

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 in America: Snapshots of Peer Systems

Cleveland Healthline

The "HealthLine" – named for sponsoring hospitals along the route – provides service along Euclid Avenue between Cleveland, Ohio's central business district (the region's largest employment center) and the University Circle area (the second largest employment center). Buses operate in an exclusive median busway over much of the 6.8-mile route. Stations are about one-quarter mile apart. The project included a complete reconstruction of Euclid Avenue, from building face-to-building face. The street now includes:

- Exclusive bus lanes (some curbside parking was eliminated, and loading zones were relocated where possible)
- One lane of auto traffic in each direction
- Transit signal priority
- Streetscape enhancements including new sidewalks, crosswalks, and lighting, trees and landscaping, and distinctive shelters at each BRT station
- Dedicated bike lanes

Results:

- Ridership has increased by 42% in the corridor
- Travel times have been reduced over 40%

For Additional Information:

<http://www.rtahealthline.com/project-updates.asp>

<http://www.euclidtransit.org/maps/default.asp>

http://www.euclidtransit.org/rapid_transit_system/default.asp

http://www.fta.dot.gov/assistance/technology/research_4343.html

Eugene EmX Green Line

The first phase of the Eugene/Springfield area's BRT system, the EmX Green Line, has been open since January 2007 and construction of phase two is now underway. The Lane Transit District selected BRT over other transit technologies because its scale and cost best matched the needs of the community, and because it could be developed in stages over time, as warranted by demand and as allowed by funding.

The EmX Green Line links downtown Eugene and downtown Springfield and serves the University of Oregon. Construction of the 4-mile route cost approximately \$24 million. Stations are about a half-mile apart. Buses run every 10 minutes during peak periods.

- Approximately 75% of the EmX corridor has dedicated right-of-way for buses
- Dedicated lanes were acquired by removing curbside parking and/or lanes of traffic
- Queue jumps and transit signal priority is used where buses run curbside in mixed traffic

Results:

- Ridership has more than doubled in the corridor, surpassing projections
- Travel times have been reduced by about 30% (and time savings are projected to double over the next 20 years)

For Additional Information:

<http://www.ltd.org/search/showresult.html?versionthread=45a4b83927fba5cb751c741bf4ac81e3>

<http://www.ltd.org/search/showresult.html?versionthread=6d517154d17fc3e09be84a0ee196bd7b>

<http://www.gobrt.org/Eugene.html>

Vancouver 98-B Line

Vancouver's B-Line is actually three BRT lines (or was, until the 98-B line was replaced by a rail line earlier this year). The 98-B line covered a total distance of 10 miles with stations about three-fifths of a mile apart on average. It ran at 6- to 8-minute intervals. It included a 1.6-mile median Busway, queue jumps at 2 bridges, bus/HOV lanes, transit signal priority, and real-time information both on-board and in shelters.

- The median transitway required elimination of a two-way-left-turn lane
- Drivers were allowed to make U-turns at select intersections with light cross traffic

Results:

- Ridership was increased by over 28% in the corridor
- 31% of riders were new to transit
- 23% of riders switched from cars
- 52% of those who switched from cars perceived that the bus was as fast or faster.
- Travel times were reduced 16%

For Additional Information:

<http://www.apta.com/research/info/briefings/documents/mills.pdf>

<http://www.translink.ca/~media/Documents/Get%20Involved/Public%20Consultation/Canada%20Line%20Bus%20Integration/Open%20Houses/Canada%20Line%20Bus%20Integration%20Open%20House%20boards%2045.ashx>

http://www.urbanstreet.info/2nd_sym_proceedings/Volume%202/Li.pdf

NYC Bx12 (Select Bus Service)

New York City launched its first BRT line last summer on Fordham Road in the Bronx. Bx12 Select Bus Service (SBS) buses operate in dedicated, high-visibility (terracotta-colored) lanes with traffic signal priority. Other features include real-time information, prepaid boarding, more frequent service, longer service hours, fewer stops, and “branded” buses and stations.

Results:

- Ridership has been increased by 30%
- Travel times have been reduced by almost 20%
- 98% of users rated the service “very satisfactory” or “satisfactory”

For Additional Information:

[http://www.masstransitmag.com/web/online/Industry-Announcements/Mayor-Bloomberg--MTA-Officials-and-Transportation-Commissioner-Sadik-Kahn-Launch-Real-Time-Bus-Arrival-Pilot/1\\$9335](http://www.masstransitmag.com/web/online/Industry-Announcements/Mayor-Bloomberg--MTA-Officials-and-Transportation-Commissioner-Sadik-Kahn-Launch-Real-Time-Bus-Arrival-Pilot/1$9335)

<http://www.mta.info/mta/planning/sbs/>

http://www.nydailynews.com/ny_local/2009/01/01/2009-01_01_bx12_select_bus_service_getting_rave_rev.html