

Office of the Mayor

**ACTION CALENAR**

April 29, 2010

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**

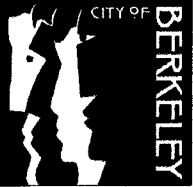
**Alternative B – BRT FEIR Study - Reduced Impact Alternative**

Table – Comparative Chart of Bus Rapid Transit FEIS/R Build Alternatives A and B

Location	Build Alternative	Reduced Impact Alternative
Telegraph Avenue. South of Dwight Way	Two-way Telegraph with Dedicated Center Bus Lanes and Median Stops	Maintain existing street configuration with no dedicated lanes. Stops at bulb outs with raised platforms where possible and queue jump lanes where necessary.
Telegraph Avenue North of Dwight Way	Maintain current configuration of one-way northbound Telegraph, with southbound buses on two-way Dana. No dedicated lane. Bike lanes in both directions.	Maintain current configuration of one-way northbound Telegraph, with southbound buses on two-way Dana. No dedicated lane. Bike lanes in both directions.
Bancroft Way to Shattuck	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.	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.
Shattuck Avenue Bancroft to Center Street	Two-way Shattuck Avenue. No dedicated bus lanes. Queue jump lane if necessary. Right turn lane with prioritized signal for buses from Bancroft Way onto Shattuck Ave.	Two-way Shattuck Avenue. No dedicated bus lanes. Queue jump lane if necessary. Right turn lane with prioritized signal for buses from Bancroft Way onto Shattuck Ave.
Shattuck Avenue/ Shattuck Square to University Avenue	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.	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.
Bus Layover	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.	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.

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.

**Bancroft**

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

**South of Dwight**

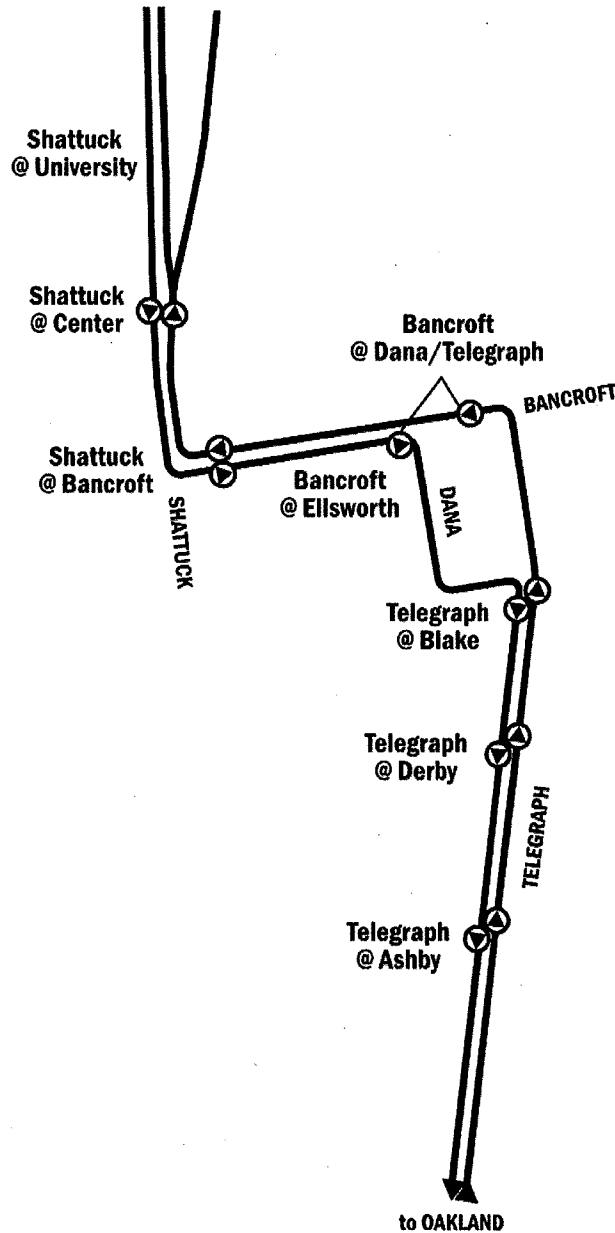
Center Bus Lanes  
Median stops  
One auto lane in each  
direction with left turn  
lanes where needed.

**Shattuck Square**

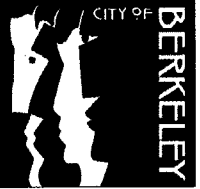
Single lane northbound  
Use for parking, loading  
and open space  
No bus service  
Remove layover at  
Center Street  
Right turns only at  
Addison and University

**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.



# Recommendation for BRT FEIR Study : Alt B – Reduced Impact 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

**Bancroft**

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

**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

**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

**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.

