To: Members of the City Council

From: Mayor Tom Bates
Councilmember Linda Maio
Councilmember Laurie Capitelli

Subject: Bus Rapid Transit Final Environmental Impact Study/Report Build Alternatives

Recommendation
That the Berkeley City Council adopt a resolution to study the following three (3) alternatives for the Bus Rapid Transit (BRT) Final Environmental Impact Study/Report:

- Alternative A - Build recommendation (modified staff proposal)
- Alternative B - Reduced Impact proposal (including most Rapid Bus Plus features)
- Alternative C – No Build

Alternatives A and B should include all of the following standard features:

- NextBus (real time) schedule signage
- Standardized proof of payment system
- Security features
- Minimize parking loss

Other features that should be included if technically or financially feasible:

- Elevated and/or Level boarding platforms,
- Far side bus stations combined with queue jump lanes when needed.

Background
After careful consideration of the Planning Commission recommendation, staff recommendation, and comments from the public, we have modified the staff proposal and the Rapid Bus Plus proposal to better address the needs and concerns of the city and its residents.
Contact Persons
Mayor Tom Bates 510-981-7100
Councilmember Linda Maio 510-981-7110
Councilmember Laurie Capitelli 510-981-7150

Attachments:
Resolution
Table – Comparative Chart of Bus Rapid Transit FEIR Study Build Alternatives A and B
Alternative A – BRT FEIR Study - Build Alternative
Alternative B – BRT FEIR Study - Reduced Impact Alternative
<table>
<thead>
<tr>
<th>Location</th>
<th>Build Alternative</th>
<th>Reduced Impact Alternative</th>
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</thead>
<tbody>
<tr>
<td>Telegraph Avenue. South of Dwight Way</td>
<td>Two-way Telegraph with Dedicated Center Bus Lanes and Median Stops</td>
<td>Maintain existing street configuration with no dedicated lanes. Stops at bulb outs with raised platforms where possible and queue jump lanes where necessary.</td>
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<tr>
<td>Telegraph Avenue North of Dwight Way</td>
<td>Maintain current configuration of one-way northbound Telegraph, with southbound buses on two-way Dana. No dedicated lane. Bike lanes in both directions.</td>
<td>Maintain current configuration of one-way northbound Telegraph, with southbound buses on two-way Dana. No dedicated lane. Bike lanes in both directions.</td>
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<tr>
<td>Bancroft Way to Shattuck</td>
<td>Two-way Bancroft Way from Dana. Eastbound buses in dedicated bus lane. Bike lanes in both directions on Bancroft if feasible. Two-way Durant to College with no BRT bus service. Two-way bike lanes on Durant.</td>
<td>Two-way Bancroft Way from Dana. No dedicated bus lanes, bike lanes in both directions on Bancroft. Two-way Durant to College with no BRT bus service. Two-way bike lanes on Durant.</td>
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<tr>
<td>Shattuck Avenue/ Shattuck Square to University Avenue</td>
<td>Two-way Shattuck Avenue from Center St. to University Ave. All buses on west side of triangle. No dedicated lanes. Shattuck Ave will be reconfigured for higher volume traffic. Shattuck Square (east side of triangle) will have no bus service, and will be calmed to one lane northbound for parking, loading and increased pedestrian space. Right turns only from Shattuck Square to Addison or University.</td>
<td>Two-way Shattuck Avenue from Center St. to University Ave. All buses on west side of triangle. No dedicated lanes. Shattuck Ave which will be reconfigured for higher volume traffic. Shattuck Square (east side of triangle) will have no bus service, and will be calmed, to one lane northbound for parking, loading and increased pedestrian space. Right turns only from Shattuck Square to Addison or University.</td>
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<td>Bus Layover</td>
<td>Layover will be relocated to a location on either Hearst or Berkeley Way. Buses will travel northbound on two-way Shattuck (west leg) from Center to Hearst or Berkeley Way; right on Hearst or Berkeley Way to potential layover zone, then return via Oxford, University and Shattuck.</td>
<td>Layover will be relocated to a location on either Hearst or Berkeley Way. Buses will travel northbound on two-way Shattuck (west leg) from Center to Hearst; right on Hearst or Berkeley Way to potential layover zone, then return via Oxford, University and Shattuck.</td>
</tr>
</tbody>
</table>

Details of lane configurations will be determined by a traffic study, to be done by AC Transit.
Recommendation for BRT FEIR Study: Alt. A - Build Alternative

**Layover location on either Hearst or Berkeley Way**

**Shattuck**
2-Way Shattuck Ave, Center to University.
2-way BRT on Shattuck Ave. (west side of triangle)
No dedicated lanes.

**Shattuck Square**
Single lane northbound
Use for parking, loading and open space
No bus service
Remove layover at Center Street
Right turns only at Addison and University

**Bancroft**
2-Way, from Dana
Buses in mixed flow WB; EB in bus lane
Durant converted to 2-way to College Ave.

**North of Dwight**
Maintain current 1-Way Telegraph with BRT in mixed flow NB,
BRT SB on Dana,
No dedicated lanes.
Dana becomes 2-way with bike lanes.

**South of Dwight**
Center Bus Lanes
Median stops
One auto lane in each direction with left turn
lanes where needed.
Recommendation for BRT FEIR Study:
Alt B – Reduced Impact Alternative

**Shattuck**
2-Way Shattuck Ave
Center to University,
2-way BRT on Shattuck Ave. (west side of triangle)
No dedicated lanes

**Shattuck Square**
Single lane northbound
Use for parking, loading and open space
No bus service
Remove layover at Center Street
Right turns only at Addison and University

**Bancroft**
2-Way, from Dana
No bus lanes
Bike lanes in both direction
2-Way Durant to College

**North of Dwight**
Maintain current 1-Way
Telegraph with BRT in mixed flow NB,
BRT SB on Dana,
No dedicated lanes.
Dana becomes 2-way with bike lanes.

**South of Dwight**
2-Way Telegraph
with mixed flow traffic in all lanes
No dedicated lanes
Queue jump lanes if needed
Elevated boarding stations on bulb outs where possible