East Bay Bus Rapid Transit

presented to

Alameda County Transportation Commission

North County Transportation Forum

presented by

AC Transit

October 20, 2011

Bus Rapid Transit Overview: BRT in the United States

BRT Elements that Improve Speed & Reliably

Bus lanes → **Remove interference from traffic**

Level boarding → **Quicker and easier to get on and off the bus**

Off-bus fare payment → **Eliminate hassles and delays at farebox**

Traffic signal priority → **Reduce delays at signals**

Specialized BRT Buses

- Doors on left and right sides of bus
  - Allows center median stations like rail
- Hybrid electric propulsion
  - Reduces fuel consumption & emissions

INTERNATIONAL BLVD. @ 82ND AVE.
OAKLAND

EXISTING CONDITIONS

FMG ARCHITECTS

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INTERNATIONAL BLVD @ 82ND AVE - OAKLAND - DUAL-DOOR BUS ALTERNATIVE - LOOKING SOUTHEAST

FMG ARCHITECTS

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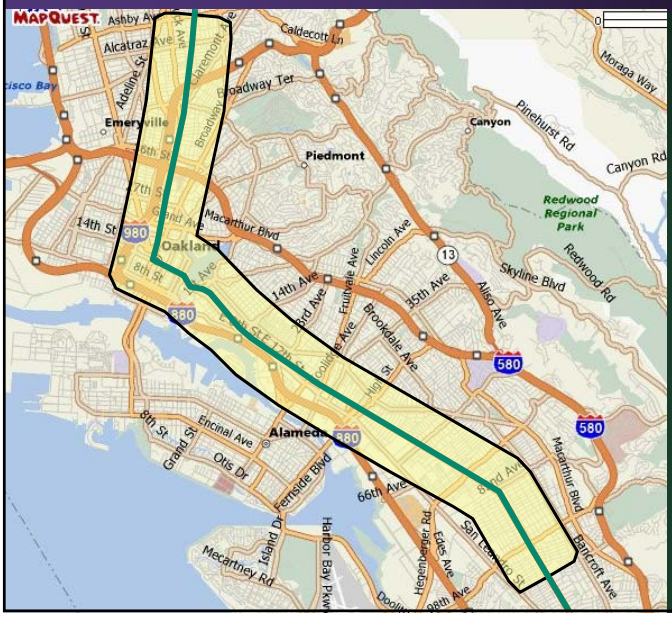
Project Description – Full Project

- 14.4 miles in Berkeley, Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, air conditioning, safety and security features, pedestrian access improvements
- 47 rail-like stations (spaced 0.3 mile apart)
- Dedicated bus lanes (75% of corridor)
- ≈$205 million capital cost
- Other additional funding needed

Project Description – Downtown Oakland-San Leandro (DOSL) Alternative

- 9.5 miles in Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, air conditioning, safety and security features, pedestrian access improvements
- 33 rail-like stations (spaced 0.3 mile apart)
- Dedicated bus lanes (81% of corridor)
- ≈$160 million capital cost
- No additional funding needed beyond existing commitment

Centrally located - 40% of Oakland Residents & 50% of Oakland Jobs are Within ½ Mile of BRT



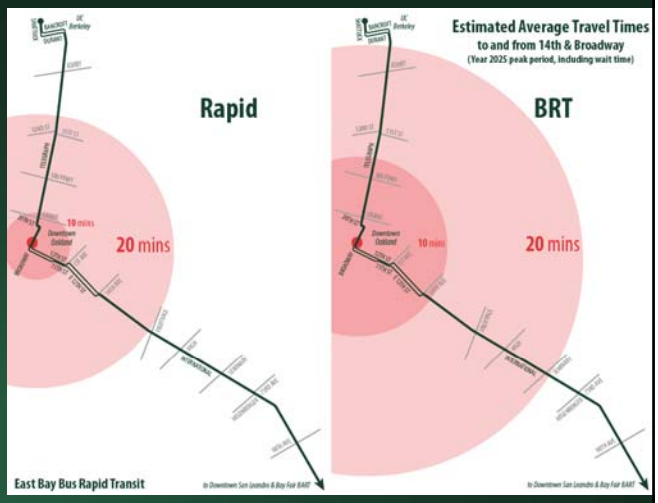
Key

BRT Route

Reach More Places Quickly

More places within 20 minutes of Downtown Oakland

- Better access to jobs
- Easier access to shopping & businesses
- Easier access to entertainment and recreation
- Reduced need for second car
- Easier access to schools



Increases Transit Riders

	Without BRT	With BRT
2009	23,454	N/A
2015	24,600	41,700
2035	34,000	61,800

Supports Pedestrian Friendly Cities and Attracts Investment & Jobs

Provides focal points for pedestrian scale development and…

Supports Oakland redevelopment programs

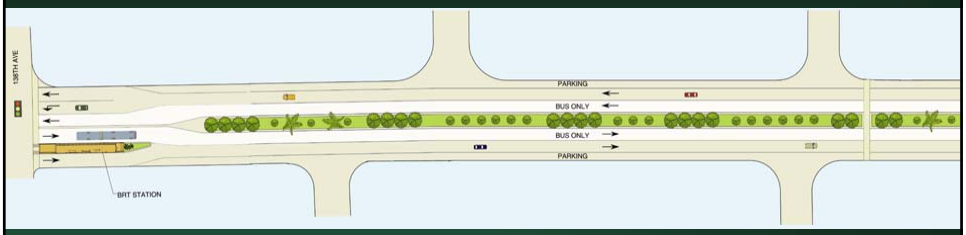
International Boulevard Transit Oriented Development Plan

Broadway/MacArthur/San Pablo

Central District

Central City East

Creates Opportunity to Beautify Street & Increase Safety



- > Expands landscaped medians
- > Improves all crosswalks, adds new traffic signals & creates safe pedestrian refuges
- > Reduces car crashes and pedestrian injuries

Creates Well-Paying Green Jobs

- Up to $200 million invested in East Bay communities
- Creates 300 construction jobs
- Creates 2,200 total jobs (Includes construction, services, retail, manufacturing, etc.)
- Through greater efficiency, preserves permanent jobs for bus drivers, mechanics and other workers
- Attracts investment in neighborhoods

Improves Neighborhood Safety

- BRT slows traffic to safe speeds, reduces conflicts and reduces accidents
- Bus lanes can be used by emergency vehicles for faster response times
- Stations have safety features such as security cameras and emergency phones
- New high quality street lighting near stations includes sidewalk and crosswalk lighting
- Fare inspections and bus lane enforcement increase police presence

Helps the Environment

> BRT reduces vehicle travel by 9,300 trips per day

> And reduces vehicle travel by 21,000 miles per day

* American-made hybrid buses will reduce fuel consumption and emissions further .

**CO_2 and CO_2 equivalents; estimated using US EPA methodology.

Project Construction Budget & Financing

Funding Source	Amount
Regional Measure 2	$43.3
Alameda County Measure B	5.5
RTIP	40.0
FTA Section 5309 New Starts	75.0
FTA Section 5309 Bus	3.3
Total Funding	**$167.1**
Locally Preferred Alternative Cost	$205.0
Locally Preferred Alternative Funding Needed	$37.6
Downtown Oakland to San Leandro Cost	**$160.0**
DOSL Funding Shortfall	N/A

Schedule

- **October 2011 – Engineering and FEIS updated to accommodate dual-sided buses**
- **December 2011 – Firm chosen to perform preliminary engineering and final design**
- **January 2012 – FEIS released for public review with public meetings in Oakland & San Leandro.**
- **April/May 2012 – Oakland and San Leandro vote to approve project and AC Transit Board issues project approval**
- **October 2014 – Begin Construction**
- **January 2015 – First segment opens**
- **April 2016 – Project Completion**