

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 Transit Service

The primary purpose of the East Bay Bus Rapid Transit Project is to provide faster, more reliable, more comfortable transit service on the corridor. This is intended not only to improve the quality of service for the many existing riders, but also to attract new riders to transit. Key service improvements include:

- **Improved reliability:** BRT service will be considerably more reliable than the existing 1R Rapid Bus. Today, nearly 40% of buses arrive at their destinations later than they should. Most of current bus delays are caused by traffic congestion (57%) and boarding/alighting and merging into and out of traffic (24%). A dedicated lane, level boarding, stops flush with travel lanes, and pre-paid boarding will remove most of these issues.
- **More frequent service:** AC Transit has proposed BRT frequencies of five minutes throughout the day, every 10 minutes in the evening, and hourly from midnight to 5 a.m. On weekends between Berkeley and Oakland, BRT headways would be 12 minutes during the day and every 15 minutes in the evening. Improved reliability and increased ridership from BRT features are factors that enable AC Transit to increase frequency without increasing operating costs.
- **Faster service:** AC Transit has estimated that 2025 BRT travel times between downtown Berkeley and Telegraph and Alcatraz would be 25% faster than Route 1R service. BRT buses are expected to be approximately 18% faster over the length of the corridor.
- **Ease of boarding:** Level boarding stop platforms and pre-paid boarding will make boarding the bus easier and faster for all riders, in particular those with mobility impairments.
- **Improved “legibility” of the service:** One single unified BRT service rather than two, the 1 and the 1R, would make the bus service easier for riders to understand. Also, BRT service would no longer run on Dana, but rather exclusively on Telegraph, also aiding rider comprehension of the route. (The bus would still run on both Bancroft and Dana.)

Question

Answer: These alternatives have implications for station locations: While the Combined alternative would have buses make more stops than BRT buses would in the Separate alternative, it would result in the removal of some existing Route.

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