oakland, 7th Street, Peralta Street, Hollis Street, 7th Street, University Avenue to the North Berkeley

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3 These include potential noise, vibration, air quality and transportation/traffic impacts.
BART Station From downtown Oakland the route travels to Alameda via the Posey/Webster Tube and Buena Vista Avenue, terminating at the Fruitvale BART Station.

New Line 21 – Santa Fe Avenue/Terrace Drive (North Berkeley BART to El Cerrito Plaza BART): This was a new route that provided service during morning and afternoon peak hours from the North Berkeley BART Station to El Cerrito. This service replaced a portion of Line 67 between North Berkeley BART and Terrace Drive/Moeser Lane in El Cerrito.

Line 42 – Webster Street (Downtown Oakland to Marina Village): All or portions of this route from Oakland to Alameda were discontinued, with some portions incorporated into new Line 19.

Line 49/49M – Bay Farm Island (Fruitvale BART to Coliseum BART): This service was rerouted to operate from Fruitvale BART via the Fruitvale Avenue Bridge and Fernside Drive to High Street, incorporating a discontinued portion of Line 51.

Line 50 – Park Street (Fruitvale BART to Bayfair BART): Service on this route was changed to operate in downtown Oakland via Franklin Street, 12th Street, and Martin Luther King, Jr. Way, to a new terminal on 11th Street at Jefferson Street. The return trip to Alameda from downtown Oakland was changed to operate via Broadway, 7th Street, and Webster Street.

Line 51 – Broadway/University Avenue (Berkeley Amtrak Station to Alameda): This route was changed to provide new terminals at 3rd Street and University Avenue in Berkeley, and Broadway and Blanding Street in Alameda. Service which was formerly provided to the Berkeley Marina was incorporated into Line 9. The segments that operated on San Jose Avenue, High Street, and Fernside Boulevard in Alameda were discontinued.

Line 52 – Cedar Street (University Village to UC Campus): Midday service on this route was discontinued, with new service hours between 8:30am and 9:30am, and 4:30pm and 6:00pm. In addition, service north of University Village was discontinued.

Line 52L – University Avenue Limited (University Village to UC Campus): Line 52L routing around campus changed to match Line 52, offering two-way service around campus. The service operating north of University Village on this route was also discontinued.

Line 53/53A – Fruitvale Avenue (Fruitvale BART - Fruitvale Avenue – Chabot Center): This route was changed with Line 53A incorporated into Line 53, and new terminals were located at the Fruitvale BART Station, and Lyman and Tiffin Roads in Oakland. Service along Lincoln Avenue to the Chabot Space and Science Center was discontinued.

Line 58 Macarthur Boulevard (Downtown Oakland to Oakland Airport): This route was extended to serve the Oakland Amtrak Station, replacing service previously provided by Lines 72 and 73.

Line 59/59A – Piedmont Avenue (Montclair to Jack London Square): The line was rerouted to operate from Rockridge BART to Montclair, incorporating a portion of the discontinued Line 64. The route continues to the Lake Merritt BART Station via the “Pill Hill” medical offices area of Oakland. The Harbord Drive portion of the route that was served only by Line 59A was discontinued, as well as service on Thornhill Drive, and all service south of Lake Merritt BART. Every other trip on this route
served either Golden Gate Avenue and Acacia Avenue as Line 59A or remained on Broadway Terrace as Line 59.

**Line 62 – 23rd Avenue (Wood Street – Fruitvale BART – Alameda):** This line was rerouted to stay on 7th/8th streets west of Broadway, terminating at the West Oakland BART Station. The discontinued portion of the route along Wood Street and 12th Street was incorporated into an extension of Line 13. The discontinued route segment along Peralta Street, 7th Street, Union Street, 10th Street, and 11th/12th streets was incorporated into the new Line 19.

**Line 63 – Alameda Point (Marina Village – Harbor Bay Island):** Service on this line was rerouted via High Street and Encinal Avenue to Broadway, rather than Otis Drive to Broadway, to incorporate a discontinued portion of Line 51. Limited-route weekend service was added on Bay Farm Island to operate between 6:30am and 8:30pm via Robert Davey Jr. Drive, Aughinbaugh Way, Macartney Road, Maitland Drive, and Island Drive to Park Street and Encinal Avenue.

**Line 64 – Telegraph Avenue (Downtown Berkeley – Merritt College):** All or portions of the route from the Rockridge area in Oakland to Berkeley were discontinued, with the portion between Rockridge BART and Montclair incorporated into Line 59.

**Line 65 – Dwight Way (University Avenue – Euclid Avenue):** Line 65 was shortened to operate from the Downtown Berkeley BART Station to the Berkeley hills. Every other weekday trip would operate on 30-minute frequencies, and serve the Lawrence Hall of Science (LHS) on the University of California, Berkeley campus via Euclid Avenue and Grizzly Peak Boulevard, or Senior Avenue, Campus Drive and Shasta Drive. Weekend trips would operate to LHS only with a 60-minute frequency. Service previously provided along Dwight Way was incorporated into Line 9. Frequencies on this route were reduced from 20-30 minutes to 30 minutes on weekdays and from 30 minutes to 60 minutes on weekends.

**Line 67 – Spruce Street (Grizzly Peak Boulevard – Arlington Avenue):** Line 67 was shortened to operate from the Downtown Berkeley BART Station to Spruce Street and Grizzly Peak Boulevard. Direct service between the North Berkeley BART Station and downtown Berkeley was discontinued. Weekday service would be extended by one hour in the evening. Weekend trips could continue to serve Tilden Regional Park. Return trips on this line were rerouted via Beloit Avenue and Vassar Avenue. A segment of the route between Terrace Drive/Moeser Lane and North Berkeley BART was discontinued, and incorporated into new Line 21.

**Line 72 – San Pablo Avenue (Richmond – Downtown Oakland):** This route operates from the central Richmond to downtown Oakland. At its northern end, it was rerouted via Robert Miller Drive instead of Birmingham Drive to Hilltop Mall, and a new southern terminal was added at 2nd Street and Broadway in downtown Oakland. Service to the Oakland Amtrak Station was replaced by Line 58. In Richmond, the Birmingham Drive route segment was incorporated into Line 76.

**Line 72L – San Pablo Avenue Limited (Richmond – Downtown Oakland Limited):** This was a variation of Line 72 that offered limited stop service along San Pablo Avenue. The service was changed to provide greater frequency, as well as a change in service hours, by being redesignated as Line 72R and upgraded (see below).

**New Line 72M – San Pablo Avenue/Macdonald Avenue (Richmond – Downtown Oakland via Macdonald Avenue):** This is a new route that was formerly known as Line 73. It was redesignated as
Line 72M, and a new southern terminal at 2nd Street and Broadway in downtown Oakland. Service to the Oakland Amtrak Station was replaced by Line 58.

**New Line 72R – San Pablo Avenue Rapid (Richmond – Downtown Oakland):** The new “San Pablo Rapid” replaced Line 72L. This route offered faster service between Contra Costa College in the city of San Pablo to Jack London Square in downtown Oakland via San Pablo Avenue, with fewer stops, 12-minute frequencies, and service from 6am to 7pm weekdays. New 60-foot articulated buses were deployed on this route.

**Line 73 – San Pablo Avenue/Macdonald Avenue (Richmond – Downtown Oakland):** As noted previously, this route was re-designated as Line 72M (see above).

**Line 76 – North Richmond (Contra Costa College – El Cerrito BART):** This route was extended to serve Hilltop Mall via Birmingham Drive in Richmond. Service to the Leroy Heights area in Richmond was discontinued.

**Line 78/82L – International Boulevard/International Boulevard Limited (West Oakland – Hayward BART):** This line was rerouted via 11th/12th streets in downtown Oakland instead of 14th Street, with new northern terminal at 11th and Jefferson streets. Service along segments of the route serving West Oakland were discontinued, and served by Lines 13, 19, and 62.

**Line 88 – Sacramento Street (North Berkeley BART – Downtown Oakland):** This route was changed with a reroute via Market Street and 11th/12th streets in downtown Oakland. Segments of the route along 18th Street and Broadway were discontinued. A new southern terminal was added at the Lake Merritt BART Station.

**Line 91 – Whitman (Castro Valley – Chabot College):** A schedule adjustment between 5:30pm and 7:30pm on southbound trips from Hayward BART to Chabot College was made to this route.

**Line 315 - Adeline Night (West Oakland – Macarthur BART):** A new terminal in downtown Oakland at 11th and Jefferson streets was added to this route.

**Line 325 – Alameda Ferry Terminal (Ferry Terminal – East Alameda):** Service to the City of Alameda ferry terminal on this routes was discontinued, and is now served by Line 50.

**Line 354 – 35th Avenue Limited (35th Avenue – Kmart Owl):** Service from the Fruitvale BART Station to the Super Kmart store located on Alameda Avenue in Oakland was discontinued. In addition, all trips on this route were re-designated as Line 54.

**Line A – 7th Street Transbay (San Francisco – Oakland Owl):** A new terminal in downtown Oakland at 11th and Jefferson streets was added to this route.

**Line F – Adeline Transbay (San Francisco – Berkeley):** All trips on this line were rerouted via Adeline Street, Market Street, 40th Street, and Shellmound Street. Service was discontinued from Market Street/40th Street to West Grand Avenue.
## Table 2-1. Service Deployment Plan Phase 2 Service Changes

<table>
<thead>
<tr>
<th>Route</th>
<th>Service Area</th>
<th>Service Frequencies</th>
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</thead>
<tbody>
<tr>
<td>Line 6/6A – Ashby Avenue</td>
<td>Parkwood-Piedmont</td>
<td>Discontinued</td>
</tr>
<tr>
<td>Line 8 – Senior Loop</td>
<td>Grizzly Peak-Berkeley BART</td>
<td>Discontinued</td>
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<tr>
<td>Line 9 – Gilman Street</td>
<td>Berkeley Marina to Claremont/Ashby</td>
<td>20 minutes</td>
</tr>
<tr>
<td>Line 11 – 14th Avenue/Oakland Avenue</td>
<td>Piedmont to Fruitvale Avenue</td>
<td>20/30 minutes</td>
</tr>
<tr>
<td>Line 12 – Grand Avenue</td>
<td>MacArthur BART to Downtown Oakland</td>
<td>20/30 minutes</td>
</tr>
<tr>
<td>Line 13 – 14th Street</td>
<td>Oakland Army Base to Downtown Oakland</td>
<td>20 minutes</td>
</tr>
<tr>
<td>Line 14 – Adeline Street</td>
<td>MacArthur BART to 35th Avenue</td>
<td>15/30 minutes</td>
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<tr>
<td>Line 17 – Alcatraz Avenue</td>
<td>Powell Plaza to Rockridge BART</td>
<td>30/60 minutes</td>
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<tr>
<td>NEW Line 19 – Hollis Street/Buena Vista Avenue</td>
<td>North Berkeley BART to Fruitvale BART</td>
<td>30 minutes</td>
</tr>
<tr>
<td>NEW Line 21 – Santa Fe Avenue/Terrace Drive</td>
<td>North Berkeley BART to El Cerrito Plaza BART</td>
<td>40 minutes</td>
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<tr>
<td>Line 42 – Webster Street</td>
<td>Downtown Oakland to Marina Village</td>
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<tr>
<td>Line 49/49M – Bay Farm Island</td>
<td>Fruitvale BART to Coliseum BART</td>
<td>15/30 minutes</td>
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<tr>
<td>Line 50 – Park Street</td>
<td>Fruitvale BART to Bayfair BART</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Line 51 – Broadway/University Avenue</td>
<td>Berkeley Amtrak Station to Alameda</td>
<td>8/20 minutes</td>
</tr>
<tr>
<td>Line 52 – Cedar Street</td>
<td>University Village to UC Campus</td>
<td>30 minutes</td>
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<tr>
<td>Line 52L – University Avenue Limited</td>
<td>University Village to UC Campus</td>
<td>15/30 minutes</td>
</tr>
<tr>
<td>Line 53/53A – Fruitvale Avenue</td>
<td>Fruitvale BART - Fruitvale Avenue – Chabot Center</td>
<td>15 minutes</td>
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<tr>
<td>Line 58 – Macarthur Boulevard</td>
<td>Downtown Oakland to Oakland Airport</td>
<td>10/20 minutes</td>
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<tr>
<td>Line 59/59A – Piedmont Avenue</td>
<td>Montclair to Jack London Square</td>
<td>60 minutes</td>
</tr>
<tr>
<td>Line 62 – 23rd Avenue</td>
<td>Wood Street – Fruitvale BART – Alameda</td>
<td>30 minutes</td>
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<tr>
<td>Line 63 – Alameda Point</td>
<td>Marina Village – Harbor Bay Island</td>
<td>30 minutes</td>
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<tr>
<td>Line 64 – Telegraph Avenue</td>
<td>Downtown Berkeley – Merritt College</td>
<td>Discontinued</td>
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<tr>
<td>Line</td>
<td>Route Description</td>
<td>Destination</td>
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<tr>
<td>Line 65 – Dwight Way</td>
<td>University Avenue – Euclid Avenue</td>
<td>30/60 minutes</td>
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<tr>
<td>Line 67 – Spruce Street</td>
<td>Grizzly Peak Boulevard – Arlington Avenue</td>
<td>30/60 minutes</td>
</tr>
<tr>
<td>Line 72 – San Pablo Avenue</td>
<td>Richmond – Downtown Oakland</td>
<td>30 minutes</td>
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<tr>
<td>Line 72L – San Pablo Avenue Limited</td>
<td>Richmond – Downtown Oakland Limited</td>
<td>Discontinued</td>
</tr>
<tr>
<td>NEW Line 72M – San Pablo Avenue/Macdonald Avenue</td>
<td>Richmond – Downtown Oakland via Macdonald Avenue</td>
<td>30 minutes</td>
</tr>
<tr>
<td>NEW Line 72R – San Pablo Avenue Rapid</td>
<td>San Pablo Avenue Rapid</td>
<td>12 minutes</td>
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<tr>
<td>Line 73 – San Pablo Avenue/Macdonald Avenue</td>
<td>Richmond – Downtown Oakland</td>
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<td>Line 76 – North Richmond</td>
<td>Contra Costa College – El Cerrito BART</td>
<td>30/60 minutes</td>
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<tr>
<td>Line 82/82L – International Boulevard/International Boulevard Limited</td>
<td>West Oakland – Hayward BART</td>
<td>12/20 minutes</td>
</tr>
<tr>
<td>Line 88 – Sacramento Street</td>
<td>North Berkeley BART – Downtown Oakland</td>
<td>20 minutes</td>
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<tr>
<td>Line 91 – Whitman</td>
<td>Castro Valley – Chabot College</td>
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<td>Line 325 – Alameda Ferry Terminal</td>
<td>Ferry Terminal – East Alameda</td>
<td>Discontinued</td>
</tr>
<tr>
<td>Line 354 – 35th Avenue Limited</td>
<td>35th Avenue – Kmart Owl</td>
<td>60 minutes</td>
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<tr>
<td>Line A – 7th Street Transbay</td>
<td>San Francisco – Oakland Owl</td>
<td>60 minutes</td>
</tr>
<tr>
<td>Line F – Adeline Transbay</td>
<td>San Francisco – Berkeley</td>
<td>30 minutes</td>
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</table>

Source: *Alameda-Contra Costa Transit District, 2005.*
2.4.2 Description of Elimination of Gasoline-Powered Vans

The Federal Transit Administration (FTA) has established several policies that are meant to ensure that buses purchased or leased with federal funds are maintained and remain in transit use for a minimum normal service life and to ensure that the buses acquired are necessary for regularly scheduled transit service. (FTA Circular Number C 9030.1C) According to FTA, a standard 60, 40, and 30-foot transit bus has a service life expectancy of 12 years. A gasoline-powered van has a service life expectancy of 4 years.

Beginning in December 2002 to December 2003, the District was phasing out of its existing van fleet with the last vans being removed from service in December 2003. The vans were phased out for a variety of reasons, including age, lack of capacity, maintenance problems, and the inability to carry bicycles. At the time of their elimination, gasoline-powered vans had been primarily in use on lines 1, 2, 3, 4, 5, 9, 49, 52, 60, 65, and 67. A map of the van routes as of December 2002 is shown in Figure 2-2.

2.4.3 Description of the WCSP

The WCSP focuses on eliminating unproductive route segments and reallocating extra running time on existing routes to create a more streamlined route network. Additionally, some bus lines would be rerouted to provide more productive service and routes that had previously been discontinued are being proposed for restoration. The new route network relies on timed transfer connections at the Downtown Berkeley BART Station, the Richmond BART Station, and the Richmond Parkway Transit Center. The service areas and proposed frequencies are listed in Table 2-2 and are described in detail below. A map of the proposed service changes is depicted in Figure 2-3.

The WCSP would also address future service demand and concentrate on improvements in the San Pablo Avenue and Macdonald Avenue corridors. Additional service to the Richmond Parkway Transit Center would be provided via the San Pablo Avenue corridor. Coordination between AC Transit and other regional carriers including Golden Gate Transit and Western County Transit Authority (WestCAT) would also be improved.

Line 15 – Martin Luther King Jr. Way (Downtown Berkeley to Oakland): This route currently operates between the Montclair community in Oakland to the Downtown Berkeley BART Station. A variation of the route extends from the Downtown Berkeley BART Station to the El Cerrito Plaza BART Station. Under the new proposal, this segment of Line 15 would be discontinued and would no longer provide service to the El Cerrito Plaza BART Station.

Line 19—Hollis (Downtown Berkeley BART to Fruitvale BART): This route is located within the cities of Berkeley, Emeryville, Oakland and Alameda in North Alameda County. Line 19 would no longer provide service to the North Berkeley BART Station, and would be rerouted from 6th Street and University Avenue to Downtown Berkeley BART via north on 6th Street, eastbound on Cedar Street, southbound on Shattuck Avenue and terminating at Shattuck Avenue and Allston Way. From Fruitvale to 6th Street, the route remains unchanged.

Line 43—Shattuck (Eastmont Transit Center to University Village): Line 43 provides service between the cities of Oakland and El Cerrito in West Contra Costa County and North Alameda County.

Although the emphasis in the previously mentioned litigation was on the elimination of vans on Lines 9 and 67, as well as a change in the route and frequency of buses on Line 67, the analysis herein considers the impacts associated with the elimination of gasoline-powered vans from the fleet altogether.
Consulting
CHS

Figure 2-2
Services Provided by Gasoline Powered Vans

Assigned and Identified Van Routes as of December 2002

- Route 67
- Route 65
- Route 60
- Route 52
- Route 49
- Route 42
- Route 9
- Route 8
- Route 5
- Route 4
- Route 3
- Route 2
- Route 1

Area of Detail

AC Transit West County Initial Study
A portion of Line 43 would be rerouted from San Pablo Avenue and Buchanan Street in Albany to Jackson and Buchanan streets in University Village via San Pablo Avenue, east on Monroe Street, north on Jackson Street, to the terminal at San Pablo and Buchanan. Service to Oakland would continue from the University Village. No service would be provided beyond the terminal to the Point Isabel Regional Shoreline Area along Buchanan and Pierce Streets, Cleveland Avenue, Central Avenue, Fairmount Avenue, Rydin Road, Isabel Street and the El Cerrito Plaza BART Station.

**Line 52—Cedar (University Village to Bancroft Way/Telegraph Avenue):** Line 52, which currently serves the University Village area in the city of Albany, would be discontinued in its entirety. Service would be provided by Line 52L as described below. The running time currently allocated to this route would be reallocated to Lines 71 and 76.

**Line 52L—University Village Limited (El Cerrito Plaza BART Station to Bancroft Way/Telegraph Avenue):** Line 52L would provide limited stop service from Albany to Berkeley, and would be extended from University Village to the El Cerrito Plaza BART Station via northbound on Jackson Street, westbound on Buchanan Street, north on Pierce Street, eastbound on Central Avenue, south on San Pablo Avenue, eastbound on Fairmount Avenue, to the El Cerrito Plaza BART Station. Service to the University Village would remain the same.

**New Line 68—(Richmond BART to El Cerrito del Norte BART):** This route would reinstate service between the Richmond BART station and the El Cerrito del Norte BART Station, traveling east on Macdonald Avenue, north on 23rd Street, east on Garvin Avenue, north on San Pablo Avenue, east on McBryde Avenue, south on Arlington Boulevard, south on Cutting Boulevard, and west on Hill Street to the El Cerrito del Norte BART Station.

**Line 70—Broadway (Richmond BART Station to Contra Costa College Transit Center):** Line 70 would be extended from the Richmond Parkway Transit Center to the Contra Costa College campus. From the transit center, the route would travel north on Blume Drive, westbound on Richmond Parkway, west on Atlas Road, south on Giant Highway, west on Phanor Drive, north on McGlothen Way, west on Banks Drive, south on Jenkins Way, east on Williams Drive, north on McGlothen Way, east on Griffin Drive, south on Giant Highway, east on John Avenue, south on 11th Street, east on Broadway, north on Rumrill Boulevard, east on College Lane, north on Campus Drive to the Contra Costa College Transit Center. The existing segment of the route between the Richmond Parkway Transit Center and the Hilltop Green area would be discontinued. Service currently provided along the route via southbound on Blume Drive, east on Hilltop Drive, north and west on Park Central, south on Fairway Drive, east on Parkway Drive, would be replaced by supplemental school service.

**Line 71—Rumrill Boulevard (Richmond Parkway Transit Center to El Cerrito del Norte BART):** A segment of Line 71 between Contra Costa College and the Richmond Parkway Transit Center would be rerouted. The segment currently serving Broadway, Giant Highway, and Atlas Road would be discontinued, and added as a segment of Line 70. The new route would operate from the campus via west on College Lane, north on San Pablo Avenue, east on Lancaster Drive, east on Aberdeen Way, east on Lancaster Drive, east on Birmingham Drive, north on Shane Drive, west on Hilltop Mall Road to Hilltop Mall. From Hilltop Mall, the route would continue via east on Hilltop Mall Road, east on Klose Way, north on Blume Drive, and east to the Richmond Parkway Transit Center. The route would continue to operate to the El Cerrito del Norte BART Station along its current alignment from Contra Costa College.

**Line 72M –Macdonald Avenue (Point Richmond to Oakland):** This variation of Line 72 provides service to Downtown Oakland from the Point Richmond community, via Macdonald Avenue. Under the proposal, Line 72M would be discontinued, with its frequency transferred to the 72 Local line.
Line 73—Macdonald Avenue (El Cerrito del Norte BART to Point Richmond): The service that is proposed to be discontinued with Line 72M would be provided by a new route, Line 73, which would operate between the El Cerrito del Norte BART Station, the Richmond BART Station, and Point Richmond, along San Pablo and Macdonald Avenues. Service to Point Richmond from the downtown Richmond BART Station would be provided by Line 73, along the current route of Line 72M.

Line 74—23rd Street (Richmond BART to Orinda BART): Line 74 provides service between the Richmond BART Station and the Orinda BART Station, with some variations providing service to Hilltop Mall and areas south of the BART Station. The proposed change would terminate the route at the Richmond BART Station. No service would be provided along South 23rd Street, Marina Bay Parkway, Regatta Boulevard, Marina Way South, Hall Avenue, Harbor Way South, and Wright Avenue.

Line 76—Cutting Boulevard (Richmond Parkway Transit Center to El Cerrito del Norte BART): Line 76 would be extended from Hilltop Mall to the Richmond Parkway Transit Center. The extension would operate via east on Hilltop Mall Road, east on Klose Way, north on Blume Drive, to the Richmond Parkway Transit Center. A segment of the route currently operating along Shane Drive and Birmingham Drive would be discontinued. The route would continue to operate to the Contra Costa College Transit Center from Hilltop Mall via east on Hilltop Mall Road, south on Shane Drive, east on Groom Drive, south on Moyers Road, east on Fordham Street, south on Rollingwood Drive, west on El Portal Drive, north on Mission Bell Drive, north on Campus Driver. The route would continue to operate to the El Cerrito del Norte BART Station along its current alignment from the Contra Costa College Transit Center.

Line 79—Colusa Avenue (El Cerrito Plaza BART to Downtown Berkeley): Line 79 would be a new service that would replace the discontinued service provided by Line 15 between the Downtown Berkeley BART Station and the El Cerrito Plaza BART Station. This route would also incorporate those areas south of the Richmond BART Station that were previously served by Line 74. The new route would travel from the El Cerrito Plaza BART Station via westbound on Central Avenue, north on Interstate 580 ((I-580), west on Bayview Avenue, north on Meade Street, west on Regatta Boulevard, south on Marina Way South, west on Hall Avenue, northbound on Harbor Way South, east on Wright Avenue, southbound on South 19th Street, east on Meeker Avenue, north on Marina Bay Parkway, west on Macdonald Avenue to the Richmond BART Station. The line would continue to the Downtown Berkeley BART Station from El Cerrito Plaza BART via eastbound on Fairmount Avenue, south on Colusa Avenue, east on Solano Avenue, south on The Alameda, south on Martin Luther King Jr. Drive, east on University Avenue, through the University Crescent loop to the Downtown Berkeley BART Station.

Line 376—North Richmond Night Service: Line 376 currently provides night service to the North Richmond area operating from the El Cerrito del Norte BART Station. A segment of the route would be discontinued that currently operates northbound on 23rd Street, east on Rheem Avenue, north on Vale Road, north on San Pablo Avenue, east on San Pablo Dam Road, north on Interstate 80 (I-80), west on El Portal Drive.

Golden Gate Transit Line 40/42 – via Macdonald Avenue (Richmond/San Rafael Bridge to El Cerrito del Norte BART): This service is provided by the Golden Gate Bridge Highway and Transportation District. The route operates weekdays, except holidays, and serves Point Richmond, the Richmond BART Station and the El Cerrito del Norte BART Station. The route currently serves Cutting Boulevard between the two stations. The new proposal would reroute the line to Macdonald Avenue.
Table 2-2. West County Service Plan Recommendations

<table>
<thead>
<tr>
<th>Route</th>
<th>Service Area</th>
<th>Service Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line 15 – Martin Luther King Jr. Way</td>
<td>Downtown Berkeley BART to Oakland</td>
<td>15 minutes</td>
</tr>
<tr>
<td>Line 19 – Hollis Street</td>
<td>Downtown Berkeley BART to Fruitvale BART</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Line 43 – Shattuck Avenue</td>
<td>Eastmont Mall Transit Center to University Village</td>
<td>15 minutes</td>
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<tr>
<td>Line 52 – Cedar Street</td>
<td>University Village to Bancroft Way/Telegraph Avenue</td>
<td>Discontinued</td>
</tr>
<tr>
<td>Line 52L – University Limited</td>
<td>El Cerrito Plaza BART to Bancroft Way/Telegraph Avenue</td>
<td>15 minutes</td>
</tr>
<tr>
<td>Line 68 - NEW</td>
<td>Richmond BART to El Cerrito del Norte BART</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Line 70 – Broadway</td>
<td>Richmond BART Station to Contra Costa College Transit Center</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Line 71 – Rumrill Boulevard</td>
<td>Richmond Parkway Transit Center to El Cerrito del Norte BART</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Line 72 – San Pablo Avenue Local</td>
<td>Richmond Parkway Transit Center to Oakland</td>
<td>15 minutes</td>
</tr>
<tr>
<td>Line 72M – Macdonald Avenue</td>
<td>Point Richmond to Oakland (via Macdonald Avenue)</td>
<td>Discontinued</td>
</tr>
<tr>
<td>NEW Line 73 – Macdonald Avenue</td>
<td>El Cerrito del Norte BART to Point Richmond</td>
<td>30 minutes</td>
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<tr>
<td>Line 72R – San Pablo Avenue Rapid</td>
<td>Richmond Parkway Transit Center to Jack London Square (Oakland)</td>
<td>12 minutes</td>
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<tr>
<td>Line 74 – 23rd Street</td>
<td>Richmond BART to Orinda BART</td>
<td>30 minutes</td>
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<tr>
<td>Line 76 – Cutting Boulevard</td>
<td>Richmond Parkway Transit Center to El Cerrito del Norte BART</td>
<td>30 minutes</td>
</tr>
<tr>
<td>NEW Line 79 – Colusa</td>
<td>Richmond BART to Downtown Berkeley</td>
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</tr>
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<td>North Richmond Night Service</td>
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<td>Golden Gate Transit Line 40/42 – via Macdonald Avenue</td>
<td>Richmond/San Rafael Bridge to El Cerrito del Norte BART</td>
<td>30 minutes</td>
</tr>
</tbody>
</table>

Source: Alameda-Contra Costa Transit District 2005.
2.5 Required Approvals

This Initial Study (IS) will be used by AC Transit to document the Proposed Project’s potential environmental impacts in order to determine whether there is substantial evidence that the Proposed Project would result in significant environmental impacts. As the state lead agency under the California Environmental Quality Act (CEQA), AC Transit is required to adopt an environmental document in compliance with state law before it may approve the Proposed Project. The content of the IS, once reviewed and approved by AC Transit, constitutes the environmental document for the project and will be the subject of a public hearing. Because the IS indicates that the project has no significant environmental impacts, AC Transit may determine that a Negative Declaration is the appropriate environmental document. This document will be circulated for public and agency review, as required by CEQA. During the review period, written comments may be submitted to:

Anthony Bruzzone
Manager, Service and Operations Planning
Alameda-Contra Costa Transit District
1600 Franklin Street
Oakland, CA 94612