BRT for Berkeley
Proposal for Discussion

This document describes elements of the City of Berkeley's staff proposal for a Locally Preferred Alternative (LPA) of the East Bay Bus Rapid Transit project. The proposal is *not final*. It is merely meant to provide a framework for community discussion.

Bus Rapid Transit and Parking

The Bus Rapid Transit project would have two different kinds of impacts on parking. On the one hand, improved transit would reduce auto usage, thereby reducing the demand for parking. However, the project would also reduce the parking supply in some places to make way for left turn lanes and station platforms.

The recommended BRT design reflects an effort to balance the need for better transit service with the needs of other users of the street, and City staff has tried to minimize reduction in parking supply wherever possible. Nevertheless, on-street parking spaces would be lost if BRT were constructed. Most of the loss would occur on Telegraph south of Dwight, with very little parking loss elsewhere in the corridor. In some places, parking capacity could actually be increased due to elimination of existing bus stops. The LPA indicates the impacts on parking for each block of the route.

Parking Impacts:

- **Telegraph south of Dwight**- A median transitway requires the removal of curbside parking and loading spaces to make way for left-turn lanes and station platforms. Approximately one-fifth of curb spaces (about 105 spaces out of the existing 577 spaces on Telegraph or within a half-block to a block) in this segment of the corridor would be lost if the BRT project were constructed. Currently, approximately one-quarter of these spaces are vacant on a typical weekday afternoon.[i]
- **Telegraph North of Dwight**- All parking and loading spaces on Telegraph north of Dwight would be preserved.
- **Bancroft and Durant**- Approximately three spaces would be removed on Bancroft and Durant. Cars would be allowed to use the transitway to access curbside parking.
- **Shattuck**- Approximately eight spaces would be removed on Shattuck.

The number of parking spaces removed could be reduced somewhat if left-turn lanes were not provided at Blake, Russell, or Stuart, or if bike lanes were not extended to the Oakland border. However, impacts of this trade-off have not been studied.

Strategies to Mitigate Parking Loss:

AC Transit has proposed to mitigate parking loss by converting approximately 65 to 70 residential-parking permit spaces to metered spaces (those spaces located on cross streets adjacent to businesses). City of Berkeley staff also requests that AC Transit consider additional strategies including "shared" parking between different uses, leasing private off-street parking, parking pricing strategies, and other parking and transportation demand management strategies proven to increase availability.

[i] Alameda Contra Costa Transit District, AC Transit East Bay Bus Rapid Transit Project Draft Environmental Impact Statement/Environmental Impact Report, May 2007